YARN WILL NOT WASH

The C. P. R. and the Through Freight Rates.

THE STAR STORY REFUTED

American Lines Absorbed the Local Rate and the C. P. R. Was Compelled to Follow Suit—True Situation Has Been Misrepresented.

A recent press dispatch from Montreal quotes to the extent of nearly a column from an interview published in the Montreal Star and accredited to a "Prominent Ontario Liberal." The greater portion of the dispatch deals with the railway situation in Rossland, and the Columbia & Western is charged in unmeasured terms with having retarded the development of the camp by charging excessive freight rates into the city. The Columbia & Western's tariff, when added the C. P. R.'r rates, made the combined charge so high, according to the "Prominent Liberal," that Rossland merchants were able to buy in the United States and pay the duty rather than to meet the exorbitant charges demanded by the Columbia & Western. The effect was that the trade of Rossland had been diverted from Manitoba, Ontario and Quebec to United States points, and all because the Columbia & Western declined to reduce its freight rates.

What Mr. Jackson Said.

H. A. Jackson, the traveling traffic agent of the Great Northern, was seen by a MINER reporter Friday evening in regard to the dispatch.

"The facts of the matter are these," said Mr. Jackson: "The American railroads are in direct competition with the C. P. R. for the trade of Rossland, and they reach every jobbing point in eastern Canada that is tapped by their Canadian rival. They will take freight at any point in the east, carry it in bond through the United States, and deliver it into Rossland at precisely the same rate as will the C. P. R.

"As a matter of fact, a majority of the business from eastern Canada into this district is carried over the American lines, but the freight rates charged by the Columbia & Western have nothing to do with that.

"Up to the first of the year, Trail and Northport were both common points of either the Canadian Pacific or the American roads, and the freight rate from any point in the east was the same to either town.

"The Canadian Pacific, by means of its line of steamers on the Columbia river, reached Trail or Northport, and the American roads got into the latter town via the Red Mountain railway. Freight into Rossland was carried from Northport, 16 miles, by the Red Mountain line, and from Trail by the Columbia & Western, a distance of 13 miles. Each of these roads charged the identical freight rates for this short haul.

A Case in Point.

"Take bar steel for example. The rate from Montreal to Trail or Northport over either the C. P. R. or the American roads would be $1.45 per hundred. In addition this rate from Northport to Rossland over the Red Mountain would be 23 cents, while the rate from Trail to this city over the Columbia & Western would be exactly the same. Thus the the total freight rate from Montreal to Rossland would be $1.68 over either the Canadian Pacific or the American lines. In the one case the Columbia & Western would get the 23 cents, while in the other it would go to the Red Mountain.

"This arrangement, however, was all changed on January 1. For some time previous to that the American lines and the Red Mountain had been negotiating to secure a through freight rate whereby the Red Mountain's charge would be absorbed in the through rate, and the tariff to Rossland would be the same as to Northport, Trail and other common points in Kootenay. An effort was made to have the C. P. R. make a similar arrangement with the Columbia & Western, but the big railway refused to absorb any of his little neighbor's freight rates and declined to make the cut.

Absorbed the Rate.

"Nevertheless the American roads entered into an arragement whereby on January 1 the arbitrary rate into Rossland charged by the Red Mountain was absorbed by the big lines, and at the last moment the C. P. R., forced to meet the cut, absorbed the Columbia & Western's rate. Now Rossland is a common point with Trail and Northport from any part of the United States or Canada.

"In view of the facts, there is nothing in the Star's contention that the C. P. R. has been hampered by the Columbia & Western in reducing the rates into Rossland. The opposite is true. It was the American lines that first made Rossland a common point, and the C. P. R. was forced into following suit.

