

# KOOTENAY BOARDS OF TRADE

## Joint Meeting for the Discussion of Questions of Vital Interest to the Mining Region.

When the joint convention of the boards of trade of Kootenay and the Boundary country met in Mr. J. S. C. Fraser's room over the Bank of Montreal, at 10 o'clock Thursday morning, it was decided to adjourn until noon. At 12 o'clock Mr. Fraser, president of the Rossland board, took the chair, and after a short address of welcome, the regular business of the meeting was taken up.

The delegates present at the opening of the proceedings were as follows: Mr. J. P. Farrell, Grand Forks, W. B. Cochran and Smith Curtis; Port Steele, J. A. Harvey; Cascade, Stanley Mayall; Revelstoke, T. L. Haig and J. T. Brewster; Trail, Col. E. S. Topping and W. H. Aldridge; Greenwood, A. J. McMillan and Duncan Ross, and Rossland, Hon. T. Mayne Daly and J. S. C. Fraser. Subsequently, during the afternoon session, Messrs. Rodrick Robertson and Frank Fletcher, and Messrs. G. O. Buchanan and H. Geringer, representing Nelson and Kaslo respectively, and Mr. E. J. Walsh of East Kootenay, arrived and took part in the proceedings.

Mr. Duncan Ross was appointed vice chairman of the meeting, Mr. H. W. C. Jackson was appointed secretary of the organization, and Mr. Fred C. Moffatt was requested to act as assistant secretary. After some discussion as to procedure a committee composed of Messrs. Daly, McMillan, Haig and Harvey, was selected to prepare a report on procedure and organization and submit same at the afternoon session. After a number of valuable suggestions had been made from the consideration of the committee the convention adjourned until 3:30 to allow the special committee to prepare its report.

On the reassembling of the convention in the afternoon, Hon. Mr. Daly presented the report of the committee referred to and seconded by Mr. McMillan, moved its adoption.

The report recommended that an association be formed to be known as the Associated Boards of Trade of Eastern British Columbia, the membership to be composed of two delegates from each of the boards of trade now existing or hereafter organized in the mining districts of Yale, East and West Kootenay and Cariboo. That the annual meeting of the association be held on the first Thursday in August, the place of next meeting to be decided by a majority vote at each annual meeting, emergency meetings to be called by the executive committee, who will decide time and place.

That the purpose of this organization shall be to discuss and take action upon all questions affecting the general welfare of the people residing within the jurisdiction of the association, and more particularly all matters affecting the mining industry, the officers of the board to consist of a president, two vice-presidents, secretary and an executive committee of six members representing the various mining districts, each board to pay an annual fee of \$15 for general expenses, each delegate present to have a vote.

The order of business and regulations for discussion was also provided. The report finally concludes with the following list of questions for the consideration of the present convention.

1. County or district organization as opposed to the present system.
2. The silver-lead question.
3. Railway matters.
4. The relation of the public to railways.
5. The postal service in the province.
6. Dominion and provincial parliamentary representation.
7. The eight-hour law.
8. The appointment of government officials in new districts and sittings of courts.
9. Educational facilities.
10. Contribution by provincial government to municipalities of a percentage of royalty on miners' output to assist in maintenance and construction of roads to mines within city limits.
11. The question of royalty on timber cut on mineral surfaces by owners for mining purposes. Surface rights of mineral claims and hasty changes in mining legislation.
12. Concerted action by parliamentary representatives in sections of the province from provincial government.
13. The necessity of additional land registry offices.
14. Official recognition of the term Boundary district.
15. Proper representation of the province in London.
16. Quarterly provincial government bulletins on mineral industry.
17. Technical training in mining to be provided for by the government.
18. The establishment of a department of mines by the Dominion government. The report was read clause by clause and adopted without amendment after some discussion.

Mr. A. J. McMillan then brought up question No. 16, and urged that the annual report of the minister of mines come too late to be of much practical use. If the government were to issue quarterly bulletins containing the output of the mines and the latest information concerning the mining industry of the province, it would bear the official stamp and be widely read and copied. This was done in other countries with good results. He moved the following resolution, seconded by Mr. Daly:

That this meeting of the Associated Boards of Trade of Eastern British Columbia hereby urges upon the provincial government the desirability of issuing quarterly bulletins, giving information with reference to the output of the mines of the province and such other general information on mining matters as may be of public interest.

