ndland.-Number of 36; 1899, 1,305; 1898 1896, 2,205; 1895, 1,923

900, \$4,246,152; 1899 194,927; 1897, \$5,224,897 1895, \$6,299,177; 1894 ties—1900, \$10,788,328,1898, \$9,825,554; 897,16,360,576; 1895, \$15,783,

Adantoba
Northwest Ter.
British Columbia...

Totals Canada
Newfoundland...
St. P. et Miquelon.
While there is a gwill be noted that

Renews His Youth

15.-"Old Buck" is an was supposed to have A. Cushman, a local d the animal. Since en doing duty pulling

ing the Main street nated and filled with d off at a terrific speed rest chance and the elled to pedestrians to of danger, the fast intlet of teahs, street ladder and hose wag-

several miles, and with a fence at the t. Driver Charles Hord by its unexampled

Exposition.

the Glasgow Exposi-completed. They ocalmost in the heart acres being enclosed ounds. The buildings arts gallery, cover this space. The art rmanent building. It eeds of the interwhich Glasgow held buildings are of a tem-are colored in white tside. On the eastern place, and the must inments. The chief clusively devoted to e is a great gilt dome, mid the lofty towers. eight, 80 feet in diain circumference. The is appropriate. Above at arches are groups representing industry, A number of scienti-be held in Glasgow on, among them being of the British Asso-Mechancial En Chemical Industries ers and Shipbuilders, Architects, Interna Congress, Royal In-chitects, International he Advancement of Education. The 45th ndation of the Univill also be celebrate

e Poultry. and consternation week by a practical nce of the attendants with corn soaked in ere soon intoxicated, a furious combat. All excited by the upmo seltzer was mixed inking water and they

ony to the Curative gnew's Catarrhal Pow-

, journalist, of Duluth, have been a sufferer sal catarrh for over 20 time my head has minutes after using al Powder I obtained s have almost if not 0 cents.-1. Sold by

f February will have slipped away. On the other hand, the War Eagle management is improving the gravity tramway so that when everything is arranged this will not prove a stumbling block in the way of increasing the output. The work done so far upon the War Eagle has been very encouraging, and there is little doubt but that the present rate of 500 tons per week will be increased.

The output for the week is the biggest this year, and approaches, within 400 enly averages 600 tons per working day.
The Le Roi No. 2 has shipped enough to
keep the bins clear and no more. The rather largely, which is more apparent than real, as two Saturdays' shipments are included:

	-Tons.	
Weel	. Year.	
Le Roi 3,54	0 12,873	
Centre Star 2,16		
War Eagle 78		
Iron Mask	90 - 685	
Le Roi No. 2 2		
Velvet 15	5 125	
Giant	. 60	
I.X.L		
Spitzee	The state of the s	

son returned Friday evening from a trip with quartz, the value of which is as yet to the Bonanza mine. Mr. Jackson is unknown. secretary of the Bonanza company, and went out there to see for himself what went out there to see for himself what the developments of the last two months had shown up. In conversation with a Miner reporter last evening Mr. Jackson add: "Since work was started by the Bonanza company the tunnel has been development of the ordinary been development of the ordinary miner. Many men who have learned a few of these things soon find themselves occupying well paid positions. Once started in this line, the rapid rise of men having soon from the 45-foot station to the property since the face was at the 45-foot station. The managing director of the company has paid two visits to the property since then, but apart from his reports all that the directors and shareholders had to go make the news sent in to us from the station of the sent of the ordinary miner.

Many men who have learned a few of these things soon find themselves occupying well paid positions. Once started in this line, the rapid rise of men having these qualifications is a matter of surposition. The managing director of the company to the fortune of those immediately contiguous to it to the north and to the south, the two are Eagle and the Nickel Plate, on similar levels.

