THE LOCAL FIELD

The Latest Happenings in the City

A Courtesy to the Contingent.

Mr. James Kent, manager of Canadian Pacific Railway Telegraph company, authorizes the free use of the wires to the members of the Canadian contingent returning by the Idaho for the purpose of announcing their arrival. This is a courtesy which the returning soldiers will appreciate to the fullest extent.

A Happy Father.

Mr. John W. Dando, formerly of Messrs. Hunter Bros. and now of Seattle, Wash., has just became the father of a handsome baby boy, of whom both he and the mother are very proud. Mr. Dando is well known and liked in the city where he has many friends. He was married here by the Rev. W. T. Stackhouse to Miss Ollie Langrell of this city, just before going to Seattle. Mother and son are both doing well.

FORMAL NOTICE.

Alderman John Dean Is After the Canadian Pacific Railway.

A formal notice has been posted in the city hall by Alderman John Dean giving warning of his intention at the next meeting of the city council next Tuesday evening to bring in a resolution requesting the Canadian Pacific railway to fulfill the requests made of it by the city at the time of a right-of-way being granted them over certain streets of the city. It is understood that although certain resolutions were passed by the city council concerned and certain correspondence passed between the city and the C. P. R. officials yet the latter have never formally agreed to do what the city wanted. Notwithstanding this they were permitted to bring their track over the city streets referred to below.

The text of the notice is as follows: "I beg to give notice that I intend to move at the next regular meeting of the council that the city solicitor be instructed to insist upon the Canadian Pacific railway carrying out the terms and conditions on which permission was granted them by the city council to cross St. Paul, Monte Cristo and Lincoln (Queen) streets in keeping with the correspondence and resolutions pertaining thereto under date of October 26, 1898; November 1, 1898, and November 15, 1898, and that the agreement called for in the resolutions be completed.

"JOHN DEAN."

THE FIRST COUNCIL.

The First Mayor of Phoenix is George W. Rumberger.

Phoenix, Nov. 2.—(Special.)—The first civic election of the new municipality of Phoenix was held today at the Miners' Union hall, polls being open from 10 a. m. to 4 p. m. The retiring officer was R. B. Kerr. There were 162 voters registered up to last night and 147 ballots cast today for alderman.

The result was as follows: James A. Clark, 103; James Marshan, 104; Michael McBean, 99; Dongald McInnes, 118; John A. Morrin, 108; James Punch, 110, and Joseph H. Graham, 74.

The retiring officer declared the first men elected as councilmen. George W. Rumberger, one of the pioneers of the camp, was nominated for mayor last week without opposition, which was equivalent to election.

The new council will consist of the leading business men, with the exception of Messrs. Marshall and Punch, who are miners well thought of in the community. The council will meet for the first time tomorrow afternoon and proceed to the organization and administration of the city affairs.

A MISSING HUSBAND.

Mrs. Andrew Elliott Wishes Information of Her Husband's Whereabouts.

Mrs. Andrew Elliott of the Clifton house would be grateful for any information regarding the whereabouts of her husband, Andy Elliott. He left home on the morning of the 17th of October, telling his wife that he would return in an hour. He was going up, he said, to the Centre Star mine to report for work on the following day. He only had $7 or $8 in his pocket when he left. Mrs. Elliott fears that something has befallen him, and is almost distracted over his disappearance. When he left, she says, he was in the best of spirits, and had the day previous discharged all the debts he owed in town. Anyone knowing or learning anything of the missing man would be doing an act of kindness by communicating the information to his wife, at the Clifton house.

THE POSTOFFICE BUILDING.

The Contractor and Architect Here—The Work to Be Commenced.

Mr. Thomas Bradbury, of Vancouver, who has the contract for the erection of the court house, and William Henderson, resident architect of the Dominion Public Works of Victoria, arrived in the city yesterday. They came for the purpose of starting the work on the postoffice building on the corner of Queen street and Columbia avenue. Mr. Henderson came to furnish Mr. Bradbury the plans and specifications and generally to inform him as to the details of the construction. Mr. Bradbury, in an interview, stated that he intended to push the construction of the building as rapidly as possible. As far as he could, he desired to purchase his material here and employ local workmen. He would get out the stone, prepare the foundation, and assemble all the material as quickly as possible, so that when the fine weather commences in the spring he will be able to finish the building in a short time. Mr. Bradbury has had considerable experience in the construction of large buildings, and says the only way to make a profit is to build them as quickly as possible without doing poor work.

