THE MINING SCHOOL

At Last Night's Meeting It Was Decided to Incorporate.

AID FROM GOVERNMENT

A Committee Was Instructed to Draft a Memorial to the Authorities at Victoria—The Studies Outlined for the Coming Winter.

A meeting of those interested in the school of mines was held last Friday in the city chambers, when Edwin Durant of the B. A. C. presided, and among those present were James Martin, M. P. P., C. O. Lalonde, Smith Curtis, Richard Marsh and others.

After discussion it was resolved on motion of Mr. Lalonde, seconded by Mr. Curtis, that the school should be incorated under the societies act as the Rossland School of Mines, and it was remitted to a committee consisting of Messrs. Edwin Durant, James Martin, W. A. Carlyle, C. O. Lalonde, Smith Curtis, R. Adams and J. P. Hennessy of the Miners' Union, and A. Cameron, secretary of the school of mines, to prepare the necessary declaration of incorporation and bylaws.

The same committee was also empowered to draft a memorial to the government asking for aid for the school and to obtain the necessary facts and figures bearing on the revenue derived by the government from this district.

It was agreed that Mr. Carlyle should be asked to give the opening address of the session, which it was arranged should begin about the first week in November when the prospectors would be in from the hills.

A discussion ensued as to the advisability of having classes in the afternoon as well as in the evening to meet the wishes of those engaged directly in mining and desirous of taking advantage of the fall course, and the committee was instructed to deal with this matter.

The program of subjects to be taken was considered, and it was resolved that the branches taught in groups should be geology and mineralogy, chemistry and metallurgy, prospecting and mining, and assaying, and that the offer of gentlemen willing to teach these subjects should be sent to the secretary. The committee is to meet in Mr. Curtis' office in the Imperial block on Monday evening at 8 o'clock, and to report to a general meeting to be held in the city hall on Wednesday evening next at the same hour.

A NEW CONSULAR AGENT

Dr. George S. Armstrong Has Secured the Position.

He Is Now the Physician at the Northport Smelter and Was Formerly a Resident of Rossland.

Dr. George S. Armstrong, at present the physician for the Northport smelter, has received the appointment as consular agent here to succeed Fred R. Blochberger, resigned. In tendering his withdrawal from the service, Mr. Blochberger named October 25 as the date on which he desired it to take effect. Dr. Armstrong's appointment will accordingly become operative on that date. His credentials were issued from the department of state at Washington, on the 6th of the present month.

Dr. Armstrong, the newly appointed agent, is one of the best known and most popular Americans in the camp. Both personally and professionally his reputation is of the highest order and his appointment will give complete satisaction both to the American residents and the British citizens.

The position is largely an honorary one. The remuneration is by fees, and in case they exceed $1,000 per year the surplus goes to the government.

The consular agency at Rossland is under the consulate at Vancouver, and F. J. Schofield, vice-consul at that place, arrived last Friday to install Dr. Armstrong into his new position and to check out the retiring consular agent, Mr. Blochberger. Mr. Schofield, who is a son of F. Schofield, registrar of the supreme court here, will be in the city for a fortnight. He is at the Allan.

THE LELY RECITAL.

It Was Given Before a Delighted and Appreciative Audience.

Durward Lely's delightful rendition of the songs of bonnie Scotland at the Presbyterian church last evening, attracted an audience that crowded the building to the doors. The hearers represented as critical and as cultured an assembly as the city could muster, but they had nothing but appreciative approval for the performance.

The program lasted nearly two hours, and for the whole time Mr. Lely held the attention of the audience excepting twice when Mrs. Lely was heard in piano solos. It is indeed a rare ability to be able to entertain a mixed audience for so long a time, but Mr. Lely succeeded admirably, and without apparent effort.

The program was made up entirely of Scotch classics, some of which are well known while others are heard all too seldom. Between his songs Mr. Lely told in droll fashion some typical Caledonian tales that aptly fitted into his vocal numbers. It was in his songs, however, that Mr. Lely made his greatest success. He has a magnificent voice of singular sweetness and great power. In such rollicking numbers as "The Laird of Cockpen," which he presented with delightful little bits of mimicry, he was at his best, and it would be hard to find a word of fault.

