

THE MINING REVIEW

The Shipments Again Over the 4,000 Ton Mark.

COLUMBIA-KOOTENAY STRIKE

General Lines are Ready to Ship—The Machinery for the Centre Star and Le Roi has Arrived—General Progress Throughout the Camp

The principal item of the week is the discovery of ore in the footwall in the main ledge of the Columbia-Kootenay nearly 1,000 feet below the outcrop on the apex of the vein. This practically establishes the worth of the expensive boring into the bowels of the mountain.

The camp should soon add to its list of regular shippers four new mines which will be the Josie, No. 1, Nickel Plate and Columbia-Kootenay in the order named.

For both the first-named there yet remains the completion of the compressor which is, however, nearly wholly assembled.

In addition, the No. 1 will have to complete its hoist. This will probably be the No. 1 a little behind the Josie plant. It is the intention of the Le Roi No. 2 to keep its shipments separate from each of its properties is not known.

It is probable that such distinction will not be made, as there are no less than seven fractions making up the total of its property. Shipment should not be long delayed, as there remains but little to be done on either of these properties, and it is probable that shipments will take place before the end of the ensuing month.

The capacity of these mines are such that 300 tons a day should be able to be obtained from these two properties shortly after the inception of the regular output. This will total 2,000 on a week.

The Nickel Plate should be the next shipper. Here the hoist and headworks are not quite ready, though but little work remains to be done. The ore bin, which is to be of 75 ton capacity, has been started up, and the railway will run in the necessary spur during the coming month.

Therefore, shipments may be expected, unless something unforeseen supervenes, early in August. The output at first will not be very considerable, as some dead work in providing proper ventilation in order to secure economical conditions under which to work will allow of the levels below being placed in good trim for the incessant stopping necessary to keep up a regular output.

These, however, do not involve any extraordinary work, and it, therefore, can be conservatively stated that some time before snow flies that a regular output equal to that of the Le Roi No. 2 will be inaugurated.

The fourth mine, the Columbia-Kootenay, is not so far advanced. This statement does not apply to the amount of necessary development work which is extremely well advanced, many thousands of cubic yards of ore being proved, as in the other conditions which pertain to economical shipment. The compressor, for instance, is at present of only 20 drill capacity, and a large plant is wanted for the estimated work. The construction of a line to the mine presents greater difficulties than occur at either the Le Roi No. 2 or at the Nickel Plate, and will have to be of a length far in excess of a mile, and a half.

More careful hoisting machinery is also required in order to allow of the development work at the lower levels, keeping up with the progress of stopping in any large quantity above. All these things will consume time in placing in proper trim and though the capacity of the mine will probably prove to be larger than the Nickel Plate, yet it is probable that not more than 100 to 200 tons a day will be able to be shipped at the inception. This will, however, give a total of at least 1,500 tons in these new shipping properties and will, without taking the resumption of the shipments from the War Eagle and Centre Star, and the possible addition of the Evening Star and Jumbo into account, double the present weekly output of the camp before snow flies or at the most postponed date the close of the year.

The Output. The output for last week was again over the 4,000 ton mark, but was not quite up to the level of the previous week, whose corrected shipments are 4,500, the estimate being 32 tons over the mark. This was owing to an accident on the gravity tramway on Friday, only 12 instead of 20 cars being shipped out. Additional cars on Monday, Tuesday and Wednesday almost corrected this falling off, and the average is therefore at present about 600 tons a day shipped to the Northport smelter. There were also 23 tons from the I. X. L. yesterday. The total shipped is now in excess of that sent out in the corresponding months of 1899, despite the long shut down of some of the shippers.

The compressor on the Black Bear flat will soon be completed, and the final important step taken towards the shipping of the Josie and No. 1. A large storage bin is being erected on the Nickel Plate, one still being already in place, and this in its turn will join the ranks of the shippers.

Appended is a statement of the shipments for the past week and year to date:

Table with columns: Week, Tons, Year, Tons. Rows include Le Roi, War Eagle, Centre Star, Iron Mask, I. X. L., Evening Star, Monte Christo, Iron Colt, and Giant.

Le Roi.—The foundation for the machinery of the big hoisting engine for the combination shaft at the Le Roi is now complete, with the exception of the 600 stones, and is now setting. The grading for the galloways frame is still in progress, but not much remains to be done.

