

LWAY

Recommendations of the Associated Boards could be carried out without injustice to the larger stockholders if they would have the companies act amended as suggested.

With regard to the Toronto exhibition, Hon. Mr. McBride, Minister of Mines, declared himself strongly in favor of it, as he also was of all reasonable schemes for the thorough advertising of the mineral resources of the province, including the issuing of frequent government bulletins by a bureau in the department of mines.

Concerning applications for water rights by corporations under special charter the Attorney-General and others said that they thoroughly agreed with the position of the Associated Boards that any bona fide applicant had every facility required under the water clauses consolidation act.

"The matters which were of less special interest to Rossland were: First—Recognition of the name Boundary district on the maps of the province, which Mr Wells said would be attended to in the new maps which are being prepared.

Second—Providing government agents with maps of local occupied land. Mr Wells also said that this would be done as far as possible at the present time in view of the lack of a general survey.

Third—As to the preservation of forests—Mr. Wells doubted the efficacy of forest rangers, but would have renewed instructions to all constables and government agents instructing them to use every effort to discover the origin of forest fires and where maliciously caused to prosecute the originator and he would also have the act amended so as to make the starting of such fires a criminal offence.

Fourth—As to the wagon road question, Mr. Wells said that he was unable yet to bring down legislation on the lines suggested by the Associated Boards, but that he strongly sympathized with the ideas set forth in the resolution and was strongly in hopes that action along the lines recommended could be taken in another year.

Fifth—The lead industry. With regard to this matter the Associated Boards are petitioning the Dominion government for increased duties on manufactured lead products and a bounty of \$5 per ton to be paid to refiners for lead mined, smelted and refined in Canada, and the executive promised to memorialize the Dominion government on these lines, either by resolution of the executive council or by memorial from the provincial legislature.

Sixth—Freight rates on farm products. The Associated Boards are making representations to the C. P. R. with a view to securing such a readjustment of freight rates as will enable the farming districts of the province to compete with the United States for the Kootenay markets. The Hon. Mr. Turner, Minister of Agriculture, said that the provincial government was already acting along these lines.

Seventh—Railway questions. The first of these was a resolution in favor of a general railway act to do away with the necessity of special charters for each road. The executive said they could not see the advisability of such an act, so long as the Dominion insisted on the issuance of special charters. Regarding the proposed railway from the Crow's Nest Pass to Golden, they seemed inclined to encourage the construction of such a line. Mr. Dimsuir stated with regard to both the Coast-Kootenay railway and the resolution in favor of free trade in railways, especially referring to the railway from the Crow's Nest Pass to the international boundary that the government was not yet ready to declare its policy and would not be until the Dominion government was heard from. Mr. Turner stated that the government had under consideration the question of extending the Shuswap & Okanagan railway from Vernon to Midway. These were all of the railway propositions which the Associated Boards brought to the attention of the government.

Eighth—Provincial representation and a member of Boundary. The ministers pledged themselves to bring down an equitable redistribution bill after the census, and intimated that there was a possibility that a bill might be introduced at this session to give a separate representative to Boundary.

Ninth—Sanitarium for consumptives near Kamloops. As a special delegation had come down from Kamloops to attend to this matter and as they had already seen the government it was passed over.

Tenth—County boundaries. The Attorney-General promised to look into the recommendations of the boards in this respect, especially as they affected the county courts, and on the question of a supreme court justice, for the inferior he expressed himself as not in favor of such a course, but strongly in favor of more frequent sittings of supreme court justices in the interior, and of the appointment of more county court judges, possibly with increased powers.

Eleventh—Amendments to Small Debts Act. The Attorney-General stated that he would have the act amended, that is giving the right to garnishee before judgment.

Twelfth—Hasty mining legislation. The Hon. Mr. McBride said in regard to the appointment of a commission, promised last session, and that no material changes would be made in the laws affecting metalliferous mining and that, in all probability, none would be made except under the recommendation of the mining commission.

Thirteenth—Selection of railway land grants. Hon. Mr. Wells stated that B. C. Southern and Columbia & Western railways had practically completed their selections and that he was urging them to at once make the necessary surveys. As soon as this was done, which he hoped would be inside of another year, he would be in a position to cancel the reserves, now practically covering all of East and West Kootenay.