In all his solos Mr. Lely was accompanied on the piano with sympathy and intelligence by his handsome wife, who shared with her husband the honors of the evening.

City Directory.

Gavin, Whitney and Ryan have arranged for the publication of a Rossland directory. The book will be carefully compiled and in order to make it complete, a thorough canvas will be made from house to house and a census taken of all those residing with the city limits.

Grand Forks Notes.

GRAND FORKS, Oct. 18.—[Special.]—There are some 35 applications for provincial liquor licenses, which will be presented to the licensing board on December 15 next. Nearly all of these applications are coming from Christina Lake district.

THE SAN POIL.

Five and a Half Feet of Ore in the Drift.

REPUBLIC, Wash., Oct. 19.—[Special.]—Your correspondent visited the San Poil yesterday. The shaft is now in 30 feet, with five and a half feet of clean, high grade quartz in the face. At every foot advanced the quartz has a better look, and the values are steadily increasing. Yesterday a drift was started north. In the bottom of the drift quite a large stringer of quartz was encountered, and as it is steadily enlarging Superintendent Cromer is confident that in ten feet or so the large vein will open out and give the same or better values that are now being realized in the big south chute. In the south drift the quartz more than fills the entire face, in fact, they are leaving several inches of rich ore on the hanging wall. The quartz still continues twisted and hard.

The Knob Hill crosscut is in 90 feet from the tunnel, and numerous spar seams being encountered encourage the owners in the belief that they are near the ledge, which, as indicated by surface assays, should prove rich.

Two crosscuts have been started on the Golden Harvest to determine the width of the vein. One will be started 214 feet from the mouth of the tunnel, and the second one will be 245 feet from the mouth. Work is being pushed vigorously on the Harvest, and its daily development is being watched with interest, as it is one of the claims on the extreme southern belt, whose high assays encourage the belief that depth will give it the values of the other mines like the Republic, San Poil and Mountain Lion.

Thomas Donan and others have started work on the Micawber Fraction No. 2. They are driving a tunnel to cut a contact ledge running through the fraction, which assays fairly well.

Four miles east of town is the Cody group of mines, consisting of the El Capitan, Buffalo and Independent. El Capitan nas a tunnel of 60 feet, and the Buffalo a 25-foot shaft, besides surface shafts and crosscuts to trace the ledges. Ledges crop out very wide and strong through three claims, and assays run from a trace to $16. Work upon the claims is going to be started immediately and carried on during the winter. The quartz is similar to the Republic and other mines of value in the district.

Work has been started on the north end of the Pearl. They are sinking upon the vein, near the mouth of the tunnel.

Jack Wilmot, vice-president, and William Norman, treasurer, of the Butte & Boston, arrived in town from Spokane last evening. They will examine the various properties in which they are interested in this district before returning home.

A contract was let yesterday to Clayton & Hager to extend the St. Paul tunnel 50 feet. The tunnel is now in about 200 feet. The claim is near the Butte & Boston.

THE WHITE ELEPHANT.

It Has a Three-Foot Copper Ledge That Assays $20.

REPUBLIC, Wash., Oct. 20.—[Special.]—The White Elephant is located 12 miles east of town, on Iron mountain. Two veins run through the ground, one white quartz and the other copper. The belt can be traced for three miles. The copper ledge is three feet wide and assays $20. As yet there is not much development, as the discovery is only a recent one. The white quartz goes $12 to the ton on the surface and has a seven-foot vein. The owners of the claim adjoining the White Elephant intend to run a tunnel a distance of 140 feet this winter. Quite a large number of claims have been located in the vicinity. The Gracie claim, on the same mountain, has a 56-foot tunnel, and yesterday a contract was let to extend it an additional 50 feet. The ledge is five feet wide and carries 11 per cent copper.