On was the news sent in to us from this mine. There is the usual work, already outlined, namely the surposition. Many men who have learned a few of these things soon find themselves occupying well paid positions. Once started in this line, the rapid rise of men having these qualifications is a matter of surpositions. Once started in this line, the rapid rise of men having the surposition of the senting the sent on was the news sent in to us from time to time by the foreman, Stephen pany. The samples which we have received from him, and which were assayed here in town, showed an average of over the development of the two new levels will be proceeded with. Two other propositions before the management is the continuing of the level to the westward fat in sampling the vein Mr. Brailo was giving the property a good leal the best of it. It was to satisf, myself on this point that I made the trip out there. I took samples from the bottom and roof of the tunnel every ten feet from the white Bear.—The north crosscut is in this intereasing and is already beyond the supply. The small capitalist is frequently compelled to employ men who cannot fill the requirements, or to pay prices greater than his means or the continuing of the level to the westward at a point 400 teet below No. 6 tunnel. Also the finishing of the crosscut from the same adit to the Tip Top vein which is being carried on from time to time.

White Bear.—The north crosscut is in this inetitation the small capitalist is frequently compelled to employ men who cannot fill the requirements, or to pay prices greater than his means or the circumstances justify. One of the objects, though by no means that I made the trip out there. I took samples from the bottom and roof of the tunnel every ten feet from the the dump 75 tons of sorted cre, which will go not less than \$40 to the ton. The will go not less than \$40 to the ton. The fee tunnel, but for the first 45 feet only averaged between \$15 and \$20 to the tunnel is being driven at the rate of 18 inches a day by one shift the rate of 18 inches a day by one shift of two men, which means that for every of two men, which mea

ments."

Northern Belle.—The crosscut tunnel is cannot be doubted. Ontario, a province of not nearly the mining importance of through the ledge, which is almost 40 feet wide. The ore is pyrrhotite with smile as having occurred during the week. The shipments are still being carried on uniformly from the big stope on the second level, with the exception of that which is come upon in the development of the fifth level. Good progress is being made with the deepening of the shaft. War Eagle.—The chief work upon the work upon the work and the continued to cut crosscut tunnel will be continued to cut crosscut t

THE MINING REVIEW

on ram employed at the head of the line in order to start the ore cars on their way down the hill along the line. The work when finished will be, it is said, first-class of its kind and there should be no further complaint about the working of this important part of the shipping machinery. Until it is completed the shipping machinery. Until it is completed the shipping machinery will, an any case, have to be limited by the capacity of the present facilities being used on the 250-foot level tunnel to the surface. Below the shaft is being sunk and the seventh and eighth levels developed. There is plenty of offe in these levels, but the grade found has not been made public. It is presumshlet in the shipments closed down, nearly a year ago.

The block at the Northport smelter has at present been but little modified, and as this is the case one shipments from the Le Roi group cannot be expected to reach the tonnage anticipated. In addition the Trail smelter difficulty with the War Eagle and Centre Star is as yet unsettled, which is another factor in the causes standing in the way of increased output. It will, however, be noted that even under the present circumstances the mines are shipping at the rate of 350,000 tons a year, and as the difficulties alluded to cannot stand in the way beyond a narrowly circumscribed period, this quantity should be increased by the time the year begins to approach its end.

The present trouble at Northport would seem to be the switch running up at the back of the smelter grounds for the accommodation of Le Roi ore, This switch has been graded, but there are about 600 feet of trestle work to be built up before cars can be run in. Up to the present only two carloads of 8x8 moved and the continued hanging up of the Northport smelter is still precluding shipments in any quantity from any part of this mine. Enough was shipped last week to allow of the workings being cleared out but the miners are still much hampered by the accumulation of stoped, or rather, broken down ore, in various parts of the mine. The raise on the Annie vein is looking well. On the No. 1 the shaft has been sunk some 10 feet below the sump and is now in hand with a regular gang which will complete the work in two to three months. On the Josie work is still hung up for various causes and the continuation of the sause has not as yet been undertaken. The various stopes on the Poorman vein and those on the fourth and fifth and intermediate levels on the No. I are ready for continued shipments in any quantity from any part of this mine. Enough was shipped last week to allow of the workings being cleared out but the miners are still much hampered by the accumulation of stoped out but the miners are still much hampered by the accumulation of the work in two

switch has been graded, but there are about 600 feet of trestle work to be built up before cars can be run in. Up to the present only two carloads of 8x5 timbers have been received, and the remainder is indefinitely on the way. The railway officials are rising to the situation, but one washout or subsidence of the track after another, especially in the neighborhood of Hendrick's cut, fourteen miles below Northport, has greatly hampered the work of the engineers. Upon the present outlook it would seem, nevertaless, that before work at the smelter can get down to a regular basis, the whole of February will have slipped away.

