

OUTPUT FOR THE WEEK

The Shipments Decreased Because of Car Shortage.

Development Work Proceeds in the Various Mines.

The ore shipments for the week ending last night aggregated 6,695 tons. The total is below the standard for the camp, but the reason for the shortage is that the ore from the Rossland Great Western properties cannot be handled with sufficient expedition at the Northport end of the line.

Table with columns: Mine, Tons, Total. Includes Le Roi, Centre Star, War Eagle, Rossland G.W., Iron Mask, I. X. L., Monte Christo, Velvet, Evening Star, Spitzee, Giant, Portland.

THE OUTPUT. The figures for the week ending June 21 and the year to date are as follows: Le Roi 2,485 102,018; Centre Star 1,225 20,270; War Eagle 720 49,938; Rossland G.W. 385 8,986; Iron Mask 20 2,133; I. X. L. 189 20; Monte Christo 20 20; Velvet 563 74; Evening Star 74 74; Spitzee 82 82; Giant 24 24; Portland 24 24.

It will be noted that the Le Roi mine passed the 100,000 mark last week in point of tonnage, and that the aggregate for the camp is now over the 200,000 mark for the present year. These great totals speak volumes for the producing capacity of the mines which form the backbone of Rossland as a mining centre.

The week's work in the mines of the camp has been without special feature. In all the properties the usual amount of mining and development has been under way with the exception of the Le Roi and affiliated mines, where stoping has been discontinued for a couple of days for reasons referred to in the introduction. If the matter of disposing of the ore mined can be arranged at the Northport terminal mining will doubtless be resumed at an early date, probably as soon as ore cars are available here to handle the ore.

I. X. L.—At the I. X. L. development work has been proceeding in the No. 4 tunnel and good progress has been made. The principal feature of the work has been the extraction of the rich ore from the pocket on the No. 4 level. This work is well under way, and it is probable that the shipment will be forwarded during the present week. The ore is of splendid quality, some of it being valued at \$50 per ton. It is expected that the shipment from this particular pocket will exceed \$4,000 per ton. Great precautions are observed in sacking and storing the high grade ore. Along with this work a quantity of lower grade ore, estimated to average \$40 per ton, is being taken out for shipment at the same time.

Douglass-Hunter.—The news from the Douglass-Hunter this week is of an encouraging character. The lower drift tunnel is now in 825 feet, and a rich shoot of ore was encountered during the week and has been drifted on for about ten feet. It is by far the richest that has been so far met with in the mine, averaging about \$21 to the ton. In the lower tunnel five or six valuable ore shoots have been met with, which are from 50 to about 100 feet in length. The ore has been tested and it is found that it can be concentrated three into one. It is the intention of the company when some further development work has been done to put in a concentrator.

New St. Elmo.—Work was carried on during last week in the ore body encountered during the previous week in the north drift. The assays of the ore taken from the drift are \$30 to \$18, the latter being the lowest returns as yet. The ore is almost solid pyrrhotite and chalcopirrite mixed with very little ledge matter. The vein is two to three feet in width and the best ore is obtained near the foot wall. In the south drift work has also been continued during the week and the drift is now in for a distance of 497 feet from the south crosscut.

Le Roi.—The development in the mine is being followed out along the lines under way for some months. The principle interest in connection with the programme for opening up the mine centres about the shaft, which is being continued to the 1200-foot level. Good progress is being made with this work, and the next step in connection therewith will be the cutting of the station at the 1200-foot level. In other respects the development work is going ahead steadily.

pump to be placed in the No. 2 tunnel, when drifting and sinking on the ore body now exposed will be started. Iron Mask.—During the week a third machine has been started in the mine. This involves an increase in the working force and will enable the mine to ship more extensively than has been the case in the past. The development work in the mine is proceeding steadily, and good progress is being made.

Homestake.—During the week the fibering of the shaft was in progress. This work is taking somewhat longer than was anticipated on account of the water encountered, but will be completed in the course of a few days, when developments in the direction of shipping may be looked for.