George W. Elliott, representing Sedoux & Co. of New York city, has been working from three to five men since last April, on different properties in this section, and is now working five men on the Golconda, in Klondike camp, three and a half miles northeast of town, near the head of Curlew lake. The main shaft is down 30 feet. At a depth of 60 feet he will crosscut for the vein, which is said to be a promising showing on the surface.

The Silver Bug, in Sheridan camp, has a force of men working. The claim is located one and a half miles northeast of the Zala M., and assays run from $8 to $14. Work will be continued during the winter. E. C. Derr has gone to Sheridan to increase the force of men now working on the Oversight mine. This company own eight claims in a group. On the Little Ned a shaft is down eight feet, with a four-foot vein, which assays as high as $150. On the Oversight a tunnel is now in 65 feet. It is estimated that it will be necessary to extend the tunnel 75 feet on. Winter quarters are now completed.

W. W. Whitebeck of Torado, whose claims adjoin the townsite, will work all winter, drifting on the ledge on the Klondike, of the San Juan group. A drift of 2,000 feet will tap this ledge at a depth of 1,000 feet.

A St. Paul company has driven a tunnel over 30 feet. Their ledge is 16 feet wide and averages $20 per ton. They are preparing to start another tunnel which will tap the ledge at a depth of 250 feet. The manager has gone to St. Paul to consult the directors regarding the new work.

Rube Hull, George Pond and others are working their claims—some assessment and others will continue work during the winter.

THE MOUNTAIN LION.

It Promises to Be One of the Producers of the Reservation.

REPUBLIC, Wash., Oct. 21.—[Special.]—The Mountain Lion company own the Mountain Lion, Last Chance and Flat Iron fraction, lying adjacent. The mines are three miles north of the Republic. The property was purchased from the original owners by W. H. Brown. He deeded a one-half interest to Mrs. Lillian Bourne of Portland, Oregon. A 50-foot shaft is sunk on the Mountain Lion, and a tunnel driven in 750 feet, cutting the ledge at a depth of 320 feet from the surface. There are two ledges exposed in the tunnel, one eight feet wide and the other 25 feet. The latter ledge is cut diagonally and, probably, is not more than 20 feet in actual width. The assays vary from $2.90 to $88.10. Samples taken from across the entire ore body exposed vary from $20 to $30. Parties who have examined the property carefully and taken fair samples place the averge value at $25 per ton. About one-half of the ore is free milling; the balance will probably require a cyanide process. In the bottom of the 50-foot shaft, above referred to, the values were good, averaging $40 per ton. It is safe to say that there is practically in sight now bodies of ore that aggregate 28 feet in width, 400 feet long and 300 feet deep. Excavations are being made for the reception of a compressor; roads are being graded, and all preparations are being perfected in and around the mine for the anticipated new order of things. Reduction machinery is also talked of as one of the new improvements. Take it all in all the Lion promises to be one of the great producing mines of the district.

The Merrimac, owned by Superintendent Harvey of the Republic Mines, adjoins the Mountain Lion on the south, and it is claimed that the Lion ledge runs through that property.

The drift on the south chute of the Republic is now in a distance of 30 feet. The chute is widening a little, and the values continue about the same as heretofore. Fair progress is being made.

Nolan and Hart are running a tunnel on their claim, north of the Pocahontas lode.

H. E. Stewart, the well known mining man and assayer, has been appointed superintendent of the Golden Harvest and Butte & Boston mines. He will assume his new duties today. This appointment gives much satisfaction to all interested parties, as it insures an active and intelligent development of both properties.

AROUND SLOCAN CITY.

Original Owners Are Slowly but Surely Developing Properties.

SLOCAN CITY, Oct. 22.—[Special]—There is a steady but slow development being carried on by the original owners of the properties.

Three or four companies only are operating with any degree of activity. The Enterprise, which has been blocking out ore all summer, has made a very good showing.

The Golden Wedge on Lemon creek is likewise developing with a small force. Meanwhile the combination wagon and sleigh road is nearly completed from Kootenay lake to Lemon creek, a distance of 14 miles.