On the other hand, the War Eagle man-

gained, 900 feet, to 1,500 feet, the deepest of obtaining men with some little scientific knowledge combined with practical turning over of the machinery connected experience to take charge of the work.

Iron Mask.—Shipping is being steadily

Lootenay Mines.—The only work going

War Eagle.—The chief work upon the War Eagle on the surface is the gravity tramway, the headworks of which, including the ore bins, to replace those burned down last summer, are fast approaching completion. There will be a "booster" Red mountain.

New St. Elmo.—The north drift is in 75 feet and the ledge is about five feet wide of mixed ore, some of which assays very high in copper, which is in the shape of small lenses. The south drift is in 325 feet.

Portland.—Drifting along the ledge on the 100-foot level is a progress with satisfactory results. The management thinks, with development, the Portland will be equal to the Velvet.

Douglas Hunter.-Work on the lower continues, and the ore which is now being met is of even a better grade than that which was met nearer to the

Evening Star.—Crosscutting on the 300

and 400-foot levels is in progress, and ore of a good pay grade is being encountered. The Evening Star is looking very well. Homestake.-Work on the lower tunne continues. There were no developments of note during the week.

IRON MASK BONDED.

A London Promoter Secures It on a Bond for \$400,000.

Messrs. Corbin and Roberts to Mr. Ernest
D. Leverson, a London mining promoter.
It is understood that the bond is on a basis of \$400,000 for the entire capital stock of 500,000 shares, or 80 cents per share. Mr. Leverson, who had been in this city tor three months up to Tuesday last, when he left for London. He would not talk about the matter before he left not talk about the matter before he left, but it was generally understood that he intended to take it to London to present to the syndicate which he represented. Further than this he would say nothing. Whether the deal will go through or not it seems to the syndicate which he represented. it seems, entirely depends upon the way the Leverson syndicate views the proposi-

until set. In the meantime the machinery selves for positions of some responsibil has yet to arrive.

Le Roi.—Large orders have been given for the supplying of timbers for this mine and tomorrow will be begun the shaft work which is to take the depth already gained 900 feet to 1500 feet the degrees of some responsibility and better remuneration is not grasped by a larger number is somewhat surprising. All who have had a financial interest in the opening of prospects and small mines have realized the difficulty The Output.

The output for the week is the biggest whole of the week, the adjustments, naturally, in so large and complicated a piece of machinery, taking up a great deal of time. The work of stoping out on the gup to the average maintained during last six months of 1900, and, in fact, y averages 600 tons per working day. e Le Roi No. 2 has shipped enough to the time over the time over the work in No. 2 has shipped enough to the time over the work in No. 2 time of the machinery connected with the facilitated shipment of ore, especially the big hoist, has taken up the circumstances do not justify the employment of an educated mining engineer to supervise the work. It is often deemed advisable, therefore, to employ not more than three or four men, and generally one of these is given implicated a piece of machinery, taking up a great deal of time. The work of stoping out on the last six months of 1900, and, in fact, y averages 600 tons per working day. e Le Roi No. 2 has shipped enough to the time of the work, as well as working himself, and he receives from 60 cents to \$1.50 a day more. Those that two snifts are at work in No. 2 who show ability under these circumstances of the work. As a rule in the early stages of a mine's history the circumstances do not justify the eigenment of C.P.R. No. 2 the employment of an educated mining or the work. It is often deemed advisable, therefore, to employ not more than three or four men, and generally one of these is given implicated a piece of machinery connected with the facilitated shipment of ore, especially the big hoist, has taken up the circumstances do not justify the circumstances of the work. It is often deemed advisable, therefore, to employment of the work as a rule in the early stages of a mine's history the circumstances of the work. It is often deemed advisable, therefore, to employment of the work, as well as working the circums The Le Roi no. 2 has shipped enough to keep the bins clear and no more. The Valvet has shipped throughout the week and the showing of ore there is during the hours of the past week and the year to date:

Appended:

Appen

knowledge of these things will frequently raise his earning capacity 50 to 100 per

eral regions. The attention of mining capitalists is being drawn to it from all parts of the globe.

