

Good Showings of Ore
and Evening Star
at the Le Roi to
of Interest.
The practical con-
shipping process be-
from the Le Roi
stood in all its
piece of news for
of mining was last
tracted, including
oment. This will
\$3.25 per ton, or a
cost of \$2.05. As
the old cost upon
will be gathered
figures a far better
to be paid. Also
to get a reasonable
rock.
It is apparent that
expenses have now
well go with the
in the camp. The
the smelter charge.
circumstances the pro-
mattie, contains 50
(On the impurities,
a heavy freight re-
journey to the east,
could be cut out by
smelters in the Koot-
ton Falls, which is
in the question as
a great reduction of
direction. This wo-
ties such as the im-
immense quantities
would immediately
shipping masses of
In conjunction with
by the management
ally reduced it is
that the abnormal
on the Centre Star
will also be reduced
will be below that
\$3.25. These abnor-
by the extra amount
had to be accom-
development work
The sellers of the
concerned to develop
were concerned to
an ore shoot. This
this shoot an expense
sunk and level down
to explore the limits
available for shipping
pense was further in-
ment through a bar-
sawot, such a zone as
of any size. The
has been located
for a depth of a con-
beyond has been found
Therefore there
time a large reserve
eratively stated, with
thing above the 450-
short of 100,000 tons
of putting on 30
for the year it will
year to keep up the
mark in the year to
level below the first.
that level (develop-
the cost of stopping
get the total mining
however, the level
has also been located
either level will have
point yet lower to
point. Thus the cost
be doubled and if a
by the management
covery of the 1889-
proved to state that
the first, although
would gain fill with
lower down, as you
down to that point.
that he had discovered
eral, the condition of
Turning to the W
some, such as des-
was also located here
and the sixth level
and parallel veins dis-
on the first-40 third
ed out to a great exte
up that the bottom b
mine. As a matter of
level both ore bodies
additional third ore b
between the two. The
yet another ore body
found on the seventh
ven. Outside of the
yet another pay shoot
ore bodies found on
more than doubled in
been shipping from
the eighth level and
fair average value, of
the mine. Continuous
is the Poorman with
which is supplying b
shipped from the Le
runs in value up to 6
shipping averages of 1
paysack is only per
the Poorman and G
existent upon the W
the present has been
is probable with dep-
ence of the neighbor-
and Nickel Plate
the as depth is gain-
solid ore shoot will b
An attempt made la
share transactions of
any properties with
the mines is distinct-
ing no treasury stock
set aside for develop-
for the value of the
affect the property,
certainly the case
shown last week are
tion and only need a
promptly yield good r
The out-
was upward of 2,500
record for the camp,
record, that of the wed
330 tons. The increas
of the Le Roi are chief-
Not a ton was shippe
no. 2 nor any from W
Western. The Iron M
der its usual rate and
far below the market,

ROSSLAND WEEKLY MINER

THE LE ROI PLANT

Eight Dollar-Ore No Longer a Mere Dream.

HALF-MILLION DOLLAR PLANT

The Cost of Mining Reduced to \$3.25 Per Ton, Including Development—A Description of the Plant and the Method in Which it is Operated.

The new system of operation is now ready to start up at the Le Roi mine. The vast pile of machinery which has been put into place during the past twelve-month will shortly commence to work together so that an enormous reduction will be caused in the cost of mining. Mining and development together will in future, just as soon as the system has come into general working order all over the mine, not cost more than \$3.25 per ton. This is of course, speaking of the mine in ordinary condition and not where the development has been allowed to run behind from one cause or another. As this state of things is not the case upon the Le Roi it may therefore be neglected as a factor of cost. But to obtain this result there has had to be expended a vast sum of money which will not, taking the necessary enlargement of the smelter into consideration, fall far short of a half million dollars. Up to the present general manager the development and machinery were so calculated as to provide for a much lower output than will be the case under the new arrangements.

The scheme is far-reaching and comprehensive in its details. It may be summed up shortly as a method by which the ore from the mine is left to lie in the open until the time it is delivered into the bins at the smelter it has only to be handled once. But to do this has cost \$300,000.