"It is interesting, by the way, to note the difficulties which the American lines labor under in getting freight here. Take a consignment from Montreal, for instance. It would be carried via the Grand Trunk to Chicago; from there to St. Paul over any one of six lines; over the Great Northern or the Northern Pacific to Spokane; to Northport over the Spokane Falls & Northern, and into Rossland via the Red Mountain. Thus it must pass over at least five, perhaps seven, different lines to get here, and each road must get its pro rata of the total charge. The Canadian Pacific on the other hand has it own line clear through from Montreal to Rossland or Trail, and a consignment sent via that route passes only over the C. P. R. and the Columbia & Western in getting into Rossland. Nevertheless, regardless of its superior facilities, the C. P. R. declined to make Rossland a common point, and was forced to do by the American lines, which, by the way, have nearly always led in any cuts of rates into this district."

The C. P. R. Reduction.

The reduced freight rates which the Canadian Pacific has adopted from eastern points in Canada to the Kootenays, affect the following articles: Agricultural implements, binder twine, household furniture, glass, iron, paints, paper, etc., on which the reduction is 10 per cent; coal oil, which is reduced 20 per cent; green fruits, roofing felt, furniture and some glass, iron, paints, wire and wooodenware, on which the reduciion is 33⅓ per cent; hay, grain and potatoes, reduced from 80c. to 65c. per hundred from Portage La Prairie, Brandon and Winnipeg. These are the reductions which were demanded from the C. P. R when it received the Crow's Nest Pass bonus.

The representatives of some of the American roads who are in the city were seen last night in regard to the matter, and although they declined to make any official statement, they expressed themselves as satisfied that the new rates will be met by the American roads.

G. A. Mitchell, the traveling traffic agent for the Northern Pacific, fully endorsed everything that Mr. Jackson said.

Talk of Annexing Railways.

OTTAWA, Jan. 8.—In connection with Blair's proposal to purchase the Canada Eastern railway the maritime province people would like to annex all small roads to the Intercolonial. There are 17 of those in all, poorly equipped as a rule, and with irregular services. Their total mileage is 997 miles and cost was close upon $20,000,000. All act now as feeders to the government line.

Deane the Opposition Candidate.

KAMLOOPS, Jan. 8.—At a thoroughly representative convention this afternoon F. J. Deane, editor of the Inland Sentinel, was unanimously chosen the opposition candidate for the north riding of Yale. Mr. Semlin presided, and over 30 delegates were present.

PROVISIONS AT DAWSON

It Is Necessary That Some Should Be Sent In.

There Is Sufficient for Present Requirements, But the Shortage Will Come Later in the Year.

OTTAWA, Ont., Jan. 8.—Two important official communications received from the Yukon yesterday are from the superintendent of the mounted police and the sheriff of the territory, at Dawson, and the other a telegraphic report from Superintendent Perry, who arrived yesterday at Victoria, bringing Dawson City news to December 7. Perry went to Skagway a few weeks ago with 30 mounted police and several tons of supplies. He says that 50 persons from Dawson City came down with him from Skagway. He saw no danger of starvation, but there will be a shortage of food in April or May, and it will be utterly impossible to forward supplies before the river opens. The only course, therefore, he says, is to notify Dawson City that supplies will be found in the Big Salmon, which would induce many to come out from Dawson City. Perry says there are five tons of provisions in charge of Canadian officials at Skagway, 26 at the summit of the White pass, three and a half at Middle lake and five tons at Tagish. Inspector Wood requires 40 horses and 50 more dogs to forward these into the interior. These will be sent as soon as possible. Perry was instructed by wire to send in five tons more of supplies with the additional police who will leave Victoria on the 15th of January.