Mr. Daly warmly supported the motion, and said that such official bulletins would be of the greatest service. The mining sections of the province now covered such a large territory that it was impossible to keep track of all the development that was in progress and the government had special means of obtaining the necessary information asked for.

Mr. Robertson said that the government obtained certain confidential information from mine managers, and he thought it might be understood that the boards were asking for this. It was pointed out by the chairman that this was not the case, and the motion carried without further opposition.

The question of mail facilities in this section of the province, provoked a short discussion, but the convention was unan-

imous that great improvements were necessary, and a committee composed of Messrs. Harvey, Curtis, Mayall and Ross was appointed to draft a resolution on the mail facilities now provided for outlying mining districts.

Mr. Duncan Ross offered a resolution defining "The Boundary Country." He said the district had at the present time no known boundaries, and eastern people were at a loss as to its position in the province. Although a section containing many rich properties and the scene of great activity, it did not appear as a district on any government map.

Smith Curtis and Mr. Mayall agreed with Mr. Ross that it would only be fair to the district in question to ask the government to define it on future maps. Finally the following resolution was passed with the understanding that it could be arranged and submitted at the next meeting:

Moved by Mr. Ross and seconded by Mr. Smith Curtis, that this association urge upon the provincial government the desirability of designating the mineral region occupying the Kettle River basin, as "The Boundary District," and of having this district defined and named on all maps of the province.

Mr. G. O. Buchanan of Kaslo, then asked leave to introduce the following resolution:

1. Whereas, There is in many parts of Kootenay and Yale urgent need for the construction of wagon roads and trails, in order that mining property at present inaccessible, may be reached and developed;

And whereas, The immediate expenditure of a large amount of money, estimated for the county of Kootenay alone at \$1,000,000, in the construction of said roads and trails would be a judicious and remunerative investment;

And whereas, The present scale of appropriation for this service which the provincial government is able to afford, is barely sufficient for the repair of existing roads and is such as to give no warrant for the hope that within any reasonable time the needs of these districts, which are now imperative and pressing, could be overtaken;

And whereas, The system under which provincial grants for road construction are expended is not such as to secure results commensurate with the outlay, but is inferior in economy and efficiency to a system under which such work would have the benefit of local supervision and control.

Therefore be it resolved, That it is the sense of this convention that provision should be made by provincial enactment for a form of county or district organization by which any of the counties in the province could be organized with such powers and duties as are devolved upon county municipalities in other provinces in Canada.

Mr. Buchanan said in support of the motion that the chief end sought by the resolution was to secure the roads that were so very urgently needed in every mining section of the province at the present time. A million dollars worth of roads was needed in Kootenay alone. The present system of attempting to obtain from the provincial government the necessary appropriations to construct roads to open up the districts, had broken down so completely that he had no further use for it. In his own immediate district of Yale he had made out a good case for the immediate expenditure of \$75,000 for roads urgently needed for mining purposes, and the grant given had been only \$15,000. The government receipts from all sources last year were something over \$2,000,000, made up of \$361,000, borrowed \$415,000 from general receipts, and the balance of \$1,223,000 from taxation in one form or another. West Kootenay had collected and contributed directly to Victoria the sum of \$292,000, and East Kootenay \$38,000, or a total of \$330,000; yet for all purposes these districts only obtained back \$110,000 for West Kootenay, and \$21,000 for East Kootenay, a total of \$131,000. Indirectly Kootenay had contributed a much larger sum than that mentioned, and when the government was asked for appropriations such totally inadequate aid was given that he for one was ready to break the existing partnership and try some other method. He was not wedded to a system of municipalities, but a better scheme was suggested, and he would support it. The speaker went very fully into the whole question, and concluded an eloquent appeal to the convention, with the suggestion that this resolution might prove a solution of the difficulties heretofore encountered. (Applause.)

Mr. Walsh agreed very heartily with the resolution, and said that the government allowance was all but exhausted in making repairs to existing roads. He suggested a toll system for revenue purposes, and hoped that the government would abandon deep sea prospects and attend to the road question.