Mr. Henderson, after holding a conference with Mr. Bradbury, left for the coast on the evening train. He said that he would visit Rossland at least once a month during the time the government building was under construction for the purpose of exercising a general oversight; besides the government would be represented by a clerk of works, who would carefully scrutinize the material and the details of the work, and who would see that the construction was in accordance with the plans and specifications.

Mr. Henderson further said he might stop off at Kamloops and take a look at the government building that is under construction there. A postoffice building is ready for the roof at New Westminster. At Vancouver a drill hall is almost completed. The contract for the federal buildings at Nelson has not yet been let. Mr. Henderson says that this province has not fared badly at all at the hands of the Dominion government so far as public buildings are concerned.

A Temperance Meeting.

A temperance meeting was held under the auspices of the I.O.G.T. last evening in the Methodist church. The principal speaker was the Rev. J. Bennett Anderson. He took for his text, "Oh! sir; it's the drink that did it," and delivered a strong address. He said that it was impossible to speak too strongly on the temperance question, or against the man who lives on the vices of his fellow men. Prohibition, he declared, had never been repealed in the high court of Heaven. He said that the order of Good Templars should not be denounced because an occasional blackleg is found amongst them. One might aswell say that all the disciples of the Saviour were traitors because of a Judas Iscariot. Canada was one of the brightest gems in Great Britains diadem and unless the drink traffic was stopped it would, like a cancer, eat to the core and destroy the Dominion. This address was made more effective by occasional hymns which Rev. Bennett gave with good effect. The lecture was very effective and met with a full measure of appreciation from the 120 present.

Rev. George H. Morden, Rev. W. T. Stackhouse and Rev. D. McG. Gandier each delivered a short address on the mission of the Order of Good Templars which is to reclaim the fallen, help the weak, and prohibition for the Dominion and the world.

THE C. P. R.

Trade Is Increasing Largely—The Freight Office Is Now Occupied.

The returns of freight coming in and going away over the C.P.R. lines for the past month of October show an increase of 33 1-3 per cent. over the corresponding month of last year.

The freight office was occupied yesterday for the first time. The new office is located at the western end of the new building. A platform is about to be built conecting it with the sidewalk on Washington street. The other end of the freight shed is occupied by the sufferance warehouse, where goods in bond are held. A track runs up on the south side of the shed on which parcel cars are unloaded into the shed which contains room for thirty carloads. The next two tracks, between which runs a roadway, are for the unloading of whole car lots directly into the consignees' wagons. The fourth track is the passenger track. The north side of the shed looks upon Third avenue. A part of the road has been filled in and the city council has promised to fill in the remainder next year.

Fourth Annual Ball, K. of P.

The fourth annual ball of Rossland Lodge, No. 21, K. of P., will be held in Miners' Union hall, on American Thanksgiving eve, the 28th of November. The committee of arrangements is as follows: W. C. McNeil (chairman), C. A. Coffin and A. J. McDonald.

Internal Revenue Collections.

Following are the inland revenue collections for October as reported by Mr. R. P. McCrany, the collector for Rossland:

Spirits	$1,669.55
Meat	[illegible]
Cigars	48.00
Raw leaf tobacco	15.90
Total	$2,080.75

MADE A DECIDED HIT.

The International Crowded to Welcome the Old Favorites.

The International opened last night and an audience of over 600 assembled to welcome the old favorites back to Rossland. Mr. John and Pearl Cassidy were given an ovation on their appearance, and O'Brien, Jennings and O'Brien were received with great warmth. Reese and Swan and the Fairbank brothers, club jugglers, were well received. The music rendered by Prof. Dreyfus' orchestra was applauded. In short it was the same old International performance of last winter, and it made a great hit. Tonight the same performance will be repeated and an additional attraction will be the reading of the election returns from the American side. The telegraph operator will have his instrument on the stage and the bulletins will be read as fast as he receives them.

FIFTH YEAR OF USEFULNESS

INCOME AND EXPENDITURE OF THE SISTERS' HOSPITAL.

The Intention is to Double the Capacity of the Hospital—Low Percentage of Deaths—Other Notes.

Subjoined will be found the statement of the income and expenditure of the Sisters' Hospital, which benefitcent institution is today entering upon its fifth year of usefulness.

Whereas the total income for 1899 amounted to $16,531.74, which included a note at the Bank of Montreal for $1,000 and a balance of $604.29 carried forward from the previous year, the income for the year ending yesterday showed an increase of just over $4,000. The sisters are to be congratulated on managing so well. The provincial government grant is an increase on the previous year, which is largely accounted for by the fact that the previous year there was remaining a balance of indebtedness by the government to the hospital. The payroll deductions are from the War Eagle, Centre Star, Velvet, Portland, Mascot, California and Yale Lumber companies. The sisters contract with these mines and pay the doctors attending out of this gross total. This will be seen by examining the expenditure items. The item from paying patients also includes payments made by doctors who themselves entering into contracts with various mines, not named above, pay the sisters for the patients whom they bring to the hospital.