Timbering in the shaft itself is still in progress and will not be finished to the 800 level till the end of the next week or possibly the beginning of the next. Consequently the sinking of the shaft to the 900 level is not as yet resumed. The great stopes

in the mine are being made to yield up their stored contents of ore, which is being shipped at the rate of 600 tons a day to the Northport smelter. The development work is proceeding as usual in extensions and connections over the various levels, especially on the 500, 300 and 700 levels. Connection has been made between the two batteries of boilers and the compressor on the Black Bear flat, and the three boilers in the battery within the compressor building are being removed and will be erected alongside of the other two batteries in the big boiler house. The foundation for these has been prepared and the brick work in hand. There will thus be three batteries of three boilers apiece, each of 100 horse power and each calculated to withstand a pressure of 124 pounds to the square inch. Connection will be made one with the other, and there will be no deficiency of steam power to be feared.

The removal of the furnaces from the same building as that which contains the compressor plants will very much lessen the risk of fire.

Centre Star.—The head works on the shafts are now sufficiently advanced to make the change, and the engine, skips, cables, galloways and ore bins will be changed over next week, the mine shutting down three days the second, third and fourth proximo for the purpose of making the alteration. Below the work of clearing out the sump below the fourth level, filled with the debris of rock broken down in the timbering of the inclined shaft, is still in progress. With its conclusion the sinking of the shaft will be resumed and headings started from the station at this level from the shaft itself, which follows down the ledge. The compressor has been shipped from the east, and a couple of carloads are due this week, so that with the beginning of next, this report will, it is hoped, be able to chronicle the beginning of its assembly.

The raise on the side line near the Iron Mask is still in hand and ore being stopped out, while the square setting of the old stope is in progress. Drifting is going on in the third level east and also westward on the first level which, it will be remembered, only exists, owing to the slope of the property west of the big shaft. A raise is also in progress between the third and second levels west. On the surface the process of grading the timberyard has crowded out the old wagon road and a new road is being made which will eventually be run into a northeasterly extension of Davis street, beyond the north line of the Nickel Plate through the Ore-Or-No-Go.

Columbia-Kootenay.—The vertical shaft is being sunk through the station at the 400-level, holes being bored in the side, as sinking is proceeding for subsequent breaking out. A fine body of ore has been cut through at this point, which must be near the footwall of the ledge, as another seam in the vein was come across on the 200 level in the shaft, the shaft dipping slightly north. This, as in the Nickel Plate, tends to show that in this belt of ore north of the gabbro, that the country is better mineralized with depth. It may be said that this find of ore is directly under the same seam as shown up in the fifth, fourth, third and second levels, and also on those intermediate to them. Some prospecting work is going on with excellent results in No. 5 tunnel, and the north crosscut to the Tip Top vein is being executed in No. 6. The mine is set back for a time for the lack of a road to the limits from within the city. The management has cut at a considerable expense a road from the town limits to the mine, but is waiting for the city fathers to put this road in connection with the city system.

War Eagle.—The lateral drift at the seventh level of the mine is being prosecuted and fair progress is being made. Stopping is in progress on the fifth and seventh levels, the ore being broken down and stored in the stopes themselves. On the Nickel Plate, yet it is probable that not more than 100 to 200 tons a day will be able to be shipped at the inception. This will, however, give a total of at least 1,500 tons in these new shipping properties and will, without taking the resumption of the shipments from the War Eagle and Centre Star, and the possible addition of the Evening Star and Jumbo into account, double the present weekly output of the camp before snow flies or at the most postponed date the close of the year.

Nickel Plate.—The water tank on the Nickel Plate has been lowered so as not to interfere with the sorting floor and ore bins now in process of erection. An extensive cribbing to the east of the galloways frame has afforded a fine level spot for the upper foundations of the new building. The crosscut below are proceeding at the 600-foot level north and south to the ore bodies there known to exist. The drift on the vein near the shaft to the south has disclosed some very fine ore. The new cage in the west compartment has been installed and some carpenters are at work getting up the new engine house in a very handsome way. When finished, this building will be one of the best of its description in the camp. The old engine is still working, and the head works pertaining to it are still in place. Another force of carpenters are employed framing timbers for the new bins.