Mr. Ross and Col. Topping asked where the proposed municipalities would obtain their revenue. Hon. Mr. Daly very warmly congratulated Mr. Buchanan on his excellent presentation of the question. He thought a scheme of taxation for revenue purposes could readily be worked out and the municipalities could fairly ask the government for a fair share of the large amount contributed every year by them and for which they got so little in return. He condemned the present system as most unfair and inadequate and instanced the grant of \$100,000 for Trail Creek and the Boundary combined. Mr. Harvey, Mr. Haig and other speakers all agreed that a great injustice was perpetrated by the present system, and the development of the province seriously retarded, but expressed some doubts as to the working out of the scheme in detail.

Mr. Ross said there was no guarantee that municipalities would make a better distribution than the government. He would favor any plan that would give a fairer share of the appropriation than that at present obtained. After Mr. Curtis had spoken in favor of some new system, Mr. Daly moved a resolution which carried, referring the motion offered to a committee composed of Messrs. Buchanan, Curtis, Harvey, Ross and the mover, to consider and report in the morning.

Whereas, The attention of the associated Boards of Trade of Eastern British Columbia has been directed to the irregularities complained in regard to the irregularities in the mail service in various parts of the Kootenay and Yale district, to delay in securing adequate postal facilities for new and rapidly growing mining districts, to the insufficient salaries paid to the mail masters in towns and cities which have sprung into prominence during recent years; to carelessness on the part of stage companies having contracts for the conveyance of the mails, to delays in forwarding mails to points adjacent to main lines of railway and generally to inefficient and unsatisfactory mail service in the districts mentioned.

And whereas, Particulars of complaints will be furnished to the honorable, the postmaster-general, should he so desire; Therefore be it resolved, that this association desire to respectfully call the attention of the honorable, the postmaster-general, to the complaints referred to and to urge upon him to take such steps as will place the postal service in Eastern and Southern British Columbia on a basis more suited to the requirements of the mining country which is being rapidly developed, which consequently demands speedier and closer attention from the postoffice department than old established districts in the east. And the association desire to particularly urge upon the honorable, the postmaster-general, the necessity of providing a daily mail service for all towns which have daily communication by railway, steamers or stages.

Referring to the memorial recently presented by the Rossland Board of Trade in asking for proper representation for Kootenay, Mr. Dominion parliament for Kootenay, Mr. Ross moved, seconded by Mr. Ross:

Resolved, that this association heartily endorse the memorial prepared by the Kootenay and Rossland Boards of Trade, asking the Dominion government to grant the Kootenay Board of Trade a separate representation to the Kootenay and Boundary districts, and that the memorial be forwarded to the government.

The Kaslo Board of Trade memorial differed from that sent by Rossland in drawing attention to the fact that the Redistribution Act of 1887 was unjust to the interior of British Columbia inasmuch as it took away from the districts of Yale and Cariboo-Lillooet, the combined population of which districts amounted to 19,180, one member, while Victoria city, with a population of 18,000, was allowed to retain two members, and the government were requested to remedy this inequality in the representation as they undertook to remedy the inequalities found to exist in the east.

Hon. Mr. Daly, who was minister of the interior at the time of one of the redistributions went fully into the matter and explained the position of the then existing government on the question.

Mr. Ross moved, seconded by Mr. McMillan, that in the opinion of the associated Boards of Trade of Eastern British Columbia the time has arrived when the Boundary district should be given separate representation in the provincial legislature, and the members of the associated Boards heartily urge upon the British

When the Convention Reassembled on Friday All Delegates Were Present.

In speaking to the resolution offered by Mr. Buchanan for county organization, Mr. Ross did not support the general application of the toll system for the maintenance of roads in the province, but merely advocated that where private owners had constructed and maintained roads which other persons were using without contributing anything to their construction and maintenance that in such cases tolls might be imposed in order to reimburse the original builders of the road. The committee appointed the previous day to consider the resolution offered by Mr. Buchanan for county organization reported the following resolution, which was seconded by Mr. Walsh and carried unanimously:

Whereas, there is in many parts of Kootenay, Yale and Cariboo urgent need for the construction of wagon roads and trails in order that mining properties now being rapidly developed can be reached by pack trains and wagons so that machinery and supplies can be readily and cheaply got in to the same;

And whereas, the immediate expenditure of a large amount of money in the construction of said roads and trails is so urgent and necessary and would prove a judicious and remunerative investment;

And whereas, the present scale of appropriation for this purpose is not in any way commensurate with the large revenue yearly collected by the provincial government from the mining districts of the province and is barely sufficient for the repair of existing roads and trails, and to give no warrant for the hope that within any reasonable time the needs of these districts, which are now imperative and pressing, will receive due consideration at the hands of the government;

And whereas, the system under which the provincial grants for road construction are expended is not such as to secure results commensurate with the outlay, but is inferior in economy and efficiency to a system under which such work would have the benefit of local supervision and control.