The first thing to be arranged for, was the power. At Christmas, 1899, there was in existence one forty-drill compressor, the power for which was supplied by three 300-ton boilers in the same building as the plant itself. It was thought advisable to minimize the risk by placing the boilers in a separate building. This has been done. There have been erected three batteries of boilers, each of 125-horse-power, and working at that pressure of steam. Each battery consists of three boilers, so that the total nominal capacity of 1,125-horse-power is obtained. In addition to these there are two Hoine safety boilers, whose horse power is equal to as much more when worked at the pressure permissible, which in the case of the last named, ranges from 150 to 175 pounds per square inch. These two boilers alone are capable of supplying sufficient horse power to run two 40-drill compressors, when all the boilers are running together, under the same pressure of steam, 125 pounds to the square inch, the horse power available is 1,950. All these batteries are placed by themselves in a separate building, from which steam pipes are passed into the compressor building about 300 feet away. The compressor building itself has been enlarged and a second compressor of the same power, 40 drills, has been assembled and is in working order. In addition to this another compressor of the same size, which, however, will be worked by an 800-horse-power electric motor, is being erected on the Nickel Plate, a half-mile away. The compressed air pipe from this plant connects with that from the other two compressors and the connection is so arranged that the first call for power will be upon the electrical compressor, which will thus be always worked up to its full capacity.

The nominal power of these plants is 1,950, but as they are not being worked synchronously, the actual number of drills that can be worked is near 160. The power is, therefore, more than will be required by the Le Roi itself, even under the conditions of the increased output, and there is sufficient to supply the subsidiary properties of the Rossland Great Western and the Le Roi No. 2 with all the power they at present will require.

But it will be noticed that the power generated by the batteries of boilers is in excess of that needed by the compressors alone. A steam pipe leading to the hoisting engine some 400 feet away supplies both hoisting engines their full power. The larger of these two engines, built by Messrs. Fraser & Chalmers, has a capacity of 900-horse power and is capable of lifting a four-ton skip at the rate of 2,000 feet per minute. The engine is of the direct hoisting type and is not geared so that no power is lost. Alongside of this is being erected another of smaller dimensions. The size of the direct engine itself is about that of two 40-drill compressors. A five-compartment shaft is worked by these engines. One of the compartments is reserved for the ladderway and power and water pipes going down into the mine, two are used with the direct hoist for the ore and the remainder two are for the descent of the men, the entrance of timbers and the taking out of waste. The shaft itself is a part of the whole scheme of operation and has been almost entirely opened during the year just past. The only exception was that a small shaft existed from the Black Bear tunnel level about 450 feet below the collar of the present shaft which went down to the 700-foot level. The shaft now includes that part of the whole sinking which has been enlarged to the full size. The shaft is now down 900 feet and timbered the whole way. Beyond this point the management are now sinking 600 feet further, but the hoisting power is sufficient to run the skips even at a further depth of 500 feet, or 2,000 feet in all. The shaft is inclined, going down at an angle of about 72 degrees north, which is about

PLOT TO WRECK THE LE ROI

BERNARD MACDONALD SPURNED A \$500,000 BRIBE.

Conspirators Wanted Him to Diminish the Output—Letters and Telegrams in Possession of the Company.

Bernard Macdonald, general manager of the B. A. C., declines to discuss the public statement that he was offered \$500,000 by certain speculators if he would "diminish the output of the Le Roi mine and wreck the company."
That he was "approached" is no secret; his indignation followed by the notification of his employers, was the natural course anybody knowing Mr. Macdonald would expect him to pursue. The incident, which is also dramatic, if not as spectacular as that of the following night ride on a special train from Spokane to Rossland while eluding persistent litigants several years ago, was briefly mentioned in a recent cable despatch. The disclosure respecting the attempt to "wreck" Mr. Macdonald was made by Whittaker Wright, managing director at the adjourned extraordinary general meeting of the shareholders of the London & Globe Finance Corporation, Limited, held in London, Eng., on the 14th ult.
The Colonial Goldfields Gazette, in its issue of the 19th ult., contains a report of the proceedings of the London & Globe Finance Corporation at the adjourned meeting.
"He would, however, tell the meeting what had happened within the last few weeks in connection with the Le Roi mine, which was one of the best mines in the world. The manager of that mine was approached several weeks ago by a certain engineer who offered him a profit on the stock exchange of £100,000 by and-by to diminish the output and to wreck the company. (Cries of "Name") The name was in the hands of the solicitors. Counsel's opinion had been taken on the subject, and if the matter could be brought home to him it would be (Hear, hear). In this case they had encountered an honest mine manager—(applause)—who had forwarded the letters and telegrams to his directors and asked if he should play into the hands of the man in question and run him and the Le Roi to the ground. The corporation got into its present position, and had to hold this meeting so soon, those conspirators would have ended in prison, because that little game would have been carried out to a finish, not to the loss of the shareholders, but in such a way that those people would be committed to prison, and that public prosecution would hold against them. This, however, was a matter for the Le Roi shareholders, who would have an opportunity some day of reading the various communications from the manager on the subject."
During the same meeting this resolution was adopted:
"That the directors be requested to assist the liquidators in arranging for a reconstruction of the company upon the terms that a new company be formed to take over the assets and liabilities of the existing company, the scheme of which will be forwarded to the shareholders at a date to be mentioned in the notice convening the meeting to carry the same into effect."