Superintendent Constantine says that with the rations "we have on hand all we have been able to procure, will, at a reduced rate, last only to June 1st. There is no likelihood of any further supplies reaching here until at least the middle of July from St. Michaels. Under ordinary conditions they would arrive from the 8th to the 15th of June, but owing to the number of people left down the river by the steamers, the stock of supplias, usually drawn upon for the early parts of the season will be consumed. It is estimated that from 3,000 to 4,000 persons are at various points along the river, who have to be provided for. As you have been advised, the only two boats on the last trip up were held up by armed men in the United States territory, and supplies intended for this country were taken off the boats by force. It is incumbent that supplies be sent in here, not only for the use of the police, but also to relieve the suffering among the miner in the early spring. The hardest pinch of all will begin from April 1st until the opening of the river from the 15th to the 20th of May. The rations we have on hand at present will last till June 1 only at this post.

"At Fort Constantine the flour and bacon rations have been reduced to three-quarters of a pound and four ounces respectively. In order to bring the meat ration up to one pound per day I have purchased 5,312 pounds of beef at $1 per pound. The general price by the quarter is from $1.25 to $1.50 per pound. The supply of beef is not large. I intend freighting about 1,500 pounds of this to Fort Constantine (Cudahy) to augment the supply there, a distance of 55 miles. No time should be lost in making these arrangements, for unless provisions come in we can reckon on nothing after the first of June until late in July."

No Danger of Starvation.

JUNEAU, Alaska, Jan. 3, via Seattle, Wash., Jan. 8.—Twenty men have arrived here from Dawson. Some of them have been in the interior of Alaska for 10 years. They unhesitatingly state that there is no danger of starvation and no necessity for a government relief expedition. They say that Thirty-Mile river between Lake Labarge and Hootalinqua is open water and they were compelled to take to the side hills. Most of those who arrived today intend going back as soon as possible with supplies for the coming year. The trail is reported to be in fair condition. For two weeks the weather has been very mild.

Ed Lard, the man who was recently arrested at Dawson for stealing $22,000 worth of gold dust, from a saloon in which he was barkeeper, has been released. It is said that the reason of Lard's discharge was that the police had no food for their prisoners.

Major Perry of the mounted police, is inquiring very closely into the action of the Canadian customs officials who are collecting duty at Lake Lindermann, with a view to determine what amount of provisions an American miner should be allowed to take in duty free.

Advices have been received at Juneau that funds have been deposited at Seattle to meet all the liabilities of the Newell Gold Mining company, and that the receiver will soon be discharged.

THE MINING REVIEW

Likelihood That Work Will Commence on the B. A. C.'s Properties.

MR. MACKINTOSH COMING

Development Steady and Prosperous All Over the Camp—Le Roi Slackens Its Output—The Josie Looking Well—Ore Shipments, 1,450 Tons.

[From Sunday's Daily.]

The coming week promises to be an important one, for Hon. C. H. Mackintosh, the Canadian director of the British American corporation, is expected to arrive in the city, and it is believed that while here he will make arrangements to commence work on at least a part of the properties that he has acquired. The inauguration of operations on them will be of no little importance to the camp, necessitating as it must, the addition of scores and perhaps hundreds of men to the payroll of the camp.

The past week has been marked by steady, prosperous development, but there are no unusual strikes to report.

The ore shipments for the past week were as follows: Le Roi, 1,275; War Eagle, 80; Centre Star, 30; Iron Mask, 45; Cliff, 20; total, 1,450 tons.

The Le Roi.

Operations are being continued sinking the main shaft to the 700-foot level, and work in this locality is being pushed as rapidly as possible. The shaft is being extended in the country rock and there are no developments as work progresses. The 600-foot level continues to show up as splendidly as ever. Some free-milling ore has been met in connection with the calcite on this level, but not in any unusual quantities. It is this doubtless which has given rise to the numerous and lurid stories that have been in circulation lately regarding a strike of free gold in the Le Roi.

The recent strike of a new ore chute in the east 500-foot level continues to show up well.

The mine was closed down a part of last week out of respect to the memory of the late Captain Hall, the superintendent, who was killed by falling down the shaft. Operations were resumed on Friday evening, with L. F. Williams, the secretary of the company, in charge of the mine. Nick Tregear, the foreman, has charge of the underground development.