Therefore be it resolved, that it is the sense of this convention that provision should be made by provincial enactment for a sum of money sufficient to build and maintain the roads and bridges which are at present urgently needed throughout the mining districts in the province, and hereafter they should adopt a system under which provincial grants for road construction in the mining districts of the province should be commensurate with the revenue derived therefrom and the expenditure of the same to be made under the supervision and control of committees elected by the people, and following the adoption of some such new and adequate system that provisions should be made by provincial enactment for a form of county or district organization by which any of the districts or counties in the province could, if the residents therein see fit, be organized into municipalities either on the lines adopted by the older provinces of Canada or otherwise with the right in such municipalities of collecting and appropriating for this use an equitable proportion of the tax on the province as levied and collected by the provincial government, and particularly such as is derived from the mining industry, including the recording fees, free miners' licenses and a percentage of the royalty on the output of the mines.

Mr. Duncan Ross, on behalf of the committee having the postal question in mind, moved a resolution, which was seconded by Mr. Ross, seconded by Mr. Harvey, and unanimously approved of by the convention:

Whereas, the attention of the associated Boards of Trade of Eastern British Columbia has been directed to the irregularities complained in regard to the irregularities in the mail service in various parts of the Kootenay and Yale district, to delay in securing adequate postal facilities for new and rapidly growing mining districts, to the insufficient salaries paid to the mail masters in towns and cities which have sprung into prominence during recent years; to carelessness on the part of stage companies having contracts for the conveyance of the mails, to delays in forwarding mails to points adjacent to main lines of railway and generally to inefficient and unsatisfactory mail service in the districts mentioned.

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Columbia government the desirability of giving said district such representation without delay.

After a considerable discussion as to the best means of expediting the business before the board, a number of the questions to be submitted for consideration were placed in the hands of the following committees composed of Messrs. Daly, Ross, Fletcher, Haig and Harvey, to prepare resolutions concerning the same and report to the convention later.

## SILVER-LEAD QUESTION.

Mr. Buchanan's Views of the Situation—What He Advocates.

Mr. Buchanan said: In the early part of the winter of 1898, the subject of the necessity of doing something to relieve the difficulties under which the silver-lead industry of Kootenay was laboring came before the Kaslo Board of Trade, and I was appointed upon a committee formed to investigate and report upon the subject. The Dingley tariff had come into operation on the 1st of July, 1897. Prior to that, under the Wilson tariff, we had entry for our ores into the United States markets, upon payment of a duty of \$15 per ton or 34-cent per pound upon the lead contents of the ore, and we also had entry into that market for lead in bullion at the rate of one cent per pound. The Pilot Bay smelter had closed down before the Dingley tariff was adopted, and before there was any certainty that it would be adopted. The Dingley tariff added \$1 per ton to the duty upon ore making the duty one and a half cents per pound. This immediately closed a great many of our mines. To a greater or less extent, lead has been produced in British Columbia for the past 11 years. The number of silver-lead claims that have been recorded must amount to many thousands. Out of these, hundreds have undoubtedly good showings, and have in fact, been developed to such an extent that they have been made shipping properties. But how many of these properties have existed and persisted up to the present time? Out of these hundreds of claims, comparatively few closed down for want of ore, and yet very few exist now as shipping mines.

This, of course, indicates that there was some difficulty in the way of ore, but not that they had to close down on that account. The majority of these mines are closed down on a question of a few dollars per ton, and a few dollars additional value per ton would set them working again. The Kaslo Board of Trade considered that the creation of a home market in Canada and the measure of relieving the difficulty. Finally, the duty devolved upon myself, of going to Ottawa, which I did in the winter of 1898. With others, I interviewed committees of ministers, and ministers individually, all who had any interest, direct or indirect in this particular question. They were loth to make any promise, and we were very lengthily informed by Mr. Patterson, commissioner of customs, that it was the intention to immediately begin preliminary negotiations with the United States, in regard to a treaty covering all points in dispute between the countries, and in connection with this, it was proposed to arrange for a meeting of the representatives of the two countries, pending the result of these negotiations, to take any steps to amend the tariff on lead productions. There were numbers of mine owners in Ottawa at the time, and we came to the conclusion that if under reciprocal arrangements, the duties on lead were going to be lowered, it would answer the purpose, and the American market would undoubtedly be the best market we could hope to find.