Rossland Great Western.—The mine produced a fair tonnage last week although stoping was discontinued during Friday and Saturday. Work is now directed to development and good progress is being made along these lines.

Columbia-Kootenay.—The work in the mine has been continued without special features of any description. Development is being pushed ahead and the report from the property is that consistent progress is being made.

THE BOUNDARY OUTPUT. Phoenix, June 22.—The following gives the ore shipments of Phoenix branch and other Boundary mines for the past week, for 1901, and the total to date: Week 1901 Totals. Old Ironsides, Knob Hill and Victoria 1,100 101,833 166,386; B. C. Mine 1,000 21,921 41,415; Golden Crown 2,500 2,500; Winnipeg 1,125 1,125; Athelstan 550 1,750; Snowshoe 75 375 675; Brooklyn 150 150.

Totals, tons 5,235 124,699 214,001. Mother Lode, Deadwood 2,272 36,228 41,568; Other Boundary Mines 500 4,800. Grand totals, tons 7,507 161,427 200,159.

Grand Forks, June 22.—During the week ending today the Grand Forks district treated 4,486 tons of ore. Total treated to date, 166,570 tons.

MINING RECORDS. Documents filed Recently at the Local Recording Office. Recent mining records filed at the government office are as follows: Certificates of Work: To Guy Watts on the Alto, to A. V. Russell on the Little Bear; to Hugh McQuade on the Centre Star and Trilby; to John Cameron on the Welland; to John Gloyd on the Stockton; to Malcolm McIvor on the Atlantic Cable fraction; to Thompson Miller on the Protection No. 1; to G. W. Taylor on the Dip; to Maurice Riddle on the Oakland; to B. A. Cameron on the Olive and Victor; to A. D. Provand on the Acme; to A. Anderson on the Ella fractional; to B. B. Sentell on the Brothers; to Mary A. Owens on the Minnetonka, W. P. and Red Cap; to Antone Hanson on the Ontario fraction; to Maurice Riddle on the Lord Roberts; to L. H. Merrill on the Twilight; to John Humphrey on the Great Eastern; to John Edgren on the British Columbia No. 1 and Pendleton; to Edward Nugent on the Washington; to Samuel Forkath on the Gladstone; to J. S. Clute, jr., on the Mountain Chief; to H. A. Ross on the St. Charles; to W. McGuinness on the Jupiter No. 1; to Frank Davis on the British Lion; to B. H. Beamish on the Beatmont; to C. E. Gillan on the St. Charles; to Thomas Flynn on the To-bique fraction.

Bills of Sale: The Metta, by Robert Murray to M. A. Graves; a half interest in the Macado on Sophie mountain by Alexis Tremblay to Dan Ryan; the Ontario fraction on O. K. mountain by W. G. Merryweather to Antone Hanson; a third interest in the Mountain Chief and the Copper Girl and No. 1 claims on Bull Dog mountain, by J. R. Stussi to Thomas Prest; two-thirds of the Mountain Chief; by G. W. Richardson to Thomas Prest; the Mountain Chief, Annie, Copper Girl and No. 1, by Thomas Prest to J. S. Clute, jr.; a third interest in the Teddy and Big Elephant claims on Lake mountain, by J. J. Williams to Fred Lange; same by Fred Lange to John Kuhn.

Certificates of Improvements: To Robert Lamont on the Burlington, between Sophie and Record mountains; to J. S. Clute, jr., on the Mountain Chief; to J. A. Denham and G. Davies on the Mariposa, a quarter of a mile west of the city.

A PRESENTATION. The management of the Referendum Mining company closed a contract yesterday with John Lynch of Nelson to install an engine, hoisting and pumping plant and stamp mill at the mine and also for the extraction of 1,000 tons of ore. The work is to be done on a contract basis and is expected to be completed at once and is expected to be of an extensive programme which the company has mapped out.

SLOCAN OPERATIONS

STEADY WORK ON THE IRON HORSE AND ENTERPRISE GROUPS.