Big Four.—Ten men are now employed on this property. A blacksmith shop has been erected at the No. 1 tunnel, and the old one at No. 2 tunnel is being enlarged. The erection of a boarding house is in progress. Drifting along the No. 1 vein continues. When this has been driven by a distance of 100 feet it is anticipated by the management that stopping will be commenced. No. 1 tunnel is now in 85 feet. Crosscutting on the No. 2 vein continues. The rock here is very hard, and is heavily mineralized, and work is slow. The prospects of the Big Four never looked better. It is thought arrangements for installing machinery will be made at the first annual meeting which is to be held in July.

New St. Elmo.—Mr. Henry Krumb, manager of the St. Elmo, received a telegram from the company on the 21st, directing him to stop work by hand, as it was too slow and expensive, and to wait until the compressor is repaired before resuming work. In accordance with these instructions Mr. Krumb on Friday closed down the property. It will take some little time to put the compressor in order, as extensive repairs are necessary.

The last work done was in the south drift, where the ledge has been drifted on for a distance of 20 feet, and in the face of the tunnel there is three feet of ore. The property is in good condition.

I. X. L.—A carload of ore was sent to the Northport smelter from the I. X. L. during the past week. The ore was from the stope above the second level. Some of the ore is very rich, and Mr. Roy H. Clarke, the manager, showed one piece of the ore that weighed about two pounds, in which there was \$100 worth of gold. Some of the ore taken out runs over \$3,000 to the ton. The permission of the owners of the Midnight to run a tunnel into the I. X. L. through their ground so as to tap the I. X. L. ledge at depth, has not yet been obtained, although negotiations are still in progress.

No. 1.—The erection of the galloways frame upon this mine and the assembly of the hoist engine is in progress, and should be completed shortly. Development is proceeding as usual. A winze is being sunk below the 300 level. There will be so many calls upon the new compressor as soon as it is installed in order to supply power to this mine, to the Josie and Annie and to some part of the Black Bear, that a further compressor will likely be ordered. The last part of the battery of boilers and middle joint of the smokestack, arrived this week, nine months after its being ordered.

Leiter.—The American Corporation resumed work on the Leiter during the week. The work is to be pushed under the direction of Mr. A. G. White. The American Corporation is figuring on getting in a plant of from five to 10 drills capacity as soon as the road from Northport is completed to the Velvet. The company is negotiating for the purchase of a couple of properties which adjoin the Leiter, and intends to mine on a large scale.

Josie.—The contract work on the winze on the Josie, between the 300 and 500 levels is making satisfactory progress. The latter level is being extended both ways along the ledge. On the western extension the seam ran into last week's winze gave an assay of eight ounces in gold, is looking well. The spur from the main track of the railroad is not as yet begun upon, but at present the new compressor which is to supply power to the mine is not completed.

Evening Star.—Superintendent Chamberlain is busily engaged in overseeing the erection of ore bunkers of a capacity of 200 tons. A water tank is being erected so that the water can be used in the sorting of the ore and for steam purposes when the five drill compressor recently ordered is placed in position. The winze is timbered, the galloways frame up and the hoist is in position. The winze has reached a depth of 38 feet.

Annie.—The joint shaft on the North Le Roi ledge is now close down to the 100-foot level, and a hoist is now to be installed which will permit of the sinking being continued down to the 300 level. The ore body is maintaining its value. Power will be supplied to the hoist by compressed air from the new plant on the Black Bear.

Novelty.—Operations on the Novelty have been resumed under the direction of Mr. J. W. Campbell. The work at present is confined to surface prospecting. Further on the work of exploring the property at depth will be commenced.

Velvet.—Work continues on the 300-foot level, where the ledge is being drifted on. The intention is soon to resume the sinking of the shaft from the 300 to the 400 foot level.

Green Mountain.—The work of deepening the shaft is in progress. The shaft is to be deepened to the 500-foot level. The machinery recently installed is working in a satisfactory manner.

California.—The shaft is now 190 feet deep, and the tunnel is 540 feet in length. Work continues along the usual lines and the property is looking better.

Cascade.—Work on the tunnel continues. Norway Mountain.—Work on the shaft has been resumed.

Douglas.—Work on the lower tunnel is in progress, and the ledge continues to be worked. Portland.—Work continues on the tunnel and the shaft.

SEEING THE SIGHTS

A Duo of Veteran Journalists Visiting the Kootenays.