There are only two lead markets, one the United States and the other the world. London prices prevail in all countries outside the United States, they have tried trade relations with Great Britain, but they presented our memorials to the Canadian commissions, asking that they would endeavor to obtain such terms as would make lead in all forms free, and particularly at the rate of one cent per lead bullion and lead ore.

Mr. J. B. McArthur went east last summer, and we appointed him our representative, and we appointed our request, he appointed, and in his report, made to us, he assured us that the commissions would use every effort to believe that they would secure, not only free admission of ores, but also free ports. For rates, tickets and full information apply to C. P. R. depot agent, or

A. B. MACKENZIE, City Ticket Agt., Rossland, B. C. W. M. STITT, Gen. S. S. Agent, Winnipeg

## Atlantic S. S. Lines

FROM MONTREAL.

Allan Line.....	California.....	Aug. 17
Allan Line.....	Bavarian.....	Aug. 19
Dominion Line.....	Dominion.....	Aug. 19
Dominion Line.....	California.....	Aug. 19
Beaver Line.....	Lake Ontario.....	Aug. 19
Beaver Line.....	Lake Huron.....	Aug. 19

FROM NEW YORK.

White Star Line.....	Germania.....	Aug. 16
Cunard Line.....	Campania.....	Aug. 16
Allan Line.....	St. Paul.....	Aug. 16
Anchor Line.....	Anchor.....	Aug. 16
Allan Line.....	Montpelier.....	Aug. 19

FROM BOSTON.

Dominion Line.....	Dorchester.....	Aug. 16
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Passages arranged to and from all European ports. For rates, tickets and full information apply to C. P. R. depot agent, or

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## Kootenay Railway & Navigation Company

OPERATING Kootenay Railway-International Navigation & Trading Company.

Schedule of Time Pacific Standard Time Effective June 19 '99.

**Kaslo & Stearns Railway**  
Passenger train for Sandon and way stations, leaves Kaslo at 8 a. m. daily returning, leaves Sandon at 1:15 p. m., arriving at Kaslo at 3:55 p. m.

**International Navigation & Trading Company**  
Operating on Kootenay Lake and River.

**S. S. INTERNATIONAL**  
Leaves Kaslo for Nelson at 6 a. m. daily, except Sunday. Returning, leaves Nelson at 4:30 p. m., calling at Balfour, Pilot Bay, Ainsworth, and all way points. Connects with steamer Alberta to and from Bonner's Ferry, Idaho, also S. F. & N. train to and from Spokane, at Five Mile Point.

**S. S. ALBERTA**  
Leaves Nelson for Bonner's Ferry, Tuesday, Thursday and Saturdays at 7:00 a. m., connecting with steamer International from Kaslo, at Pilot Bay. Returning, leaves Bonner's Ferry at 7:00 a. m., Wednesday, Friday and Sunday, connecting with steamer International for Kaslo, Lardo and Argenta.

Direct connections made at Bonner's Ferry with Great Northern railway for all points east and west.

**LARDO-DUNCAN DIVISION**  
Steamer International leaves Kaslo for Lardo and Argenta at 8:45 p. m., Wednesday and Friday.

Steamer Alberta leaves Kaslo for Lardo and Argenta at 8:00 p. m. Sunday.

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.

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## Canadian Pacific Nav. Co.

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VANCOUVER ROUTE.  
Time Table No. 32, taking effect Jan. 1st, 1898  
Victoria to Vancouver—Daily, except Monday at 10 o'clock.  
Vancouver to Victoria—Daily, except Monday at 1:15 p. m., or on arrival of C. P. R. No. 1 train.