LONDON AND B. C. GOLD FIELDS IN THE CAMBORNE DISTRICT. Mark Manley, manager of the Iron Horse mine on Ten Mile creek in the Slocan City district, was in the city over night on route home from the coast. While at Victoria he was in attendance at the sittings of the full court when the case of Manley vs. Colom was being heard. This was an appeal against a decision by Mr. Justice Walkem at Nelson last year declaring that the Native Silver fractional mineral claim was a valid and subsisting location. Mr. Manley had acquired the ground by purchase, and his title was contested by J. Frank Colom of the Arlington company. While the action was pending the Arlington company had done considerable work on the property and when the adverse judgment was announced they took an appeal. Argument on the appeal has been concluded and a decision is expected almost daily.

At the Iron Horse, which is just being started on Ten Mile, work has been in progress for several months by a company which has the claims under bond. A payment of \$19,500 on the property falls due on Saturday and Mr. Manley states that the company will make this payment as agreed. The work accomplished up to the present time consists of a 7-foot shaft on the head. Near the surface eight inches of solid ore was encountered, and this showing has increased to twelve inches in the shaft. In addition to this amount of clean shipping ore the vein carries a considerable quantity of concentrating ore and another vein on the property has a large body of concentrating ore yet to be explored. The company is arranging to put in machinery and otherwise to place the Iron Horse on a producing basis as rapidly as possible.

Mr. Manley states that the concentrator at the Enterprise is almost completed and that the plant will be ready for operating within a few weeks. The Enterprise people have put in a modern plant which has the most complete property on the creek.

Over on the Springer creek side of the divide work is being carried on in a number of places, and the Slocan City camp is quite active when compared with other sections of the Slocan, where the slump in lead has affected conditions more seriously.

LEXINGTON MOUNTAIN. The announcement that the London & B. C. Gold Fields of Nelson is to purchase the Imperial Development's holdings on Lexington mountain in the Camborne district, or a number of the claims at least, is a very large figure of more than passing interest to a number of Rosslanders. Among these is F. R. Blochberger, who owns the Kingston group, adjoining the Imperial group on the northwest. The London & B. C. Gold Fields is the parent company of the Ymir, the Enterprise and other valuable properties in the district. It has an abundance of capital for good propositions, and has been most fortunate in its operations up to the present time. The prediction is made that in the Imperial property at Camborne what is to become a second Ymir. If they take hold of the proposition the group will be developed on an elaborate scale and the best plant available will be put in to handle ore, for such is the way the London & B. C. work properties coming into their possession. All this will do more to win a reputation for Lexington mountain than all the "strikes" that could be reported on the mountain in a decade. The Rossland people who own adjoining properties will profit substantially from the work which will be done by the big company. Mr. Blochberger's claims carry the Imperial veins and there is no apparent reason to believe at the present time that his holdings are not as valuable as any of those held by the Nelson people. It is sincerely to be hoped that there will be no hitch in the negotiations now under way at Nelson.

THE REFERENDUM. The management of the Referendum Mining company closed a contract yesterday with John Lynch of Nelson to install an engine, hoisting and pumping plant and stamp mill at the mine and also for the extraction of 1,000 tons of ore. The work is to be done on a contract basis and is expected to be completed at once and is expected to be of an extensive programme which the company has mapped out.

The Referendum is located on Forty-nine creek in the Nelson camp, two and a half miles above the May and Jennie mine now under bond to the United Mines, an English company operating with French capital. No work has been done on the Referendum for a couple of years, but it will now be opened up on a good scale. The company is placing the plant formerly used on the O. K. property in this camp at the Referendum. It consists of a five-stamp battery and a cyanide plant, with which it is expected the ore of the section can be handled to excellent advantage. Before work was suspended on the property the mine was opened out by a 100-foot shaft which was sunk on the vein. The ore body was proved to be continuous and of good grade.