Large Ore Bodies. They Are Being Encountered in the Green Mountain.
On the 350-foot level of the Green Mountain the diamond drill had penetrated 150 feet when a ledge of ore 20 feet in width was encountered. When the ledge had been cut for 20 feet water came pouring out of the drill hole with such great force that operations had to be suspended for the time being. The drill was transferred to the 250-foot level, and put to work in the face of the north crosscut. Only two feet had been bored when a ledge was encountered and by last evening it had been crosscut for a distance of 16 feet and was still in ore.
Good Ore on the Spitzee.
The shaft on the Spitzee has reached a depth of 63 feet and some of the highest grade ore yet found in the workings has just been met. The question as to whether to drift on the ledge at the present level or to wait until the 100-foot level has been reached is being considered. The management is pleased with the way in which the Spitzee is turning out.
Thousands Sent Into Exile.
Every year, a large number of poor sufferers whose lungs are sore and racked with coughs are urged to go to another part of the world. This is costly and at times a weary one. Don't be an exile when Dr. King's New Discovery for Consumption will cure you at home. It's the most infallible medicine for Coughs, Colds, and all Throat and Lung diseases on earth. The first dose brings relief. Astounding cures result from persistent use. Trial bottles free. Stubborn cases in a marvelous short time. Guaranteed. Price 50c and \$1.00. Every bottle guaranteed.

NEW MATTE TARIFF.

Substantial Reduction in Rates Will Benefit the Kootenay Smelters.

The new tariff issued by the C.P.R. respecting matte and bullion from all Kootenay points to New York and Newark promises to confer a substantial benefit upon the smelting, and incidentally to the mining industry. The new cut in the rate from Nelson and Trail is \$2 per ton, and from Grand Forks and Greenwood it amounts to \$4 per ton. The Granby smelter at Grand Forks ships an average of 130 tons weekly. On this basis the annual saving in freights will amount to \$27,040 per annum, and proportionately when the plans is enlarged.

FOUL, LOATHSOME, DISGUSTING CATARRH!

SECURE RELIEF IN TEN MINUTES AND A RADICAL CURE.

Does your head ache? Have you pains over your eyes? Is there a constant dripping in the throat? Is the breath offensive? There are certain symptoms of Catarrh. Dr. Agnew's Catarrhal Powder will cure most stubborn cases in a remarkably short time. If you've had catarrh a week it's a sure cure. If it's of fifty years' standing it's just as effective. Sold by Good & Bros.

GOLDIE-RENE.

The Fifth Annual Meeting—Resumption of Work in the Spring.