The demand for men qualified as de-

time to time by the foreman, Stephen Brailo, who is also one of the directors and principal snareholders in the com about attained. The shaft will be continuously be supply. The small capitalist

Also the finishing of the crosscut from the same adit to the Tip Top vein which is being carried on from time to time.

White Bear.—The north crosscut is in this institution the miners of this camp of the tunnel every ten feet from the 75-foot station to the 115 foot station, and I also sampled the face of the drift, which was in 120 feet. These samples at Rossland, is to fit men who have had some practical experience tunderground for these positions, in this institution the miners of this camp have a splendid opportunity before them. Those who avail themselves of it will altered diorite, with stringers of mineral altered diorite, with stringers of mineral altered diorite, with stringers of mineral experience of the six being \$32 per ton. This represents 55 feet of an ore shoot from which the the ledge will be reached by the 15th the the ledge will be reached by the 15th of February. Superintendent Guernsey will be given if sufficient to the finishing of the crosscut iron.

For time-tion, call men who have had some practical experience tunderground for these positions, in this institution the miners of this camp have a splendid opportunity before them. Those who avail themselves of it will without doubt, at some time, sooner or later, find themselves earning larger wages than they have ever done before. The miners of this camp should avail themselves of this camp have a splendid opportunity before them.

A. C. MeAn the first men who have had some practical experience tunderground for these positions, in this institution the miners of this camp have a splendid opportunity before them.

Those who avail themselves of it will without doubt, at some time, sooner or later, find themselves earning larger wages than they have ever done before. The miners of this camp have a splendid opportunity before them. there has been taken out and saved on the dump 75 tons of sorted cre, which will go not less than \$40 to the ton. The that work is being pushed vigorously.

6 % Grove This signature is on every box of the go Laxative Bromo-Quinine Ta-the remedy that cures a cold in each CORPORAL CRONYN NOW.

A Letter Received From Him from Lon

from Mr. Edwin Cronyn, formerly a barrister of this city, but who enlisted in the Strathcena Horse and went to South Africa. In the letter, which was written on Jan. 11, he says that he is now Corporal Cronyn and that he has been invalided home as a result of a slow fever which he caught at Machadodorp. From the effects of this he was in the Johannesburg hospital for a period. He writes that he was with General Buller in the long march into the country north of Lyden-burg, and experienced some rough campaigning. At present he says he is practically in good health, but the army docfor \$400,000.

A report reached here yesterday from Spokane to the effect that the control of the Iron Mask has been bonded by Messrs. Corbin and Roberts to Mr. Ernest D. Leverson, a London mining property.

been done by the mining company, but the tramway company has promised to put in the track. It will probably be a fortin the track. It will probably be a fort-night before everything is completed. In the meanwhile the development of the mine is, in full swing and the quantity of ore in sight is being increased. As soon as the tramway and siding are finished the intention is to make shipments to the Silica Reduction works. Just as soon as the proper treatment can be determined. the proper treatment can be determined, however, reduction works of a suitable character will be put in at the end of the

Canadian Pacific Nay. Co

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

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

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

A. B. MACKENZIE, City Agt. A. C. McArthur, Depot Agt.
E. J. Coyle A. G. P. A.
Vancouver, B.C.

WINTER SCHEDULE.

daily for Republic, and connects at Boss-burg with stage daily for Grand Forks and

EFFECTIVE SUNDAY, DEC. 25, 1900.