STRIKE IN THE BLUE BIRD. A strike of importance has been made in the Blue Bird which is located a short distance from Deer Park, on Lower Arrow lake. The mine has been opened by a shaft, 100 feet deep, and 260 feet of drifts and crosscuts. The vein was first located on the 50-foot level and then the shaft was extended to the 100-foot level. A few days since the main ledge was encountered on the 100-foot level and was crosscut for six feet and the other wall was not yet in

sight. The ore is silver-lead carrying considerable copper and averages about \$35 to the ton. The water poured into the workings so fast after the ledge had been crosscut for six feet that it drove the miners out. Some of the ore was brought to this city and assays revealed that it averages about \$33 to the ton and that picked samples ran as high as \$500.

The officers of the company in Spokane were communicated with and they were so pleased with the find that they at once decided to install machinery. Mr. William Lambert, the secretary, was sent to Rossland and purchased from the Canadian Rand Drill company a 40-h.p. boiler, a 25-h.p. hoist and a No. 5 Knowles sinking pump. The plant has already been shipped to the mine, and it is anticipated that it will be in operation in about ten days.

In the course of the development on the 100-foot level considerable ore has been met, and some of this is sacked and ready for shipment. The management feel confident that the Blue Bird will make a mine of more than ordinary merit and say that six feet of silver-lead-copper ore is not to be found every day. The intention is to have the road leading from Deer Park to the mine put in order, to the end that shipments may be made as soon as possible.

A. C. Galt leaves this morning for Vancouver to attend the sittings of the full court in connection with the case of the War Eagle and Centre Star vs. B. C. Southern.

T. J. SMITH, MINING BROKER. P. O. Box 439, Vancouver, B.C. Office, 611 Hastings St., W., Telephone 746 and 845. Write or wire for quotations on any stock in the market. Reliable information promptly and cheerfully furnished.

Myers Creek Assay Office. J. P. MALIN, Proprietor. Maps of the Myers Creek District for sale, \$1.00. CHEWAW, WASHINGTON. European plan, \$1 to \$2. American, \$2 to \$3. HOTEL GRAND THOS. GUINEAN, Prop. Newly Furnished and Equipped With All Modern Improvements. Cor. Howard St. Spokane, Wash. T. Mayne Daly, Q. C. C. R. Hamilton W. deV. le Maistre. Daily, Hamilton & le Maistre Barristers, Solicitors, Notaries. Rossland, B. C. Solicitors for the Bank of Montreal.

GREAT NORTHERN RAILWAY. NONE BETTER CHANGE OF TIME MAY 5th. NEW TRAINS, FAST SERVICE TWO TRAINS DAILY BETWEEN SPOKANE AND SEATTLE. No. 3 west-bound Overland Flyer arrives at Spokane at 7 a.m. leaves 7:15 arrives at Seattle at 8:00 p.m. East-bound leaves Seattle 8:00 a.m. arrives at Spokane 8:45 a.m.; leaves Spokane 9:15 a.m. NEW TRAIN. No. 13 leaves Spokane 8 p.m., arrives Seattle 8:30 a.m. No. 14 leaves Seattle 8 a.m., arrives Spokane 9:15 p.m. BONNER'S FERRY, NELSON AND KASLO, VIA KOOTENAI VALLEY LINE. No. 40 leaves Spokane 8 a.m., returning No. 41 arrives Spokane 6:15 p.m. All of the above trains arrive and depart from the Union Depot. For further information call on H. A. JACKSON, Commercial Agent, G. N. Ry., No. 710 Riverside Ave., Spokane, Wash. H. P. BROWN, Agent, Rossland, B. C.

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 intermediate points; connecting at Spokane with the Great Northern, Northern Pacific and O. R. & N. Co. Connects at Rossland with the Canadian Pacific railway for Boundary creek points. Connects at Meyer's Falls with stage daily for Republic. Buffet service on trains between Spokane and Northport. EFFECTIVE MAY 5th, 1901. Leave. Day Train. Arrive. 9:00 a.m. Spokane 7:35 p.m. 12:50 p.m. Rossland 4:10 p.m. 9:15 a.m. Nelson 7:15 p.m.