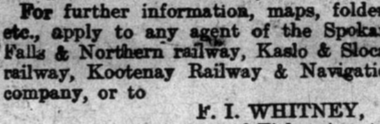
The fifth annual meeting of the Goldie-Rene Mining Company was held yesterday afternoon in the Nelson and Fort Sheppard land office and the following officers were appointed as the directors for the coming year: W. B. Townsend, president; J. Y. Cole, vice-president; W. H. Danby, secretary-treasurer, and J. Watts and W. B. Husband directors.
The Goldie and Rene are two crown granted properties, situated close to each other on Sullivan creek, about a mile from the Columbia river. About \$3,000 worth of work has been done upon them, the work centering chiefly upon the Goldie. There are two small shafts upon the properties, a good deal of stripping and a lot of prospecting work. These properties are practically being resuscitated. No work has been done upon them for the past three years. The treasury is almost intact and there still exists a pool, which there is no intention of breaking. The property has been allowed to lie unworked, owing to the unfavorable condition of the financial market. Mr. W. H. Jeffrey, the well-known mining engineer, examined the property on its purchase, but the work that has been done since was not executed under his supervision. It is the intention of the new directorate to have a thorough examination of the property and its present workings and to go on with the work as advised by competent mining authority. Several good assays have been obtained off the ledges. The directorate are of the opinion that if work is done under proper direction upon the Goldie and Rene that very good returns will be made therefrom.



NONE BETTER

SOLID VESTIBULED TRAINS
PALACE DINING AND OBSERVATION CARS—NEALS A LACARTE

Direct connection at St. Paul, without change of depot, with all trains for Chicago, Toronto, Montreal, New York and all points west and south.
Close connection east and west bound at Spokane with trains of the Spokane Falls & Northern railway.
Leaves Spokane daily for West: 1:45 a.m.
Leaves Spokane daily for East: 10:45 a.m.
West bound trains make direct connection for Victoria, Vancouver, Portland, San Francisco and all points on the Sound.
During the season of navigation East bound trains connect at Duluth with the magnificent steamships North-West and North-Land, of the Northern Steamship company line, operated in connection with the Great Northern railway.
For further information, maps, folders, etc., apply to any agent of the Spokane Falls & Northern railway, Kaslo & Slocan railway, Kootenay Railway & Navigation company, or to
F. I. WHITNEY,
General Passenger and Ticket Agent,
St. Paul, Minn.
H. A. JACKSON,
Commercial Agent,
Spokane, Wash.



AND SOO LINE

First-class Sleepers on All Trains From REVELSTOKE AND KOOTENAY LG.

TOURIST CARS

Pass Dunmore Jct. daily for St. Paul Saturdays for Montreal and Boston, Mondays and Wednesdays for Toronto. Same cars pass Revelstoke one day earlier.

A POINTER

For your Eastern trip it is to see that your ticket reads via
CANADIAN PACIFIC

WINTER SCHEDULE.

Spokane Falls & Northern

Nelson & Fort Sheppard R'y

RED MOUNTAIN RAILWAY

The only all-rail route between all points east, west and south to Rossland, Nelson and all intermediate points; connecting at Spokane with the Great Northern, Northern Pacific and B. & N. Co.
Connects at Nelson with steamer for Kaslo and all Kootenay Lake points.
Connects at Meyer's Falls with stage daily for Republic, and connects at Bousburg with stage daily for Grand Forks and Greenwood.
EFFECTIVE SUNDAY, DEC. 25, 1900.
Leave. Day Train. Arrive.
8:00 a.m. Spokane 6:40 p.m.
11:50 a.m. Rossland 3:10 p.m.
7:00 a.m. Nelson 7:15 p.m.
Night Train.
9:45 p.m. Spokane 7:00 a.m.
11:00 p.m. Rossland 7:00 a.m.
Connects at Nelson on night train.
General Passenger Agent,
H. P. BROWN, Agent,
Rossland, B. C.

Kootenay Railway & Navigation Co.

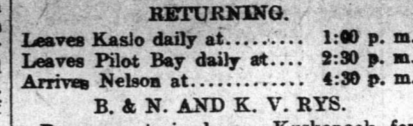
OPERATING Kaslo & Slocan Railway, International Navigation & Trading Co., Redstone & Nelson Railway, Kootenay Valley Railway.