The building fund by the ladies of Rossland in the fair of November last brought in a sum of $2,568.35, which is serving as a nest egg to the fund that will be necessary to complete the additions to the hospital in contemplation for next spring. This is lodged in the Bank of Montreal.

The permanent improvement expenditure includes all monies laid out for the painting of the building inside and out, the rusticing of the south front, the fencing, leveling and grading of the whole building and grounds. There still remains a sum of about $1,500 outstanding. The total indebtedness of the institution, including this last named comes to $2,619.21. The note from the Bank of Montreal has been paid off as has likewise the balance of indebtedness due upon the land. In addition to this there has been acquired four extra lots which have been paid for. The hospital now possesses 10 lots altogether, which have been fenced in and which will serve for future additions to the building. One item, that of water has been increased of late, the city having put up the assessment from $4 per month to $10. On this subject the sisters trust that the council of the city fathers will listen to representation and make a reduction.

It was proposed to build an operating room last spring, but the sisters saw that the best place to put this much needed improvement was at the extremity of the new addition. This in turn depended upon the passage of a by-law through the city council authorizing the closing of the lane which would run through the hospital grounds. It is now the intention to build west on to the present building to the northwest corner of the lot and from thence southward toward D[illegible] avenue. The addition would include an operating room in the southwest extremity of the building and a convalescing room for the use of fever patients, and would pratically mean a doubling of the accommodations which is at present thirty-five beds.

It will be seen on referring to the summary of the report, which is sent not only to the city council, but also to the Victoria government, that the percentage of deaths among the patients, excluding those who have died within forty-eight hours after admission, is extremely small, and compares very favorably with eastern hospitals, some of which are rated as high as 13 and 15 per cent. on an all round basis, against 5 per cent. for Rossland. Since the hospital started there have been 1,301 cases treated, of which sixty-nine have died. Of that number of deaths thirty-two succumbed within forty-eight hours of admission, making the net rate of the hospital something over 2 per cent. There have been sixty typhoid cases treated since the beginning of July, of whom three have died and there are several still in the hospital. The sisters beg to thank the ladies of the city for the exertions made in their behalf at the bazaar and also the doctors of the city who have kindly taken upon themselves, month and month about to attend gratis the poor patients for whom nothing is obtained from any source. They are also thankful to the city council for having placed an arc light opposite to the building.

Receipts.

Balance cash on hand Nov. 3, 1899	$12.03
From patients	5,063.25
From City of Rossland (Health and Relief Committee)	534.65
From payroll deductions	6,876.00
Provincial government grant	4,721.00
Hospital fair building fund, per ladies of Rossland	2,568.35
Bank of Montreal (note)	250.00
Miscellaneous sources	452.12
Donations	65.25
Total receipts	$20,582.65

Expenditure.

Balance of indebtedness on land.	$876.50
Purchase of additional lots	1,867.00
Permanent improvements	2,029.68
Furniture	1,210.94
Hospital supplies	1,127.71
Doctor fees for contract patients	2,412.05
Male nurses' fees	706.80
Groceries and provisions	3,802.80
Fuel	661.37
Light	284.60
Water	74.50
Telephone	39.15
Insurance	250.00
General expenses (incl. stationery and printing)	574.27
Balance of note (Bank of Montreal) with interest	757.05
Labor	451.70
Dry goods	152.19
Laundry	315.47
Sundries	985.33
Hospital building fund (deposited in Bank of Montreal	2,000.00
Total expenditures	$20,579.11
Balance	3.54
Total	$20,582.65

Summary.

Number of patients on hand Nov. 3, 1899	23
Received during year ending Nov. 3, 1900	392
Total	415
Males received	347
Females received	45
Total	392
Total number discharged	373
Total number of deaths	21
Remaining in hospital	21
Total	415

Number who died within 48 hours of admission, 8.

Death rate, less than 3 per cent.

Messrs. Frank Mendenhall, Lee Combs and Charles V. Jenkins left last night for Spokane. They have gone for the purpose of getting the election returns and enjoying the triumph of their candidate in an American city.

BETWEEN PORTLAND AND CHICAGO on the "PORTLAND CHICAGO SPECIAL."