PLEASED WITH THE SCENERY

They are Impressed With the Growth of Rossland and Other Places—One is McLagan of Vancouver, the Other Innes of Guelph.

Among the arrivals last Saturday were Mr. J. C. McLagan, proprietor and editor of the Vancouver World, and Mr. James Innes of Guelph, Ont., who, until two years ago, was editor and proprietor of the Guelph Mercury, one of the oldest and most influential papers of Western Ontario. Mr. Innes, who retired from active newspaper work two years ago, is now on a tour through the west, and is visiting British Columbia for the first time in 14 years. It was not his intention to have taken in the Kootenays in his trip, but Mr. McLagan, who is alive to the importance of the interior country, insisted that his old friend and partner should not return to the east without having seen the Boundary country and the Rossland district. In company with Mr. McLagan, accordingly, he has visited the camps in the Kettle river district; and has now come to Rossland.

These gentlemen, Mr. McLagan and Mr. Innes, are perhaps the oldest and the best known newspaper men in the Dominion of Canada, and their work in the journalistic field has been such as to earn for them the regard and professional esteem of every newspaper worker in the Dominion. It was in 1829 that they formed a journalistic partnership in the town of Guelph, and by their joint efforts they very soon made their venture one of the most influential papers in the province of Ontario. It was ably managed and ably edited, and it certainly had a very decided influence in the moulding of public opinion in that very rich and prosperous portion of what was then Western Canada. After a continued period of success of about 15 years, Mr. McLagan became impressed with the possibilities of British Columbia, and decided to cast in his lot with this province. He came out here in the early eighties, and after having spent some time in journalistic work in Victoria, he founded the Vancouver World in 1888. From that time until the present the paper, the paper of which he has been the editor and manager, has not only been uniformly successful, but has had no little influence towards helping forward the progress of this province. Under his management it has always stood for what he regarded as the best interests of the country, and while it has been a Liberal journal in politics it has never allowed partisanship to interfere with its loyalty to the interests of the people. Mr. McLagan is perhaps better known in British Columbia than any newspaper man in the province, and he is a matter of regret with all who have the pleasure of his acquaintance to learn that his health is not now sufficiently robust to warrant him in continuing the active management of the journal of which he has been so long the leading spirit. That, however, he still exercises active supervision over it is a guarantee that the paper which he founded will still continue on the course which it has so long pursued.

After the severance of the partnership between Mr. Innes and Mr. McLagan, the Guelph Mercury was continued for 23 years under the control of Mr. Innes, and it maintained the same standard of excellence which it had displayed under the old regime. For some years Mr. Innes represented South Wellington in the Dominion House of Commons, and his career as a legislator was in consonance with the reputation which he had earned as a journalist.

The fact that these two veteran newspaper men, partners in their early journalistic career and friends for almost half a century, should now meet in this province, which was hardly heard of when they first began their newspaper life, and that they should find here a condition of things far in advance of what exists in Eastern Canada, in their boyhood, is a tribute to the immense progress which has been made by the Dominion in recent years, and an indication of much greater progress in the immediate future.

A representative of the Miner met these gentlemen last evening and had a pleasant and interesting chat with them. They spoke chiefly of their admiration of the Kootenay district, and did not hesitate to declare their belief in its great future.

Mr. Innes, in speaking of his trip through the Boundary, said: "We visited Greenwood, and it struck me as a thriving place. We also went to Phoenix and inspected the Knob Hill. Under the guidance of Mr. W. Y. Williams we went into the mine for a distance of over 300 feet, and made a thorough examination of it, and observed the method of extracting the ore. The mine seems to have very large bodies of

THE FLAG ON HIGH.

The Red Ensign to Be Replaced on Spokane Mountain.

On receipt of the news of the practical collapse of the Boer resistance, several residents of the city put up a huge flag on the summit of Mount Spokane, the most noticeable peak in the vicinity of Rossland. This, owing to the high winds prevalent during the early part of this month, was blown down shortly afterwards. On Sunday W. J. Verner, W. J. Robinson, O. A. R. Brown and E. S. H. Winn, the original four who had rigged up the British ensign in the first instance, reinforced by Messrs P. Keiser and S. Saunders, went up Spokane mountain, and have erected there with great care, involving much arduous work, a flag staff upwards of 16 feet in height. This is placed on the summit of the mountain and is well stayed and braced. A brass ball, 20 inches in diameter, covered with gold leaf, has been fitted, by way of a truck, on the top of the pole. Just below a sheave has been fixed into the upper part of the mast, and eight-strand galvanized halliards have been reeved through. This it is thought, will withstand the force of any wind that blows. The flag is not as yet hoisted and is being prepared in town for its lofty future position by being fortified by painted canvas. It is the intention of the patriotic party to finally run up the flag on Dominion Day next with appropriate ceremonies.