Fourteenth—Visit of T. R. H. Duke and Duchess of Cornwall and York. The ministers said that they would do all in their power to induce them to visit the different mining camps of Kootenay and Yale during their visit to the province.

With regard to the amendment to the company act to enable joint stock companies to be reorganized from a non-assessable to an assessable basis at reasonable expense, the Attorney-General said he would look into the matter thoroughly and if he found that the

HILL'S RAILWAY TO REPUBLIC

FOLLOW KETTLE RIVER GRADE AND TRAVERSE BOUNDARY.

Warner Miller's Franchise on the Reservation Has Been Secured—Surveyors Are in the Field—Jay P. Graves Willing to Build.

The Great Northern will start work today on its railroad to Republic, says the Spokesman-Review of yesterday. The final preliminaries will be completed today at a meeting, probably at New York, between James J. Hill and representatives of the Warner Miller syndicate. The result of this conference is to be the acquisition by the Great Northern of the Miller rights to survey and build a railroad across Indian allotments on the north half of the Coivilie reserve.

Active work, however, is not to await this conference, as surveyors will start in today on the new line from Meyers Falls north along the Kettle river. Chief Engineer John F. Stevens of the Great Northern was here nearly all last week securing this party of surveyors and giving them instructions. He also, in company with Resident Engineer H. W. Edwards, personally inspected part of the Kettle river route, during the week.

The road will be, as local citizens have long hoped, Spokane road, and will follow as far as can be ascertained, the Kettle river route, made famous by the efforts of D. C. Corbin to acquire a charter for the construction of such a line.

It will branch off from the Spokane Falls north along the Meyers Falls, cross the California at Kettle Falls and follow the Kettle river north into British Columbia and west back into Washington near Nelson, Wash., and thence south through Curlew valley to Republic. It will have a length of about 200 miles, and engineers say the route will be an excellent one so far as grades are concerned. It is claimed the road will be constructed and in operation within six months.

The Granby smelter at Grand Forks, B. C., wants the ore of Republic camp, and will build a railroad to the mineowners will enter into contracts to deliver daily from 350 to 500 tons for three years. The smelter has ordered machinery to double its capacity, and by the latter part of August will be treating 1,300 tons daily. Jay P. Graves, general manager of the Granby enterprises, says the railroad can be built within 90 days after construction is started, and that if the mine owners will sign contracts, construction will be started at once.

The proposed road would be 40 miles long. It is 32 miles from Republic to Carson, six miles from Carson to Grand Forks, and less than one mile from Grand Forks to the smelter. The road would follow the valleys of Curlew creek and Kettle river, would have a water level route the entire distance, and can be built for about \$900,000.

Mr. Graves was informed from an extended trip to New York and Montreal. "Oh, by the way," said he yesterday, "I stopped in Chicago and placed an order with the Gates Iron works for additional furnaces which will double the capacity of the smelting works. We are treating now 640 tons per day, and when the new furnaces are in, will be treating 1,300 tons per day."

"I also placed orders for two converters to treat our own copper matte and to handle the copper matte of other smelters in British Columbia if arrangements can be made with them for doing so.

"With this increased capacity we expect to do custom work, and can handle ore from any camp treating 1,300 tons per day. "Would you be in position to handle the ore of Republic camp?"

"We shall be able to treat from 350 to 500 tons of Republic ore per day if the same can be secured. But, of course, before that can be done a railroad will have to be built."

"What is the prospect for railroad construction?"

"Several proposals have been made from time to time for a line, but none of them has as yet matured. Myself and associates are willing to undertake the construction of a line from Grand Forks to Republic, conditioned that the amount of ore required by our smelter can be handled from 350 to 500 tons per day. If the mine owners will contract to deliver that amount we will build the road, and do it at once. I believe that the road can be completed within 90 days from the date of commencement of work. Our main object in building the road would be to secure the ore."

"What rate of freight and treatment could you give?"

"Our estimated cost of freight would be \$1 per ton for delivery to our smelter or it could go to any other smelter desired by the mineowner. We estimate that our treatment would be 80 cents per ton, but we certainly would be prepared to treat this ore as cheaply as it can be treated by any other smelter. The total rate, freight and treatment, would therefore be 87 per cent.