Sunday, April 22nd, the O. R. & N. will put on a new fast train between Portland and Chicago, via Huntington. Leaving Spokan at 7:35 a. m., giving connections from branch lines, will arrive at Pendleton in time to make direct connection for all points east. The schedule has been arranged so as to reach Chicago in three days, or 12 hours in advance of schedule heretofore in effect. The "Special" will carry first class and tourist sleepers, together with a composite car, that is supplied with all the latest publications, library, barber shop, etc.

The train leaving Spokane at 3:40 p. m. will connect at Umatilla as heretofore with through sleeper to Chicago and Kansas City.

Consult the nearest ticket agent for detailed information.

W. H. HURLBURT,
General Passenger Agent,
Portland, Oregon.

NORTHERN PACIFIC — YELLOWSTONE PARK LINE

THE FAST LINE
TO ALL POINTS
DOUBLE DAILY TRAIN SERVICE
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.

SPOKANE TIME CARD.	ARRIVE.	DEPART.
No. 11, West Bound	9:25 a. m.	9:35 a. m
No. 12, East Bound	9:35 a. m.	9:45 a. m
No. 3, West Bound	10:35 p m.	10:45 p. m
No. 4, 'East Bound	11:27 p. m.	11:37 p. m.
*Coeur d'Alene Branch	5:30 p. m.	7:35 a. m
Palouse & Lewiston "	1:15 p. m.	9:50 a. m
*Central Wash Branch	1:00 p. m.	8:40 a. m
*Local Freight West	5:30 p. m.	6:00 a. m.
*Local Freight East	2:55 p. m.	7:30 a. m.

*Except Sunday.

H. P. BROWN,
Agt. R. M. Ry., Rossland, B. C.
J. W. HILL
General Agent, Spokane, Wash
A. D. CHARLTON,
Ass't. Gen. Pass. Agent.
Portland, Oregon

Kootenay Railway & Navigation Comoany
Limited
OPERATING
Kaslo & Slocan Railway
International Navigation & Trading Co.
Bedlington & Nelson Railway,
Kootenai Valley Railway.

Schedule of Time — Pacific Standard Time

Kaslo & Slocan Railway

Passenger train for Sandon and way stations, leaves Kaslo at 8:00 a. m. daily, returning, leaves Sandon at 1:15 p. m., arriving at Kaslo 3:55 p. m.

International Navigation & Trading Company Operating on Kootenay Lake and River

S. S. INTERNATIONAL

Leaves Kaslo for Nelson at 6:00 a. m, daily except Sunday. Returning, leaves Nelson at 6:40 p. m., calling at Balfour, Pilot Bay, Ainsworth and all way points. Connects with S. F. & N. train to and from Spokane at Five-Mile Point.

S.S. ALBERTA.

Leaves Kaslo for Kuskonook and way points at 7:00 a. m. Tuesday, Thursday and Saturday, connecting with B. & N. Ry for Bonner's Ferry, Idaho.

B. & N. AND K. V. R'YS.

Mixed train leaves Bonner's Ferry Tuesday, Thursday and Saturday, connecting with steamer "Alberta" at Kuskonook and returning same day.

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 LINE
C. ST. P. M. & O. RY.
Four Fine Fast Trains Each Way
Minneapolis and St. Paul
—TO—
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 Line" also operates double daily trains to Sioux City, Omaha and Kansas 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

GREAT NORTHERN RAILWAY
NONE BETTER
SOLID VESTIBULED TRAINS
PALACE DINING and OBSERVATION CARS--MEALS 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 7:45 a.m
Leaves Spokane daily for East 10:15 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

Canadian Pacific Nav. Co
(LIMITED.)
WHARF STREET, VICTORIA.

Time Table No. 54.—Taking Effect Nov. 1, 1900.

Victoria to Vancouver—Daily, at 1 a.m.
Vancouver to Victoria—Daily, at 1:15 o'clock p.m., or on arrival of C.P.R. No. 1 train.

NEW WESTMINSTER ROUTE.

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

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 O. R. & 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 Bossburg with stage daily for Grand Forks and Greenwood.

Effective Oct. 21, 1900.

Leave.	Day Train.	Arrive.
10:35 a. m.	Spokane	7:10 p. m
11:40 a. m.	Rossland	6:00 p. m
9:30 a. m.	Nelson	8:00 p. m
	Night Train.	
10:45 p. m.	Spokane	7:05 a.m.
11:00 p. m.	Rossland	7:30 a. m.

First-class sleepers on night train.