Shortest and quickest route to the east and all points on the O. R. & N. and Northern Pacific Railways in Washington, Oregon and the Southern States.
Kaslo & Slocan Railway
Passenger train for Sandon and way stations, leaves Kaslo at 8:30 a. m. daily, returning, leaves Sandon at 1:15 p. m., arriving at Kaslo at 3:35 p. m.
International Navigation & Trading Company Operating on Kootenay Lake and River S. S. "KASLO."
Leaves Kaslo daily at 8:00 a. m.
Leaves Pilot Bay daily at 9:15 a. m.
Arrives Kuskoonuk daily at 11:15 a. m.
RETURNING.
Leaves Kuskoonuk daily at 12:45 p. m.
Leaves Pilot Bay daily at 2:30 p. m.
Arrives Kaslo at 4:00 p. m.
S. S. "INTERNATIONAL."
Leaves Nelson daily at 7:00 a. m.
Leaves Pilot Bay daily at 9:15 a. m.
Arrives Kaslo at 10:45 a. m.
RETURNING.
Leaves Kaslo daily at 1:00 p. m.
Leaves Pilot Bay daily at 2:30 p. m.
Arrives Nelson at 4:30 p. m.
B. & N. AND K. V. RY.
Passenger train leaves Kuskoonuk for Spokane daily on arrival of steamer "Kaslo" connecting at Bonner's Ferry with Great Northern "Flyer," eastbound.
Leaves Spokane for Kuskoonuk daily at 6:25 a. m., making direct connection at Kuskoonuk with steamer "Kaslo" for Nelson and Kaslo.
Steamers call at principal landings in both directions, and at other points when signalled.
Tickets sold to all points in Canada and the United States.
To ascertain rates and full information address
ROBERT IRVING, Manager,
Kaslo, B. C.

THE NORTH WESTERN

Four Fine Fast Trains Each Way Minneapolis and St. Paul Chicago and Milwaukee

EVERY DAY IN THE YEAR
"The North-Western Limited" steam heated, electric lighted, with electric berth lights, compartment sleepers, buffet library cars, and free chair cars, is absolutely the finest train in the world.
"The North-Western Limited" also operates double daily trains to Sioux City, Omaha and Ansonia City.
When you go East or South ask to be ticketed via this line. Your home agent can sell you through. For free descriptive literature write
H. E. COLLINS,
General Agent, Spokane.



THE FAST LINE

TO ALL PORTS
DOUBLE DAILY TRAIN SERVICE
Through tickets to all points in the United States and Canada.

SPokane Time Card. ARRIVE. DEPART.
No. 11, West Bound 9:35 a. m. 8:55 a. m.
No. 12, East Bound 9:45 a. m. 9:45 a. m.
No. 3, West Bound 10:30 p. m. 11:00 p. m.
No. 4, East Bound 11:45 p. m. 11:55 p. m.
Coeur d'Alene Branch 5:30 p. m. 7:25 a. m.
Palouse & Lewiston 1:15 p. m. 6:20 a. m.
Central Wash. Branch 1:00 p. m. 8:00 a. m.
Local Freight West 5:30 p. m. 6:50 a. m.
Local Freight East 2:55 p. m. 7:30 a. m.
*Except Sunday.

NEW WESTMINSTER ROUTE.

Leave Victoria for New Westminster, Ladner, Lulu and Islands—Tuesday and Friday at 7 a.m. Leave New Westminster for Victoria and Way Ports—Wednesdays and Saturdays at 7 a.m.

NORTHERN ROUTE.

Steamships of this company will leave for Fort Simpson and intermediate points via Vancouver, 1st and 15th of each month.
Steamships of this company will leave every Wednesday for Wrangle and Skagway at 8 p.m.

BARCLAY SOUND ROUTE.

Steamer leaves Victoria for Alberni and Sound ports, on the 1st, 7th, 14th and 20th of each month, extending latter trips to Quatsino and Cape Scott.
The company reserves the right of changing this time table at any time without notification.

G. A. CARLETON, General Freight Agent.

C. S. BAXTER, Passenger Agent.

O. R. & N. OREGON SHORT LINE

AND UNION PACIFIC
THE ONLY LINE EAST VIA SALT LAKE AND DENVER.

TWO TRAINS DAILY
SHORTEST AND QUICKEST ROUTE

—to—
Coeur d'Alene Mines, Palouse, Lewis, Walla Walla, Baker City, Milwaukie, San Francisco, Crispie Creek Gold Mines and all points East and South. Only line East via Salt Lake and Denver.