H. A. JACKSON, General Passenger Agent. H. P. BROWN, Agent, Rossland, B. C. H. A. JACKSON, G. F. & P. A., Rossland, B. C. No. 710 Riverside Ave. Spokane, Wash. City Ticket Agt., Rossland, B. C. W. P. G. Summing, Gen. S. S. Agent, Winniepe.

SHORT LINE BETWEEN ST. PAUL, CHICAGO, OMAHA, CHICAGO, MILWAUKEE, CHICAGO. Your attention is called to the "Pioneer Limited" trains of the "Chicago, Milwaukee & St. Paul Railway." "The only perfect trains in the world." You will find it desirable to ride on these trains when going to any point in the Eastern States or Canada. They connect with all Transcontinental Trains and all Ticket Agents sell tickets. For further information, pamphlets, etc., ask any Ticket Agent or R. L. FORD, C. J. EDDY, Pass. Agent, General Agent, Spokane, Portland.



THE FAST LINE TO ALL PORTS DOUBLE DAILY TRAIN SERVICE. Through tickets to all points in the United States and Canada. SPOKANE TIME CARD. ARRIVE. DEPART. North Coast Limited, west 7:30 a.m. 7:40 a.m. No. 4 West Bound 11:55 p.m. 12:05 a.m. No. 4 East Bound 10:50 p.m. 11:00 p.m. Coeur d'Alene Branch 6:00 a.m. 7:35 a.m. Palouse & Lewiston 1:15 p.m. 9:50 a.m. Central Wash Branch 1:00 p.m. 8:00 a.m. Local Freight West 5:40 p.m. 6:00 a.m. Local Freight East 2:55 p.m. 7:40 a.m. Daily except Sunday, all others daily. North Coast Limited runs solid between Portland and St. Paul. Trains 3 and 4 run between Portland and St. Paul; also carry Pullman and tourist sleepers to Kansas City and St. Louis, via Billings and "Washington Route" without change. Through Pullman and tourist sleeping and dining cars on all trains. Local sleeper to Seattle open at 9 p.m. H. P. Brown, Agent, Rossland, B. C. J. W. Hill Gen. Agent, Spokane, Wash. A. D. Charlton, A.G.P.A., Portland, Ore.

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THE NORTH-WESTERN LINE (C.S.T.P.M. & O.R.Y.). Four Fine Fast Trains Each Way Minneapolis and St. Paul Chicago and Milwaukee EVERY DAY IN THE YEAR. "The North-Western Limited" steam heated, electric lighted, with electric berth lights, compartment sleepers, buffet library cars and free chair cars, is absolutely the finest train in the world. "The North-Western 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 to H. E. COLLINS, General Agent, Spokane.

Atlantic S. S. Lines. (From Portland.) Dominion Line—Vancouver June 29 Dominion Line—Dominion July 6 Dominion Line—Camborne July 13 (From Montreal.) Allan Line—Tunisian June 22 Allan Line—Numidian June 29 Allan Line—Parisian July 6 Allan Line—Australian July 13 Beaver Line—Lake Superior June 21 Beaver Line—Lake Simcoe June 28 Beaver Line—Lake Ontario July 5 Beaver Line—Lake Champlain July 12 (From New York.) White Star Line—Oceanic June 19 White Star Line—Teutonic June 26 White Star Line—Germanic July 3 White Star Line—Cymric July 16 White Star Line—Majestic July 20 Cunard Line—Imberia June 22 Cunard Line—Lancania June 29 Cunard Line—Etruria July 6 Cunard Line—Servia July 9 Cunard Line—Campania July 13 American Line—St. Paul June 19 American Line—St. Louis June 26 American Line—St. Paul July 6 Red Star Line—Southwark June 19 Red Star Line—Vaderland June 26 Red Star Line—Kensington July 3 Red Star Line—Zeeland July 10 Anchor Line—Ethiopia June 22 Anchor Line—City of Rome June 29 Anchor Line—Astoria July 6 Anchor Line—Anchorage July 13 (From Boston.) Cunard Line—Utopia June 29 Cunard Line—Ivernia July 6 Cunard Line—Saxonia July 20 Dominion Line—New England June 19 Dominion Line—Commonwealth July 3 Dominion Line—New England July 17 Passages arranged to and from all European ports. For rates tickets and full information apply to C. F. Depot Agent, or A. B. MACKENZIE, City Ticket Agt., Rossland, B. C. W. P. G. Summing, Gen. S. S. Agent, Winniepe.