In line with the policy adopted towards the end of the year, the output of the mine has been decreased somewhat, and only about 175 tons of ore will be raised daily for a while.

The company's new smelter at Northport will probably blow in about the 20th of the month. Shipments to it have already been commenced by the Le Roi, and all of the ore is going there now. The company announces that it will do custom smelting, but has not yet made public the rate for treatment.

The Sunset No. 2.

Rapid progress is being made in the development of the Sunset No. 2. The main tunnel is now in 420 feet. This tunnel is being driven on the footwall side of the vein and no hanging wall is in sight. A fault was encountered some 50 feet west of the No. 1 shaft, but since passing through it the ore has come in again and is now widening. The tunnel is being driven at the rate of nearly five feet every 20 hours, which is remarkably quick work. The No. 1 shaft is being continued downward on the vein from the tunnel level. The shaft is down 35 feet and a total of 152 feet from the surface. Work on the shaft has been suspended for the past few days owing to the installation of the big hoist. This is nearly completed and by Monday work will be resumed on the shaft. A second compressed air receiver has been purchased and is now being put in position in the No. 1 station. The shaft is being timbered and next week work will be resumed at the full limit. Twenty-seven men are employed at the Sunset No. 2.

The Josie.

Development work is continuing slowly in the newly discovered ledge in the east drift at the 100-foot level. The strike, by the way, was made at a point about 125 feet northeast of the bottom of the shaft. Some excellent copper ore is being met in the ledge at this point. Hon. Charles H. Mackintosh, representing the British American Corporation, the purchaser of the mine, is expected next week, and pending his arrival work on the property is not being pushed very vigorously. His advent, however, it is expected will change the aspect of things.

The Virginia.

Work on the Virginia is making excellent progress and now that power has supplanted hand work the work on the double compartment shaft is going ahead faster than ever. The shaft on the Virginia is perpendicular and it is as pretty a piece of mining work as one could wish to see. The custom has hitherto been in this camp to follow the dip of the vein and to make inclined shafts, but the Virginia shaft is perpendicular and the intention is to sink it for about 300 feet when the vein will be encountered.

The Poorman.

Stoping is actively in progress in the upper stope, and considerable ore is being knocked down. The vein or rather the two veins, for the ledge is divided by a false hanging wall, is about five feet wide, and continues to show up the fine ore for which the Poorman is so well known. There is, perhaps, 200 tons of ore on the dump. Assays as high as $200 have been received lately from hand samples.

The Iron Colt.

Progress continues to be made in the long crosscut tunnel, but there is no recent change. The future development of the property may include a shaft to the 400-foot level, sunk on the big ore body disclosed in the west drift.

The War Eagle.

The mine shipped some 80 tons of ore last week. It came principally from the stopes in the No. 2 tunnel and from the big ore body at the east 375-foot level. There is still an immense quantity of ore from the latter locality stored at the mine.

The Evening Star.

Work has been temporarily suspended, pending an examination of the property being made in the interest of a prospective purchaser, whose identity is not announced.

The Abraham Lincoln.

Work has been commenced on the Abraham Lincoln, on Sophie mountain.

The Velvet..

The shaft is down to the 100-foot level, and drifting in both directions along the vein is showing up some excellent copper ore. Twenty-three men are employed on the property.

The Monte Cristo.

Work is progressing steadily on the Monte Cristo with all the force that can be worked to advantage and excellent progress is being made. There is nothing of a startling nature to report.

The Colonna.

The usual progress was made on the Colonna during the past week. There are now 65 men employed on the Monte Cristo, the Colonna and the Virginia, which are under one management.

The Cliff.

Stoping in the upper tunnel is in progress on the Cliff, and some good ore continues to be extracted. A shipment of 20 tons was made last week.

The Deer Park.

The shaft is down about 200 feet and the showing continues excellent. Drifting along the vein may soon be commenced.

The Centre Star.