Woman's Welfare.

Paine's Celery Compound

Gives and Maintains a Perfect Condition of Bodily Health.

The great susceptibility of women to nervousness and worry is heightened by the fact that, in the majority of cases they lead confined and monotonous lives, narrowed down to the four walls of home the greater part of the day.

Paine's Celery Compound is just what such nervous and depressed women need to restore their nerves to energy and to lift them out of their constipated, dyspeptic habits of body.

No other remedy known to medical men is so rich in flesh-forming and energy-producing constituents for women as Paine's Celery Compound. It is also a true and unfailing regulator, keeps the blood pure and rich, and maintains an even condition of good health that makes a woman contented and happy. Mrs. Wilcox of Creemore, Ont., writes as follows:

"For years I have suffered from constant sick headache and nervousness. At times I have been so bad that I have been unable to sleep two hours a night for weeks. I have tried many medicines and doctored a great deal, but never received a hundredth part of the relief from them that I obtained from Paine's Celery Compound. After using three bottles I can sleep well, my headaches have ceased, and I feel healthier and fresher than I have been for years."

A Big Catch. Probably the most successful, as he is certainly one of the most ardent disciples of Isaac Walton, in this camp is Judge Schofield. On Saturday he went to Slokan Junction with his rod and line, and his basket for the conveyance of his catch. The basket is one of considerable dimensions and his friends jollied him at taking away such a spacious fish holder, and suggested that he would probably do well to hire a box car. These gentlemen were considerably surprised when the Judge returned last evening not only with the basket filled; but with another, equally large receptacle crowded with fish as the result of ten hours of sport. He brought back with him something over 30 pounds in weight and the catch was the most beautiful in point of size of the fish which has probably ever been made in these waters.

En Route for Republic. Mr. M. R. Galusha came in from Spokane yesterday and leaves this morning for Republic, whither he goes for the purpose of looking after the Black Tail and San Polo, in which he is largely interested. He visited the Jumbo yesterday and reports that work is still in progress on the middle level.

Mr. M. J. Haney, the railway contractor and wife, were at the Allan yesterday and left for Trail.

Mr. S. S. Sorensen of London, Eng., is at the Allan.

FOR YOUR FRIENDS' SAKE

Your head is stopped up, your breath is foul, perhaps to the extent of making you an object of aversion and pity

Let us offer you instant relief and a cure, in Dr. Agnew's Catarrhal Powder. Use it for your family's for your friends, for your own sake. It relieves in 10 minutes.

Dr. Agnew's Catarrhal Powder gives what is most desirable in catarrhal trouble, that is immediate relief. One puff of the powder and you experience beneficial effects. Take it perseveringly and continuously, and whether the case is one in its early stages or has become chronic give Dr. Agnew's Catarrhal Powder a chance, and, like Buller with the relief of Lady Smith, it will get there.

It can be said without fear of contradiction that there is no specific in Canada for any purpose that has been so highly praised by her most prominent people. 50 cents.

Dr. Agnew's Cure for the Heart gives relief inside of 30 minutes, and no heart trouble so hopeless that it will not cure.

Dr. Agnew's Ointment heals "pimply" faces and other skin affections. Cures piles from three to five nights.

Dr. Agnew's Liver Pills, smallest and cheapest pills made, 20c. for 40 doses. Sold by Goodeve Bros.

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Pacific Nav. Co. (Incorporated in U.S.A.) VICTORIA, B.C.

Taking Effect June 1900. Over-Daily, except Vancouver to Victoria, 7:10 p.m., or on arrival of train. Trains leave Victoria and Way Saturday and Sunday at 12 p.m. on arrival.

WESTERN ROUTE. New Westminster, Monday, Wednesday, Friday, Saturday, Sunday, at 7 a.m. Leave Victoria and Way Friday and Saturday at 12 p.m. on arrival.

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