OREGON SHORT LINE AND UNION PACIFIC. THE ONLY LINE EAST VIA SALT LAKE AND DENVER. TWO TRAINS DAILY SHORTEST AND QUICKEST ROUTE. Coeur d'Alene Mines, Palouse, Lewis, Walla Walla, Baker City Mines, Portland, San Francisco, Crispie 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 Spokane Time schedule. Arrive Daily. Effective Mar 23, 1901. 7:45 a.m. EAST MAIL—For Coeur d'Alene, Pomeroy, Colfax, Pomeroy, Watsburg, Dayton, Walla Walla, Bendleton, Baker City and all points for the EAST. PAST MAIL—From all points EAST, Baker City, Dayton, Watsburg, Pomeroy, Colfax, Gardfield Farming, etc. 4:00 p.m. EXPRESS—For Farmington, Gardfield, Colfax, Pullman, Moscow, Lewiston, Portland, San Francisco, Baker City and all points EAST. EXPRESS—From all points EAST, Baker City, San Francisco, Portland, Colfax, Gardfield and Farmington. 9:15 a.m.

STEAMER LINES. San Francisco-Portland Route. STEAMSHIP SAILS FROM AINSWORTH DOCK, Portland, at 5:30 p.m., and from Spess Street Wharf, San Francisco, at 11:00 a.m., every five days. Portland-Astoria Line. For Yokohama and Hong Kong calling at Kobe, Nagasaki and Shanghai, taking freight via Fort Arthur and Vladivostok. Monthly sailings from Portland. Steamers between Riparia and Lewiston leave Riparia daily at 5:40 a.m.; returning leave Lewiston 4:30 a.m. Steamers between Lewiston every Sunday at 5:30 p.m. for Wild Goose Rapids (stage of water permitting). For through tickets and further information apply to any agent B. F. and N. System or at O. R. & N. Co.'s office, 430 Riverside Avenue, Spokane Wash. H. M. ADAMS, General Agent, A. L. CRAIG, Passenger Agent, Portland, Oregon.

Kootenay Railway & Navigation Company Limited. OPERATING Kaslo & Slocan Railway International Navigation & Trading Co. Bedlington & Nelson Railway, Kootenai Valley Railway. Effective May 5th, 1901. KASLO & SLOCAN RAILWAY CO. 10:10 a.m. Leave Kaslo Arrive 4:50 p.m. 12:35 p.m. Arrive Sandon Leave 2:35 p.m. Connecting at Kaslo with steamer "Alberta" to and from Nelson. INTERNATIONAL NAVIGATION & TRADING COMPANY, LTD. Nelson-Kaslo Route. Str. "Alberta" Str. "Alberta" 5:00 a.m. Leave Nelson Arrive 10:00 p.m. 8:15 a.m. Pilot Bay Leave 6:50 p.m. 9:55 a.m. Arrive Kaslo Leave 6:20 p.m. Connecting at Pilot Bay with steamer "Kaslo" to and from Kuskonook and at Kaslo with K. & S. Ry. to and from Sandon. Kaslo-Lardo-Argenta Route. Until further notice the steamer Alberta will leave Kaslo City wharf, foot of Third Street, for Lardo on Mondays, Wednesdays and Fridays at 10:30 a.m. Kaslo-Kuskonook Route. Str. "Kaslo" Str. "Kaslo" 7:00 a.m. Leave Kaslo Arrive 8:20 p.m. 8:15 a.m. Pilot Bay Leave 6:50 p.m. 10:20 a.m. Arrive Kuskonook 6:00 p.m. Connecting at Pilot Bay with steamer "Alberta" to and from Nelson and at Kuskonook with B. & N. Ry. BEDLINGTON & NELSON AND KOOTENAI VALLEY RAILWAYS. 10:30 a.m. L'Ve Kuskonook Arr. 4:50 p.m. 1:15 p.m. Ar. Bonner's Ferry L'Ve 2 p.m. Connecting at Bonner's Ferry with Great Northern both East and West bound and at Creston Junction with C. N. P. Ry. Tickets sold to all points in United States and Canada via Great Northern, Northern Pacific and O. R. & N. Co. Ocean steamship tickets and rates via all lines will be furnished on application. For further particulars call on or address ROBT. IRVING, H. P. BROWN, Manager, Kaslo, B.C. Agent, Rossland, B.C.