H. A. JACKSON,
General Passenger Agent.
H. P. BROWN, Agent.
Rossland, B. C.

Atlantic S. S. Lines

(From Montreal.)

Dominion Line—Dominion	Nov. 3
Dominion Line—Cambroman	Nov. 10
Allan Line—Parisian	Nov. 3
Allan Line—Tunisian	Nov. 11
Beaver Line—Lake Superior	Nov. 2
Beaver Line—Lake Ontario	Nov. 9

(From New York.)

White Star Line—Teutonic	Nov. 7
White Star Line—Germanic	Nov. 14
Cunard Line—Campania	Nov. 3
Cunard Line—Etruria	Nov. 10
American Line—St. Paul	Nov. 7
Red Star Line—Friesland	Nov. 7
French Line—La Touraine	Nov. 8
Anchor Line—Furnessia	Nov. 3
Anchor Line—Ethiopia	Nov. 10
N. G. Lloyd Line—Lahn	Nov. 6
Allan State Line—Sardinian	Nov. 3

(From Boston.)

Dominion Line—New England	Nov. 7
Cunard Line—Ivernia	Nov. 17

Passages arranged to and from all European points. For rates tickets and full information apply to C P R. depot agent, or

A. B. MACKENZIE,
City Ticket Agt., Rossland, B. C
W. P. F Cummings Gen. S. S. Agent, Winnipeg.

'THE MILWAUKEE'

A familiar name for the Chicago, Milwaukee & St. Paul Railway, known all over the Union as the Great Railway running the "Pioneer Limited" trains every day and night between St. Paul and Chicago, and Omaha and Chicago, "The only perfect trains in the world." Understand: Connections are made with All Transcontinental Lines, assuring to passengers the best service known. Luxurious coaches, electric lights, steam heat of a verity equaled by no other line.

See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket agents sell them.

For rates, pamphlets or other information, address,

R. L. FORD, Pass. Agt., Spokane, Wash.
C. J. EDDY, General Agent, Portland, Or.

O.R.&N.

THE ONLY LINE EAST VIA SALT LAKE AND DENVER.

TWO TRAINS DAILY
SHORTEST AND QUICKEST ROUTE
—to—
Coeur d'Alene Mines, Palouse, Lewiston, Walla Walla, Baker City Mines, Portland, San Francisco, Cripple 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. Effective May 13, 1900	Arrives Daily
7.35 a. m.	FAST MAIL—For Coeur d'Alenes, Farmington, Garfield, Colfax, Pomeroy, Waitsburg, Dayton, Walla Walla, Pendleton, Baker City and all point for the EAST.	
4.00 p.m.	FAST MAIL — From all points EAST, Baker City, Pendleton, Walla Walla, Dayton, Waitsburg, Pomeroy, Moscow, Pullman, Colfax, Garfield Farmington and Coeur d'Alenes	6.15 p. m
	EXPRESS—For Farmington, Garfield, Colfax, Pullman, Moscow, Lewiston, Portland, San Francisco, Baker City and all points EAST.	
	EXPRESS—From all points EAST, Baker City, San Francisco, Portland, Colfax, Garfield and Farmington	9.00 a. m

STEAMER LINES.

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-Asiatic Line.

MONTHLY SAILINGS BETWEEN PORTLAND and the principal ports of China and Japan under the direction of Dodwell, Carlill & Co., general agents.

Snake River Route.

Steamers between Riparia and Lewiston leave Riparia Oct. 5th and 7th, and alternate days, at 3:40 a. m., for Lewiston, returning leave Lewiston Oct 6th, and 8th and alternate days at 7 a m

Steamer Leaves Lewiston every Sunday at 3:30 p. m. for Wild Goose Rapids (state of water permitting.)

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

H. M. ADAMS, General Agent
W. H. HURLBURT
Passenger Agent, Portland Orego

CANADIAN PACIFIC RY.
AND SOO LINE

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

TOURIST CARS

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

A POINTER

for your Eastern trip is to see that your ticket reads via

CANADIAN PACIFIC

Trains Depart—
8:00 For Nelson, Kaslo, Cascade, Grand Ex.Sun. Forks, Greenwood, Midway, etc.
18:00 For Nelson, Sandon and Slocan Daily. points, Revelstoke, Main Line and Pacific Coast, and via Crows Nest Route for all Eastern points.

For time-tables, rates, and full information, call on or address nearest Local Agent, or

A. B. Mackenzie, City Agt. Rossland
A. C. McArthur, Depot Agt.
W. F. Anderson, T. P. A., Nelson, B. C.
E. J. Coyle, A. G. P. A., Vancouver, B. C.