Work has been suspended in the No. 2 shaft, but work in the main tunnel continues. About 30 tons of ore was shipped last week.

The Iron Mask.

The vein recently struck in the tunnel has widened out somewhat and it promises well. Development work continues from the bottom of the shaft.

The Lily May.

Drifting east along the ledge from the bottom of the shaft continues. Some ore is being met.

The White Bear.

The White Bear may resume work about the first of March.

The Umatilla Group.

Work is continuing on the shaft of the Umatilla group on Sophie mountain.

The Jumbo.

Work is being continued in a large body of low grade ore.

The Crown Point.

The upraise is being continued, but no ore is being met.

The Abe Lincoln.

The shaft on the Abe Lincoln continues to show up good copper ore.

The Santa Rosa.

The tunnel is in about 70 feet. Numerous stringers of ore are being met.

The Coxey.

Work is progressing rapidly through the country rock to the ledge.

The Mountain View.

Good ore continues to be met in the new tunnel.

THOSE KIEL SPEECHES.

They Were Delivered By the Emperor and Prince Without Preparation.

BERLIN, Jan. 8.—From a gentleman of the immediate entourage of the emperor the correspondent of the Associated Press learns that both Emperor William and Prince Henry's sensational speeches at Kiel were wholly extemporary. Not a line was written. Prince Henry was taken wholly by surprise, and being quite unused to public speaking delivered his remarks in a manner which he would not himself have approved of if they had been submitted to him previously in writing. No control, however, being possible, notwithstanding the circumstances, the speech went forth to the world to his and to his majesty's chagrin. In this connection the same authority contradicts the often published statement that every word the emperor utters in public is carefully written and approved. On the contrary, it appears, his majesty seldom prepares his remarks, as they are mostly impromtu and delivered on the inspiration of the moment. This is true in relation to all of the emperor's sensational and often quoted speeches.

MRS. MAYBRICK'S PARDON.

He Friends Will Try to Obtain It on New Lines.

LONDON, Jan. 8.—Recent advices show that the supporters there of Mrs. Florence Maybrick have finally decided to abandon the attempts which they have so long persisted in, to secure the release of the American woman from prison on technical grounds. Their future efforts will be based upon arguments that the punishment which she suffered is excessive and disproportionate to the sentence customarily imposed for the crime of attempted poisoning, which they assert is what was attempted to be proven against her, and appeals for clemency owing to Mrs. Maybrick's physical condition. The possibility that clemency will be extended to Mrs. Edith May Carew, who was convicted of poisoning her husband by the British consular court in Japan, and who was recently brought to the English prison wherein Mrs. Maybrick is confined, has rekindled the hopes of Mrs. Maybrick's friends.

Great Britain's Foreign Markets.

LONDON, Jan. 8.—The foreign trade of Great Britain during 1897 was the largest in its history. The total imports, exports and re-exports amounted to £745,423,000. The increase was entirely in imports and re-exports, the decline in exports amounting to £5,795,000. The growth of the imports is almost entirely due to large purchases of produce in the United States, amounting to £114,600,000. The greatest quantity of exports were textiles.

VELVET IS A WINNER

A Splendid Body of Excellent Ore Has Been Uncovered.

IS VERY RICH IN COPPER

The Width of Vein, Which Is in the Bottom of the Shaft, Will Not Be Known Until It Is Crosscut—Mr. Dabney Back From Ymir.

J. Edwards Leckie, the engineer in charge of the development of the Velvet on Sophie mountain came in Friday evening from the property. Mr. Leckie says that the drifts, which have been commenced in each direction from the 100-foot level in the shaft, are showing up a magnificent body of ore. Neither wall is in sight, and the width of the vein at the bottom of the shaft will not be known until a crosscut is made. The ore at the 100-foot level shows copper ore in about the same proportions as at the higher levels, although there is also some increase in the proportion of white iron.