The Monument group at the head of the fifth south fork of Lemon creek, now under bond to the Hall Mines company, will hardly be able to carry on work during the winter owing to the claims being right amongst snowslides.

The Evening Star on Dayton creek has been driving down its deep shaft and encountered some very good ore. This work is to continue all winter and will be an object lesson for the district as it will explore one of the typical dry ore veins to a greater depth than has yet been reached in this camp.

The Arlington, which owns the other hoist, shows no signs of returning activity, but some changes are taking place in the management which may result in a renewal of operations on this very promising mine.

Mr. Kirkwood, formerly of the Enterprise, is pushing work on his Ohio claim which lies sonthwest of the Enterprise between the latter and the Arlington.

Several other small parties of claim owners are driving crosscuts and drifts on their properties this winter. In fact the work being done without capital is very encouraging and shows the confidence of the men in their own properties, such as the Tail Holt on Gold Hill, Calumet on Dayton creek, and the White Sparrow on Lemon creek, all of which are doing development work.

RAILWAY ADDITION.

Dundee's Right to a Portion of Rossland May Be Tried.

NELSON, Oct. 22.—[Special.]—Your correspondent is informed on the best authority that the provincial government has issued a fiat granting a petition of right, so that the claim of Charles Dundee to the possession of the railway addition to the city of Rossland may be settled by the courts on a fair and impartial review of all the circumstances. The land in dispute is held by the Nelson & Fort Sheppard Railway company.

A $125 watch is on view to be presented to the young lady whom public vote will declare the most popular in Nelson. The decision will be made at the forthcoming bazaar in aid of the Catholic church.

Word was received in town today that the Nelson & Bedlington line is a "go." It is said that the line can be built at a phenomenally low figure as most of the contractors on this section of the Crow's Nest pass road have their gangs at call and all appliances available for immediate use.

NEWS OF YMIR.

Progress of Work in the Tamarac, Porcupine and Dundee.

J. L. Parker returned Saturday from a visit to the Ymir camp, where he has been overlooking the several mining properties for which he is acting as engineer. Work on the Porcupine, which is owned by the Sarah Lee Mining company, is being energetically pushed and the showing is very gratifying. The ore in the bottom of the shaft is gradually widening and of a shipping quality.

The boarding house at the Tamarac was destroyed by fire on Friday. Orders have been given for the immediate erection of another structure to replace the one destroyed.

On the Tamarac a crosscut has been driven from the bottom of the shaft that has tapped the vein, and the same quality of ore has been found that was some time since encountered in the main working shaft. Considerable water is being encountered and it has been decided to iastall the steam hoist and to put in a sinking pump.

Work on the Dundee is progressing in a satisfactory manner. As soon as the balance of the machinery for the concentrator arrives it will be installed and put in operation. As there are large reserves of ore in sight in the Dundee it will not be long before the concentrator is in operation before the shipping of the concentrated ore to the smelter will be commenced. As a matter of fact, through the mistake of the shipping clerk the machinery for the Dundee concentrator is in this city. It will be sent from here to Ymir within the next few days and it will not be long after that before it will be installed.

B. H. Graves, formerly a C. P. R. conductor, who went to the Yukon and prospered, is at the Allan.

IS A RICH PROPERTY

A Rossland Syndicate Takes Hold of the Allison Group.

THE ORE IS FREE MILLING

Fifteen Thousand Dollars Have Been Spent in Development Work and a Ten-Stamp Mill Will Be Put up by the New Owners.