**NEW WESTMINSTER ROUTE.**  
Leave Victoria for New Westminster, Ladner's Landing and Lulu Island—Sunday at 9 o'clock; Wednesday and Friday at 7 o'clock. Sunday's steamer to New Westminster connects with C. P. R. train No. 2, going east Monday.  
For Plumper Pass—Wednesdays and Fridays at 7 o'clock.  
For Moresby and Pender Islands—Friday at 7 o'clock.  
Leave New Westminster to Victoria Monday at 1:15 p. m.; Thursdays and Saturdays at 7 o'clock.  
For Plumper Pass—Thursdays and Saturdays at 7 o'clock.  
For Pender and Moresby Islands—Thursday at 7 o'clock.

**NORTHERN ROUTE.**  
Steamships of this company will leave for Fort Simpson and intermediate ports via Vancouver, the 1st and 15th of each month at 8 o'clock, and for Skidegate on 1st of each month.

**BARCLAY SOUND ROUTE.**  
Steamer Tees leaves Victoria for Alberni and Soan ports the 15th and 28th of each month.

**KLONDIKE ROUTE.**  
Steamer leaves weekly for W. Arzel, Juneau, Dyes and Skagway.  
The company reserves the right of changing this Time Table at any time without notification.

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LEAVE	DAILY	ARRIVE
5:30 a. m.	Spokane	6:00 p. m.
7:15 p. m.	Northport	1:30 p. m.
Arrive 3:30 p. m.	Rossland	Leave 11:25 a. m.

Non-charge of cars between Spokane and Rossland.

Tickets on sale all over the world.  
Close connections at Nelson with steamers for Kaslo and all Kootenay lake points.  
Passengers for Kettle River, Boundary Camp and Boundary Creek connect at Marcus and Bonberg with stage daily.

E. W. ROY, Agent, Rossland, B. C.  
H. A. JACKSON, G. P. T. A., Spokane, Wash.

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Steamship tickets to all parts of the world.  
Tickets to China and Japan via Tacoma and Northern Pacific Steamship Co.  
Trains depart from Spokane:  
No. 1, West bound at 7:35 a. m., daily.  
No. 2, West bound at 12:15 p. m., daily.  
No. 3, East bound at 7:35 a. m., daily.  
No. 4, East bound at 11:35 p. m., daily.  
For information, write to maps a ticket apply to agents of the S. F. & N.

**E. W. RUFF,**  
Ag't. R. M. Ry., Rossland, B. C.  
**J. W. HILL**  
General Agent, Spokane, Wash.  
**A. D. CHARLTON,**  
Asst. Gen. Pass. Agent.

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THE ONLY LINE EAST VIA SALT LAKE AND DENVER.

SHORTEST AND QUICKEST ROUTE TO

Coeur d'Alene Mines, Palouse, Lewiston, Walla Walla, Baker City Mines, Portland, San Francisco,ripple Creek Gold Mines and all points East and South. Only line East via Salt Lake and Denver.  
Steamship tickets to Europe and other foreign countries.

Leaves Daily	Spokane Time Schedule	Arrives Daily
7:45 a. m.	LOCAL MAIL—For Coeur d'Alene, Pomeroy, Walla Walla, Portland, Lewiston, Boise, Idaho, and all points East and South.	7:35 a. m.
1:15 p. m.	FAST MAIL—For Moscow, Pullman, Dayton, Walla Walla, Portland, San Francisco, Baker City and the coast.	1:15 p. m.
3:00 p. m.	FAST MAIL—From Baker City, Portland, Walla Walla, Dayton, Colfax, Moscow, Coeur d'Alene.	3:00 p. m.

## East West

The Surveyors Own Made It THE SHORTEST Transcontinental Route.

It is the most modern in equipment. It is the only line carrying meals on the a la carte plan. It is the only line carrying meals on the a la carte plan.

Through the GRANDEST SCENERY in America by Daylight.

Attentive hosts during the season of navigation on Great Lakes via Duluth. Employees of the Wisconsin Central Lines are permitted to serve the public and our trains are operated so as to make close connections with diverging lines at all junction points.

Pullman Palace Sleeping and Chair Cars on Dining Car service unexcelled. Meals served a la carte.

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**F. I. WHITNEY,**  
G. P. T. A., St. Paul, Minn.

## A FEW INTERESTING FACTS...

When people are contemplating a trip, whether on business or pleasure, they naturally want the best service obtainable so far as speed, comfort and economy are concerned. Employees of the Wisconsin Central Lines are permitted to serve the public and our trains are operated so as to make close connections with diverging lines at all junction points.

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