•				
1	Leave.	Day Train.	Arrive.	
	8:00 a.m	Spokane	6:40 p.m.	
첾	11:50 a.m	Rossland	3:10 p.m.	
	7:00 a.m	Nelson	7:15 p.m.	
	40 100 100 100	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. JA	CKSON,	
		General Passen	ger Agent.	
	O	H. P. BROWN	Agent,	
ij	建 计整计		and, B. C.	

A INTE

Kootenay Railway &

Navigation Company

A letter has been received in this city OPERATING
Kaslo & Slocan Railway
International Navigation & Trading Co.
Bedlington & Nelson Railway,
Kootenai 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. Kasio & Slocan Railway Passenger train for Sandon and way stations, leaves Kalso at 8:00 a. m. daily,

returning, leaves Sandon at 1:15 p. m arriving at Kaslo at 3:55 p. m. operating on Kootenay Lake and River
S. S. "KASLO,"

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 Pilot Bay daily at. 2:00 p. m.

S. S. "INTERNATIONAL."

Leaves Pilot Bay daily at. 7:00

RETURNING.

B. & N. AND K. V. RYS.

Passenger train leaves Kuskonook for Spokane daily on arrival of steamer "Kas-lo," 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 "Kasio" for Net-

son 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.

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West bound trains make direct connection for Victoria, Vancouver, Portland, San Francisco and all points on the Sound.

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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

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FAST MAIL—From all points RAST, Baker City, Pendleton, Walis Walls, Dayton, Waitsburg, Fomeroy, Moscow, Pullman, Colfax, Garfield Farmington, Garfield, Colfax, Pullman, Moscow, Lewiston, Portland, San Francisco, Portland, Colfax, Garfield and Farmington..., 9.00 s. m.

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Portland-Asiatic Line.

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o. 12, East Bound	9:35 a. m.	9:45 a. m.
o. 3. West Bound	10:50 p. m.	11:00 p. m.
o. 4. 'East Bound	11:45 p: m.	11:55 p. m.
oeur d'Alene Branch	5:30 p. m.	7:25 a. m.
alouse & Lewiston "	1:15 p. m.	9:50 a. m.
entral Wash Branch	1:00 p. m.	8:30 a. m.
ocal Freight West	5:30 p. m.	6:00 a. m.
ocal Freight Rast	2:55 p. m.	7.30 a. m.

H. P. BROWN,

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Atlantic S. S. Lines

(From Portland, Me.) Allan Line—Numidian Jan. 2
Allan Line—Corinthian Jan. 5
Allan Line—Tunisian Jan. 19
Allan Line steamers call at Halifax one day later.

Dominion Line—Dominion Jan. 12

(From St. John, N. B.) Beaver Line—Lake Megantic ... Jan. 4
Beaver Line—Lake Superior ... Jan. 11
Beaver Line—Lake Ontario ... Jan. 18
Beaver Line—Montfort ... Jan. 25
Beaver Line steamers call at Halifax

(From New York.)

one day later.

White Star Line—Teutonic ... Jan. 2
White Star Line—Cymric ... Jan. 9
White Star Line—Germanic ... Jan. 16
White Star Line—Majestic ... Jan. 23 White Star Line—Oceanic Jan. 20
Cunard Line—Eturia Jan. 5
Cunard Line—Servia Jan. 12
Cunard Line—Umbria Jan. 19
Cunard Line—Campania Jan. 28 Cunard Line—Campania Jan. 20
American Line—New York Jan. 20
American Line—Waderland Jan. 30
Red Star Line—Westerland Jan. 2
Red Star Line—Westerland Jan. 9
Red Star Line—Noordland Jan. 16
Red Star Line—Friesland Jan. 23
Red Star Line—Southwark Jan. 30 Allan State Line—State of Nebra

...... Jan. 26 (From Boston.)

Cunard Line—Saxonia Jan. 19 Dominion Line—New England .. Jan. 2 Passages arranged to and from all European points. For rates tickets and full information apply to C. P. R. depot agent, or A. B. MACRENZIE,

City Tieket Agt., Rossland, B. C. W. P. F. Cummings Gen. S. S. Agent Winni,