The enterprising citizens of Rossland are not satisfied with the splendid results of their mining work at home but are constantly reaching out for new worlds to conquer. The latest evidence of this enterprise is shown in the organization of the Okanagan Free Gold Mines, limited, which is now being formed in this city by Ross Thompson, T. Mayne Daly and other prominent citizens for the purpose of taking over the Allison group of five claims, situated on the Similkameen river, some 12 miles south of Camp McKinney. Some $15,000 worth of work has been done on these properties, and as there are immense reserves of free milling ore that have been uncovered, and as it is of high grade for ore of that variety the new company promises to be a prosperous one. The ore can be treated at the mines, and with that end in view a 10-stamp mill is to be immediately erected to work the ore. Paul Langhammer, the expert for the new company, accompanied by E. Edgecombe, the well kuown assayer and metallurgist and mill man, left this city on Thursday for the purpose of going to the group, and where they will at once select a site for the mill. There is no need of development work to keep the mill in operation, for there is ample ore in sight in the property to keep the mill in operation for many years. Indeed, those interested in the proposition, considering that the ore is free milling, think that they have what will, in a very short time, make a dividend payer.

Following is an extract from the report of Paul Langhammer, Ph. D., M.E., on these properties:

"Total development up to the present time cost $15,000 and consists of over 530 feet of tunnels and 180 feet of shafts, with boarding house and all necessary equipment.

"The main vein is 11 feet wide and runs east and west through two of the properties near the river. There is also a north and south vein three feet in width, which is developed on the surface and can be traced for 2,200 feet. At the junction of the north and south vein a shaft has been sunk to a depth of 50 feet, showing 11 feet of ore which averages $15 in free gold to the ton. Part of the ore taken out by developing the shaft, amounting to 42 tons was shipped to Tacoma and Everett smelters and averaged $28 in gold and 1.8 ounces of silver. The ore is not a smelting ore but this was the only means of ascertaining the value of the ore in large quantities.

"Ore in sight—The main east and west vein is also developed by a crosscut tunnel which exposes 10,000 tons of ore ready to quarry, which at the lowest estimate will yield $80,000.

"There is also a tunnel which is within 60 feet of tapping the main lead at a depth of 186 feet, which will expose at least 25,000 tons of ore.

"The reserves of ore on the north and south vien opened by the 50-foot shaft will amount to at least 200,000 tons.

"No money is needed for further developing the property as there is enough ore in sight to keep a ten-stamp mill going for several years."

The capital of the company will be $80,000 divided into 1,600,000 shares of the par value of 5 cents each.

Messrs. S. Thornton Langley & Co. are the brokers for the company and already report a very large list of subscribers for the shares.

Reindeer Milk

Richest in Cream.

Best for All Purposes.

Truro Condensed Milk Co.

East GREAT NORTHERN RAILWAY West

The Surveyors Chain Made It THE SHORTEST Transcontinental Route.

It is the most modern in equipment. It is the only line running luxurious club room cars. It is the only line serving meals on the a la carte plan.

Through the GRANDEST SCENERY in America by Daylight.

Attractive tours during the season of navigation on Great Lakes via Duluth in connection with the magnificent passenger steamers Northwest and Northland.

For maps, tickets and complete information call on or address S. F. & N. Ry. agents, or

C. G. DIXON, General Agent, Spokane, Wash

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

NORTHERN PACIFIC YELLOWSTONE PARK LINE

THE FAST LINE TO ALL POINTS

The Dining Car Route Via Yellowstone Park

Safest and Best.

Solid Vestibule Trains Equipped with Pullman Palace Cars, Elegant Dining Cars, Modern Day Coaches, Tourist Sleeping Cars.

Through tickets to all points in the United States and Canada.
Steamship tickets to all parts of the world.
Tickets to China and Japan via Tacoma an Northern Pacific Steamship Co.

Trains depart from Spokane:
No. 1, West at 3:40 p. m., daily.
No. 2, East at 7:30 a. m., daily.

For information, time cards, maps and tickets apply to agents of the S. F. & N.

E. W. RUFF, Agt. R. M. Ry., Rossland, B.
F. D. GIBBS, General Agent, Spokane, Wash.
A. D. CHARLTON, Ass't. Gen. Pass. Agent, 255 Morrison St., Cor. 3rd, Portland, Ore

O.R.&N.