The shaft was started down on the footwall, but although the dip of the vein subsequently changed, the shaft was continued on the same angle as before. The ore, while not existing in any extensive body as yet, is scattered over the entire width of the vein so far as it has been disclosed, and it is likely that a fine streak will be found on either the hanging or the foot wall.

Mr. Leckie brought in with him some fine specimens of copper ore, which have attracted much attention.

He says that as soon as work in the drifts has progressed a little further a crew will be set to work deepening the shaft.

Work Started on the Lincoln.

Work has been started on the Abraham Lincoln on Sophie mountain, and five men are employed sinking a shaft. On the Umatilla group seven men are employed, and the Velvet is working 23 at present, with the likelihood of an early increase in the force. The Santa Rosa, just across Big Sheep creek from the Velvet, is employing five men, so that all in all about 35 men are at work in that vicinity. The development is proving most satisfactory.

The tunnel on the Santa Rosa is in about 70 feet, and numerous seams of ore have been met, but it will be perhaps 200 feet yet before the ledge is encountered.

A Statement From the Coxey.

L. LaPlante, the foreman of the Coxey, on Red mountain, has just completed his statement to the company for the four months ending January 1. Work on the property is being carried on by hand and five miners are employed. During the period named 154 feet of tunneling was accomplished, a blower and pipe put in and 100 feet of snow sheds put in. The total cost of these operations was $2,626.50, or an average cost of $17,055 for each foot of tunneling completed.

The items in this cost were as follows:

	Total Cost.	Cost per ft.
Labor	$2,161 50	$14.035
Supplies	319 40	2.074
Blower and pipe	122 10	.793
Lumber	16 00	.104
Assays	7 50	.046049
Total	$2,626 50	$17.055

London Notes.

LONDON, Jan. 8.—Surprise is expressed here that the admiralty authorities in dispatching the naval officers to join the vessels of the British squadron in Chinese waters should send them by way of the Suez canal in preference to the Canadian route.

Rumors of Archbishop Machray's serious illness are exaggerated. He has recovered from his recent indisposition and is well enough to be out.

LOCAL BREVITIES.

A special meeting of the stockholders of the Morning Star Gold Mining company, limited, will be held in the office of George E. Pfunder, in the Burns block, on Thursday, January 20th, at 3 o'clock in the afternoon. The object of the meeting is the election of a secretary and the transaction of such other business as may be properly brought before the meeting.

Twelve carloads of ore left the Le Roi mine early Friday morning for the Northport smelter. It is the intention to ship 12 carloads each day from now on, or 240 tons. It is evident that the Le Roi will be able to supply sufficient ore to run the smelter up to its full capacity. If this is the case it is probable that the Northport smelter will not be able to do any custom work.

The organization committee of the Trades and Labor council is an active body, and within the past ten days has organized two unions. One was the carpenters' and the other the blacksmiths' and helpers' union. There are several other of the trades that intend to form themselves into unions. The blacksmiths and helpers' union was organized Friday evening with a membership of 45. James Wilkes was elected president, David Lawson, vice-president, and Mr. Walsh, secretary.

The Elks residing in Rossland have arranged for a stag social to be given Jan. 15 in the International music hall. The committee in charge is Dan Thomas, Billy Beswick and Mike Conway. The committee on arrangements includes A. M. Zinn, M. Wright, Victor Monnier, William Abercrombie, William Haskins, A. Robinson, Dan Thomas and Mike Conway. The committee on reception comprises W. T. McDonald, Ike Harris, Nick Reuter, Billy Beswick, Tom C. Gray, Frank Ritchet, Paddy Tumey and Jimmy Feldt.

George C. Rowan, agent for Swift & Co., one of the largest firms of meat packers in the United States, and what is familiarly kown as one of the Big Four concerns in that line of business, is in the city. He reports that he has sold in the past two months for the firm that he represents 10 car loads of preserved meats. These cars will average 30,000 pounds each. The total quantity 300,000 lbs. On this large quantity of meat the freight was 1¾ cents per pound and the duty 2 cents, or a total of 3¾ cents per pound. Swift & Co. have packing houses at St. Louis, Kansas City, St. Joe, St. Paul and at South Omaha.