"Under this rate we would pay 95 per cent of the value of the metals contained in the ore. When the increased capacity of the smelter has been completed, about the last of August, treatment of Republic ore in increased quantities might determine that a lower rate could be granted."

"If these contracts were made with the mineowners we have proposals that would enable us to begin immediate construction. We do not care to invade the field of railroad construction. What we want is the ore. If any other railroad company will build the line, we prefer its doing so.

The converters ordered by Mr. Graves will be the first in operation in Canada. Their installation means that 80 per cent of the smelter's capacity can be handled. Their installation means that 80 per cent of the smelter's capacity can be handled. Their installation means that 80 per cent of the smelter's capacity can be handled.

"Mr. Graves will be in Spokane until March 20, and will then go to Grand Forks.

Honor for Lieut. Waterlow.

Among those who have had the honor of being specially appointed to the staff of His Royal Highness, the Duke of York, is Naval Lieut. J. Waterlow, grandson of Sir Sydney Waterlow, and son of Mr. G. S. Waterlow, who is one of the most ardent admirers and persistent advocates of this wonderful mining province of British Columbia in the great metropolis of the Empire.

Mr. Waterlow is one of those who, having visited this country and carefully inspected its resources in the future by investing large sums of money in mining and other enterprises in Rossland and the Boundary.

Kootenay Railway & Navigation Company

Operating Kaslo & Slovan Railway, International Navigation & Trading Co., Bedlington & Nelson Railway, Kootenay Valley Railway.

Shortest and quickest route to the east and all points on the O. R. & N. and Northern Pacific Railways in Washington, Oregon and the Southern States.

Kaslo & Slovan 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 at 3:55 p. m.

International Navigation & Trading Company. Operating on Kootenay Lake and River—S. S. "KASLO."

Leaves Kaslo daily at 8:00 a. m. Leaves Pilot Bay daily at 2:30 p. m. Arrives Kuskonook daily at 11:15 a. m.

RETURNING. Leaves Kuskonook daily at 12:40 p. m. Leaves Pilot Bay daily at 2:30 p. m. Arrives Kaslo at 4:00 p. m.

S. S. "INTERNATIONAL." Leaves Nelson daily at 7:00 a. m. Leaves Pilot Bay daily at 9:15 a. m. Arrives Kaslo at 10:45 a. m.

RETURNING. Leaves Kaslo daily at 1:00 p. m. Leaves Pilot Bay daily at 2:30 p. m. Arrives Nelson at 4:30 p. m.

B. & N. AND K. V. RYS. Passenger train leaves Kuskonook for Spokane daily on arrival of steamer "Kaslo," connecting at Bonner's Ferry with Great Northern "Flyer," eastbound.

Leaves Spokane for Kuskonook daily at 6:25 a. m., making direct connection at Kuskonook with steamer "Kaslo" for Nelson and Kaslo.

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.

It's Disgusting! It's Repulsive!

If You Have Catarrh Cure It for Your Friends' Sake—Dr. Agnew's Catarrhal Powder Relieves in 10 Minutes.

One short puff of the breath through the blower, supplied with each bottle of Dr. Agnew's Catarrhal Powder diffuses this powder over the surface of the nasal passages. Painless and delightful to use. It relieves instantly, and permanently cures catarrh, hay fever, colds, headaches, sore throats, tonsillitis and deafness. 50 cents.—1/5. Sold by Goodeve Bros.

GREAT NORTHERN RAILWAY

NONE BETTER

SOLID VESTIBULED TRAINS PALACE DINING and OBSERVATION CARS—TEALS 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 10:45 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 & Slovan 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 RY.

DIRECT ROUTE.

EAST—Winnipeg, Toronto, Buffalo, Ottawa, Montreal, New York.

WEST—Vancouver, Victoria, Seattle, Portland, San Francisco.

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Steamship service from Vancouver to Hawaii, Australia, Japan and China.

For timetable and full information, call on or address nearest local agent.

A. B. MACKENZIE, City Agent, Depot Agt., Rossland.

J. S. Carter, D. P. A., Nelson.

E. J. Coyle, A. G. P. A., Vancouver.

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 Bousburg with stage daily for Grand Forks and Greenwood.