DEPART FOR	TIME SCHEDULE From Spokane	ARRIVE From
Fast Mail 5 p. m.	Portland, San Francisco, Pendleton, Baker City, Salt Lake, Denver, Fort Worth, Omaha, St. Louis, Chicago and East.	Fast Mail 7:45 a. m.
Moscow and Cœur d'Alene Local 8 a. m.	Tekoa, Wallace, Wardner, Garfield, Colfax, Pullman, Moscow.	Moscow and Cœur d'Alene Local 6:40 p. m.
8 p. m	From Portland Ocean Steamships All sailing dates subject to change. For San Francisco—Sail Oct. 8-11-14-17-20-23 26-29	4 p. m.
7 p. m.	To Alaska—Sail Sept. 17.	5 p. m.
8 p. m. Ex. Sunday	Columbia River Steamers To Astoria and Way-Landings.	4 p. m. Ex. Sunday
6 a. m. Ex. Sunday	Willamette River Oregon City, Newberg, Salem & Way-Land's	4:30 p. m. Ex. Sunday
7 a. m. Tues. Thur and Sat.	Willamette and Yamhill Rivers Oregon City, Dayton, and Way Landings.	3:30 p. m. Mon., Wed. and Fri.
6 a. m. Tues. Thur. and Sat.	Willamette River Portland to Corvallis and Way-Landings.	4:30 p. m. Tue., Thu. and Sat.
lv. Riparia Daily Except Saturday	Snake River Riparia to Lewiston	lv. L'wist'n Daily Except Friday

H. M. ADAMS, General Agent, Spokane, Wash.
W. H. HURLBURT, Gen. Pass. Agt., Portland, Ore.

Kaslo & Slocan Railway

TIME CARD.

Subject to change without notice. Trains run on Pacific Standard time.

GOING WEST	Daily.	GOING EAST
Leave 8:30 a.m.	Kaslo	Arrive 4:30 p.m
" 8:55 "	South Fork	" 3:05 "
" 9:45 "	Sproule's	" 2:10 "
" 10:00 "	Whitewater	" 2:00 "
" 10:08 "	Bear Lake	" 1:50 "
" 10:20 "	McGuigan	" 1:38 "
" 10:34 "	Payne Tram	" 1:23 "
" 10:35 "	Cody Junction	" 1:22 "
Arr. 10:45 "	Sandon	Leave 1:15 "
	CODY LINE.	
Leav 11:00 "	Sandon	Arriv 11:59 a.m.
" 11:10 "	Cody Junction	" 11:50 "
Ar 11:25 "	Cody	Leav 11:35 "

ROBT. IRVING, G. P. & P. A. GEO. F. COPELAND, Superintendent

Columbia & Western Ry

SCHEDULE.

Effective Monday, Aug. 5, 1897.

WESTBOUND. No. 5	No. 1		EASTBOUND. No. 2	No. 5
15:45	21:00	ROBSON	20:00	14:30
17:00	21:45	TRAIL	18:50	13:15
	22:05	ROSSLAND	18:00	

No's 1 and 2 connect with C. P. R. main line steamers, and trains to and from Nelson at Robson.

Train No. 6 will leave Smelter for West Robson at 11:30; arrive West Robson 12:45.

Train No. 5 will leave West Robson for Smelter at 14:30; arrive West Robson 15:45.

All trains daily.

F. P. GUTELIUS, Gen. Supt

.. WHEN GOING EAST ..

Use a first-class line in travelling between Minneapolis, St. Paul and Chicago, and the principal towns in Central Wisconsin.

Pullman Palace Sleeping and Chair Cars in Service,

The Dining Cars are operated in the interest of its patrons, the most elegant service ever inaugurated. Meals are served a la Carte.

To obtain first-class service your ticket shoul read via

THE WISCONSIN CENTRAL LINES

Direct connections at Chicago and Milwaukee for all Eastern points.

For full information call on your nearest ticket agent, or write

AS. C. POND, General Pass. Agent, Milwaukee, Wis.

Or

JAS. A. CLOCK, General Agent, 246 Stark Street, Portland, Ore.

H. E. A. COURTNEY

Barrister, Solicitor Notary Public

115½ E. Columbia Ave., Rossland,

Burlington Route

For those who want the bes

The Burlington's St. Paul-Chicago Limited,

Most costly, most beautiful, most luxurious train ever placed in service on any railroad west of Chicago.