Steamship tickets to Bismarck and other foreign countries.
Leaves Spokane Time Schedule. Arrives Daily.
7:35 a.m. EAST MAIL—For Coeur d'Alene, Fairview, Kamela, Colfax, Pomeroy, Wainwright, Dayton, Walla Walla, Pendleton, Baker City and all points for the EAST.
FAST MAIL—From all points EAST, Baker City, Pendleton, Walla Walla, Dayton, Wainwright, Pomeroy, Moscow, Fullam, Colfax, Gardfield Farmington and Coeur d'Alene. 6:15 p.m.
EXPRESS—For Farmington, Gardfield, Colfax, Fullam, Moscow, Lewiston, Portland, San Francisco, Baker City and all points EAST.
EXPRESS—From all points EAST, Baker City, San Francisco, Portland, Colfax, Gardfield and Farmington. 9:00 a.m.

San Francisco-Portland Route.
STEAMSHIP SAILS FROM AINSWORTH DOCK, Portland, at 8:00 p. m., and from Spear Street Wharf, San Francisco, at 11:00 a. m., every five days.
Portland-Asiatie Line.
MONTHLY SAILINGS BETWEEN PORTLAND AND THE principal ports of China and Japan under the direction of DOBROWOLSKY, C.B., general agent.
Spokane River Route.
Steamers between Riparian and Lewiston leave Riparian Feb. 6th, 6th and 8th and alternate days at 3:00 p. m., departing leave Lewiston Feb. 3rd, 5th and alternate days at 7 a. m.
Steamer leaves Lewiston every Sunday at 5:30 p. m. for Wild Goose Rapids (stage of water permitting).
For through tickets and further information apply to any agent B. & N. System or at O. R. & N. Co.'s office, 430 Riverside avenue, Spokane Wash.

H. M. ADAMS, General Agent.

A. L. CRAIG,
Passenger Agent, Portland, Oregon.



Four Fine Fast Trains Each Way Minneapolis and St. Paul Chicago and Milwaukee

EVERY DAY IN THE YEAR

"The North-Western Limited" steam heated, electric lighted, with electric berth lights, compartment sleepers, buffet library cars, and free chair cars, is absolutely the finest train in the world.

"The North-Western Limited" also operates double daily trains to Sioux City, Omaha and Ansonia City.

When you go East or South ask to be ticketed via this line. Your home agent can sell you through. For free descriptive literature write
H. E. COLLINS,
General Agent, Spokane.



THE FAST LINE

TO ALL PORTS
DOUBLE DAILY TRAIN SERVICE
Through tickets to all points in the United States and Canada.

SPokane Time Card. ARRIVE. DEPART.
No. 11, West Bound 9:35 a. m. 8:55 a. m.
No. 12, East Bound 9:45 a. m. 9:45 a. m.
No. 3, West Bound 10:30 p. m. 11:00 p. m.
No. 4, East Bound 11:45 p. m. 11:55 p. m.
Coeur d'Alene Branch 5:30 p. m. 7:25 a. m.
Palouse & Lewiston 1:15 p. m. 6:20 a. m.
Central Wash. Branch 1:00 p. m. 8:00 a. m.
Local Freight West 5:30 p. m. 6:50 a. m.
Local Freight East 2:55 p. m. 7:30 a. m.
*Except Sunday.

New Westminster Route. Leave Victoria for New Westminster, Ladner, Lulu and Islands—Tuesday and Friday at 7 a.m. Leave New Westminster for Victoria and Way Ports—Wednesdays and Saturdays at 7 a.m.

Northern Route. Steamships of this company will leave for Fort Simpson and intermediate points via Vancouver, 1st and 15th of each month. Steamships of this company will leave every Wednesday for Wrangle and Skagway at 8 p.m.

Barclay Sound Route. Steamer leaves Victoria for Alberni and Sound ports, on the 1st, 7th, 14th and 20th of each month, extending latter trips to Quatsino and Cape Scott. The company reserves the right of changing this time table at any time without notification.

G. A. CARLETON, General Freight Agent. C. S. BAXTER, Passenger Agent.

O. R. & N. OREGON SHORT LINE

AND UNION PACIFIC
THE ONLY LINE EAST VIA SALT LAKE AND DENVER.

TWO TRAINS DAILY
SHORTEST AND QUICKEST ROUTE

—to—
Coeur d'Alene Mines, Palouse, Lewis, Walla Walla, Baker City, Milwaukie, San Francisco, Crispie Creek Gold Mines and all points East and South. Only line East via Salt Lake and Denver.