EFFECTIVE SUNDAY, DEC. 30, 1900.

Leave. Day Train. Arrive. 8:00 a. m. Spokane 6:40 p. m. 11:50 a. m. Rossland 3:10 p. m. 7:00 a. m. Nelson 7:15 p. m.

Night Train. 9:45 p. m. Spokane 7:00 a. m. 11:00 p. m. Rossland 7:00 a. m.

First-class sleepers on night train.

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

Navigation Company

Operating Kaslo & Slovan Railway, International Navigation & Trading Co., Bedlington & Nelson Railway, Kootenay Valley Railway.

Shortest and quickest route to the east and all points on the O. R. & N. and Northern Pacific Railways in Washington, Oregon and the Southern States.

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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 1:10 o'clock p. m., or on arrival of C.P.R. No. 2 o'clock p. m.

NEW WESTMINSTER ROUTE. Leave Victoria for New Westminster, Ladner, Lulu and Islands—Tuesday and Friday at 7 a. m. Leave New Westminster for Victoria and Way Ports—Wednesdays and Saturdays 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, O. S. BAXTER, Passenger Agent.

O. R. & N.

OREGON SHORT LINE

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Steamship tickets to Europe and other foreign countries.

Leaves Daily Spokane Time Schedule. Arrives Daily Effective May 15, 1900.

7:35 a. m. EAST BAY—For Coeur d'Alene, Fairington, Gardfield, Colfax, Pomeroy, Walsburg, Dayton, Walla Walla, Pendleton, Baker City and all points for the EAST.

FAST MAIL—From all points EAST, Baker City, Pendleton, Walla Walla, Dayton, Walsburg, Pomeroy, Moscow, Pullman, Colfax, Gardfield, Fairington, and Coeur d'Alene.

EXPRESS—For Fairington, 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 Fairington.

STEAMER LINES. San Francisco-Portland Route. STEAMSHIP SAILS FROM AINSWORTH DOCK, Portland, at 8:30 p. m., and from 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 Dowell, Cassill & Co., general agents.

Snake River Route. Steamers between Riparia and Lewiston leave Riparia daily at 5:40 a. m.; returning leave Lewiston 7 a. m. Steamer leaves Lewiston every Sunday at 5:30 p. m. for Wild Goose Rapids (stage of water per milting).

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, A. L. CRAIG, Passenger Agent, Portland, Oregon.

THE NORTH-WESTERN LINE C. S. T. P. M. & O. R. Y.

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"The North-Western Limited" also operates double daily trains to Sioux City, Omaha and Ansonia 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.



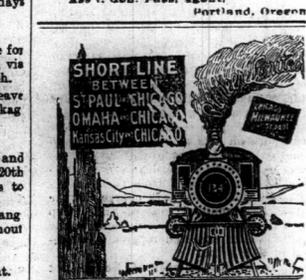
THE FAST LINE TO ALL POINTS

DOUBLE DAILY TRAIN SERVICE Through tickets to all points in the United States and Canada.

Table with columns: SPOKANE TIME CARD, ARRIVE, DEPART. Lists train schedules for various routes.

*Except Sunday. H. P. BROWN, Agt. R. M. Ry., Rossland, B. C.

J. W. HILL, General Agent, Spokane, Wash. A. D. CHARLTON, Asst. Genl. Pass. Agent, Portland, Oregon.



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Your attention is called to the "Pioneer Limited" trains of the "Chicago, Milwaukee & St. Paul Railway." "The only perfect train in the world."

You will find it desirable to ride on those 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, SPOKANE. PORTLAND.

Atlantic S. S. Lines

(From Portland.)

Allan Line—Sicilian March 27

Dominion Line—Dominion April 3

Dominion Line—Camborum March 30

Dominion Line—Vancouver April 13

Dominion Line—Dominion April 27

(From St. John, N. B.)

Heaver Line—Lake Superior March 22

Heaver Line—Lake Ontario March 29

Heaver Line—Montfort April 5

Heaver Line—Lake Champlain April 12

Heaver Line—Lake Majentic April 19

(From New York.)

White Star Line—Cymric March 26

White Star Line—Oceanic March 27

White Star Line—Teutonic April 3

White Star Line—Germanic April 10

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