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The Cheapest, Most Comfortable and Direct Route From

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Through Tickets to and from the Pacific Coast to Eastern and European Points.

Equipment unsurpassed, combining palatia dining and sleeping cars, luxurious day coaches, tourist and free colonist sleeping cars run on all trains.

Leaving Rossland daily (except Sunday) direc connection is made with C. P. R. Kootenay steamers at Trail for all points east and west.

For particulars as to rates, tickets, terms, etc apply to any agent Canadian Pacific Railway or to

A. B. MACKENZIE, Agt., Rossland.

W. F. CARSON, Traveling Passenger Agent, Nelson.

E. J. COYLE, District Passenger Agent, Vancouver.

O.R.&N.

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.

LEAVE.	SPOKANE TIME SCHEDULE	ARRIVE
7:15 p.m. Daily.	FAST MAIL:—Walla Walla, Portland, San Francisco, Baker City and the east.	7:45 a.m. Daily.
8:05 a.m. Daily.	LOCAL MAIL:—Cœur d' Alenes, Farmington, Garfield, Colfax, Pullman and Moscow.	6:35 p.m. Daily.

For through tickets and further information apply at O. R. & N. Co.'s office,

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J. CAMPBELL, GEN. AGT.

W. H. HURLBURT, GEN. PASS. AGT. Portland, Ore.

Kaslo & Slocan Railway

TIME CARD.

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

GOING WEST	Daily.	GOING EAST
Leave 8:00 a.m.	Kaslo	Arrive 3:50 p.m
" 8:36 "	South Fork	" 3:15 "
" 9:36 "	Sproule's	" 2:15 "
" 9:51 "	Whitewater	" 2:00 "
" 10:03 "	Bear Lake	" 1:48 "
" 10:18 "	McGuigan	" 1:33 "
" 10:38 "	Cody Junction	" 1:12 "
Arr. 10:50 "	Sandon	Leave 1:00 "
	CODY LINE.	
Lv 11:00 "	Sandon	Arrive 11:45 a.m.
Ar 11:20 "	Cody	Leave 11:25 "

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

Columbia & Western Ry.

SCHEDULE.

Effective Monday, Nov. 22, 1897.

WESTBOUND.				EASTBOUND.		
P.M. No. 5	P.M. No. 3	P.M. No. 1		P.M. No. 2	P.M. No. 4	P.M. No. 6
3:45		9:00	ROBSON	8:00	..	2:30
5:00	2:00	10:00	TRAIL	7:00	12:55	1:25
	3:15	11:15	ROSSLAND	6:00	12:00 m.	

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

No's 3 and 4 are local trains between Trail and Rossland.

No's 5 and 6 are local trains between Trail and Robson. No. 6 connects with train No. 4 from Rossland.

All trains daily.

F. P. GUTELIUS, Gen. Sup't

CHICAGO MILWAUKEE AND ST. PAUL RAILWAY

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Operates its trains on the famous block system,

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C. J. EDDY, General Agent, Portland, Or.

J. W. CASEY, Trav. Pass. Agent.

Going East?

IF YOU ARE DO NOT FORGET : : :

Three Important Points.

FIRST—Go via St. Paul because the lines to that point will afford you the very best service.

SECOND—See that the coupon beyond St. Paul reads via the Wisconsin Central, because that line makes close connections with all the transcontinental lines entering the Union depot there and its service is first-class in every particular.

THIRD—For information, call on your neighbor and friend—the nearest ticket agent—and ask for a ticket reading via the Wisconsin Central lines, or address

JAS. C. POND, Gen. Pas. Agt., Milwaukee, Wis. or GEO. S. BATTY, General Agent, 245 Stark st., Portland Or.