Steamship tickets to Bismarck and other foreign countries.
Leaves Spokane Time Schedule. Arrives Daily.
7:35 a.m. EAST MAIL—For Coeur d'Alene, Fairview, Kamela, Colfax, Pomeroy, Wainwright, Dayton, Walla Walla, Pendleton, Baker City and all points for the EAST.
FAST MAIL—From all points EAST, Baker City, Pendleton, Walla Walla, Dayton, Wainwright, Pomeroy, Moscow, Fullam, Colfax, Gardfield Farmington and Coeur d'Alene. 6:15 p.m.
EXPRESS—For Farmington, Gardfield, Colfax, Fullam, Moscow, Lewiston, Portland, San Francisco, Baker City and all points EAST.
EXPRESS—From all points EAST, Baker City, San Francisco, Portland, Colfax, Gardfield and Farmington. 9:00 a.m.

San Francisco-Portland Route. STEAMSHIP SAILS FROM AINSWORTH DOCK, Portland, at 8:00 p. m., and from Spear Street Wharf, San Francisco, at 11:00 a. m., every five days.

Portland-Asiatie Line. MONTHLY SAILINGS BETWEEN PORTLAND AND THE principal ports of China and Japan under the direction of DOBROWOLSKY, C.B., general agent. Spokane River Route. Steamers between Riparian and Lewiston leave Riparian Feb. 6th, 6th and 8th and alternate days at 3:00 p. m., departing leave Lewiston Feb. 3rd, 5th and alternate days at 7 a. m. Steamer leaves Lewiston every Sunday at 5:30 p. m. for Wild Goose Rapids (stage of water permitting).

For through tickets and further information apply to any agent B. & N. System or at O. R. & N. Co.'s office, 430 Riverside avenue, Spokane Wash.

H. M. ADAMS, General Agent. A. L. CRAIG, Passenger Agent, Portland, Oregon.

Atlantic S. S. Lines

(From Portland, Me.)
Allan Line—Numidian Feb. 6
Allan Line—Cynthia Feb. 9
Auan Line—Tunisian Feb. 23
Allan Line steamers call at Halifax one day later.
Dominion Line—Dominion Feb. 16
Dominion Line—Cambronian Feb. 27
(From St. John, N. B.)
Beaver Line—Lake Champlain Feb. 8
Beaver Line—Lac Megantic Feb. 15
Beaver Line—Lac Superior Feb. 22
Beaver Line steamers call at Halifax one day later.
(From New York.)
White Star Line—Teutonic Feb. 6
White Star Line—Cymric Feb. 12
White Star Line—Germanic Feb. 13
White Star Line—Majestic Feb. 20
White Star Line—Oceanic Feb. 27
Cunard Line—Lusitania Feb. 9
Cunard Line—Umbria Feb. 16
Cunard Line—Serbia Feb. 23
American Line—New York Feb. 6
American Line—St. Louis Feb. 20
American Line—New York Feb. 27
Red Star Line—Westerland Feb. 6
Red Star Line—Cannonball Feb. 13
Red Star Line—Norland Feb. 20
Red Star Line—Friesland Feb. 27
Allan Line—Sardinian Feb. 17
Anchor Line—Astoria Feb. 9
Anchor Line—Furberia Feb. 23
(From Boston.)
Cunard Line—Utopia Feb. 9
Cunard Line—Saxonia Feb. 26
Dominion Line—Cannonball Feb. 13
Dominion Line—New England Feb. 27
Passages arranged to and from all European ports. For rates tickets and full information apply to C. P. Depot agent, or
L. B. MACKENZIE,
City Ticket Agent, Rossland, B. C.
W. P. F. Cummings Gen. S. S. Agent
Winnipeg

Before After. Wood's Phosphopne.
The Great English Remedy.
Sold and recommended by all druggists in Canada. Only relief in 15 minutes.
This medicine is guaranteed to cure all forms of Sexual Weakness, all effects of Alcohol or excess, Hemorrhoids, Excessive use of Tobacco, Opium or Stimulants. Mailed on receipt of price, one package \$1.00, six, \$5.00. One with 25¢ extra. Samples free to any address.
The Wood Company, Windsor, Ont.

Wood's Phosphopne is sold in Rossland by Good & Bros. and Rossland Drug Co.