Pronounced by Mr. Pullman the "finest train that ever stood on wheels."

Lighted by electricity. Heated by steam. Compartment and standard sleepers, buffet-smoking-library car, chair cars, a la carte diner.

No Extra Fares.

Leaves St. Paul Union Depot at 8:05 p. m. daily—after arrival of trains from Montana and the Pacific Coast.

Tickets at offices of connecting lines.

Canadian Pacific Nav. Co.

(LIMITED.)

Time Table No. 32, taking effect Jan. 1st, 1898

VANCOUVER ROUTE.

Victoria to Vancouver—Daily, except Monday at 1 o'clock.

Vancouver to Victoria—Daily, except Monday at 13:15 o'clock, 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 23 o'clock; Wednesday and Friday at 7 oclock. 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 13:15 o'clock; Thursdays and Saturdays at 7 o'clock.

For Plumper Pass—Thursdays and Saturdays at 7 o'clock.

For Pender and Moresby Islands—Thursday a 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 Skidgate on 1st of each month.

BARCLAY SOUND ROUTE.

Steamer Tees leaves Victoria for Alberni and Sound ports the 15th and 30th of each month.

KLONDIKE ROUTE.

Steamers leave weekly for Wrangel, Juneau, Dyea and Skagway.

The Company reserves the right of changing this Time Table at any time without notification.

JOHN IRVING, Manager.

G. A. CARLETON, General Agent. Victoria.

CANADIAN PACIFIC RY.

AND SOO PACIFIC LINE.

IS THE MOST DIRECT, QUICKEST AND CHEAPEST ROUTE

To All Eastern and European Points

To Pacific Coast, China, Japan and Australia Points.

TOURIST CARS

Pass Revelstoke daily to St. Paul.

Daily, except Wednesday, to Eastern Canadian and U. S. points.

DAILY TRAIN.

6.00 P. M. Leave — Rossland — Arrive 11.05 P. M.

Connects west Robson with Columbia river steamers from and for the north and with C. & K. branch trains from and to Nelson, Kaslo, Sandon and other Slocan points. Tickets issued through and baggage checked to destination.

Ascertain Rates.

And full information by addressing nearest local agent or

A. B. MACKENZIE, City Ticket Agent, Rossland.
P. G. DENISON, Agent, Rossland.
W. F. ANDERSON, Travelling Passenger Agent, Nelson
E. J. COYLE, District Passenger Agent, Vancouver

Spokane Falls & Northern

Nelson & Fort Sheppard R'y

RED MOUNTAIN RAILWAY

The Only Direct Route to Nelson, Kaslo, Kootenay Lake and Slocan Points.

Every day in the year between SPOKANE, ROSSLAND AND NELSON.

No. 4 for Spokane and Pacific Coast connections leaves Rossland at 8:45 a.m.
No. 6 for Nelson, Kaslo and Slocan points, leaves Rossland at 12:05 p.m.
No. 3 from Nelson, etc., arrives in Rossland at 11:20 a.m.
No. 5 from Spokane and Pacific Coast points, arrives in Rossland at 3:10 p.m.

No change of cars between Spokane and Rossland.

Tickets on sale at all points in the world.
Close connections at Nelson with steamers for Kaslo and all Kootenay lake points.
Passengers for Kettle river and Boundary creek connect at Marcus with stage daily.

C. G. DIXON, G. P. T. A., Spokane, Wash.
E. W. RUFF, Agent, Rossland, B. C.

Write to DR. BOBERTZ, he is

THE DOCTOR WHO CURES

Weakness of men. Expert scientific treatment. Instructive books free. Address G. H. BOBERTZ, M. D., 252 Woodward, avenue, Detroit, Michigan.

SMITH CURTIS. A. MACNISH

CURTIS & MACNISH,

Barristers, Solicitors, Notaries Public, etc

26½ Columbia Ave. East, Rossland, B. C.