CANADIAN PACIFIC RY. CANADIAN PACIFIC RAILWAY SUMMER EXCURSIONS FROM KOOTENAY COMMON POINTS PAN-AMERICAN EXHIBITION, BUFFALO, \$78.00. June 18, July 2-16, August 6-20. IPWORTH LEAGUE MEETING, SAN FRANCISCO, \$50.00. July 13, 14 and 15. CHRISTIAN ENDEAVOR CONVENTION, CINCINNATI, \$88.50. July 2 and 3. NATIONAL EDUCATION ASSOCIATION, DETROIT, \$71.25. July 2 and 3. For timetable and full information, call on or address nearest local agent. A. B. MACKENZIE, City Agent, Depot Agent, Rossland. J. S. Carter, E. J. Coyle, D. P. A., A. G. P. A., Nelson, Vancouver.

make donations to such persons in such cases, and either of her assets, as the company may directly or indirectly conducive to other objects, or otherwise extend to grant pensions and aid to subscribe or guarantee any exhibitions or for any other, charitable, benevolent, or religious institution.

sell the undertaking of the time for such consideration as the party think fit, and in particular debentures or securities of company having objects also in part similar to those of the and to divide such shares, debentures or securities among the members of the company in specie.

do all such other things as are or conducive to the attainment of the objects.

STATE OF IMPROVEMENTS. Notice. mineral claim, situate in the mining division of West Kootenai district. About two and one eighth of the city of Rossland, on the slope of Deer Park mountain.

Notice that I, Thomas Scott of Rossland B.C., acting as A. D. Provand, free miner's agent, do hereby certify that the mine of the said A. D. Provand, situate in the mining division of West Kootenai district, is now open for a term of six months, from the date hereof, to the mining recorder for the purpose of obtaining a crown grant of claim.

Notice that action, on June 27, must be commenced for the issuance of such certificate of title. Rossland, B.C., this 23rd day of June, 1901. THOS. S. GILMOUR.

STATE OF IMPROVEMENT. Notice. and Prince of Wales claims, situate in the mining division of West Kootenai district. About two and one eighth of the city of Rossland, on the slope of Deer Park mountain.

Notice that I, Kenneth L. Burnet, acting as Mary Annie Owens' free miner's agent, do hereby certify that the mine of the said Mary Annie Owens, situate in the mining division of West Kootenai district, is now open for a term of six months, from the date hereof, to the mining recorder for the purpose of obtaining a crown grant of the above.

Notice that action, on June 27, must be commenced for the issuance of such certificate of title. Rossland, B.C., this thirteenth day of June, A. D. 1901. KENNETH L. BURNET.

STATE OF IMPROVEMENTS. Notice. Boys' mineral claim, situate in the mining division of West Kootenai district. Where located: On the south side of and adjoining the Bar mineral claim.

Notice that J. N. Townsend, acting as S. G. Thompson's free miner's agent, do hereby certify that the mine of the said S. G. Thompson, situate in the mining division of West Kootenai district, is now open for a term of six months, from the date hereof, to the mining recorder for the purpose of obtaining a crown grant of the above.

THE BRITISH LIBRARY. Contains 2,345 books.