OUR LONDON LETTER

The B. C. Agent-General Should Have Been Retained.

A CHAT WITH SIR CHARLES

Four New Flotation of Companies Which Will Engage in Canadian Enterprises—Sale of Lily May—The Prices of B. C. Shares.

24 Coleman Street.

LONDON, Oct. 18.—There is so little doing in connection with Canadian mining matters that I have not taken the trouble to write you for several weeks. The market is as dead for the time being. Many people confidently predict that this is the time to pick up British America corporations, but these buying times are seldom taken advantage of by the public, who are far too ready to get in at the top and out at the bottom. At the moment everything British Columbia is off color, business is practically non-existent, and the various groups identified with the market are doing nothing at all, preferring to wait for better times, recognizing that to attempt to revive the British Columbia market at this moment is very much like whipping a dead horse.

What Is the Government Up To?

What is the new British Columbia government up to? First it closes the London office, and then it refuses to participate officially in the proposed mining exhibition to be held here next year. The group getting the latter affair together has not done much at present, but any effort made to enlighten the public regarding the mineral wealth of the province is deserving of recognition, and it would not have done the government any harm to promise to send a box or two of representative ores so that those persons who are shareholders in British Columbia companies could go and see the kind of mineral deposits which are to in due time become dividends. The closing of the London office is a more serious affair. It was stated that the government, after getting rid of Vernon, contemplated placing its affairs in the hands of a firm of estate agents in the city. Their conduct drew forth a storm of condemnation from officials, financiers, shareholders and the press. To shut off all available supplies of information was too bad. The situation was admirably summed up by Sir Charles Tupper in an interview with him a few days ago. He said he was very sorry, indeed, to hear that the office of the agent general for British Columbia had been shut. "I consider it of the utmost importance," said Sir Charles, "that the government of British Columbia should have a well informed agent here, thoroughly acquainted with the province, and able to give persons interested in this country reliable information, particularly at the present time, when so many events of momentous importance in the development of British Columbia are happening. The interests of the province demand that there should be some agency for the distribution of accurate information regarding the country. So much British capital is already employed in the development of British Columbia, and Canada generally, that it is absolutely indispensable that statistical and other data should be readily forthcoming from some office situated in the city." Sir Charles seemed to think that the decision in question would probably be followed up by the appointment of a new agent-general in London, and if a rumor current in the city is correct, the British Columbia government has already regretted its mistake and speedily endeavored to atone for the bad impression previously created by the decision to close the Westminster agency. Let us hope that this is true, for it would be a piece of gross stupidity to let the new man have his office up in Victoria street, Westminster, far from the haunts of business men. It is in the city that we want information; it is in the city that the London agency should be located.

The New Flotations.

I enclose you particulars of a few new companies which have recently been formed, but really the promoter is still resting, and he has not bothered the investor much of late with alluring prospectuses which would well nigh attract subscriptions from the pockets of a mining expert.

The Northern Exploration Company of British Columbia, Limited.—The Hon. Randolph Capel presided on October 3, at the first general meeting of the Northern Exploration company of British Columbia, and stated that in the time that had elapsed since the company went to allotment very little work had been done, but the necessary agreements had been completed, and Mr. Kellie had started for British Columbia. The board had several letters from him giving details of claims with respect to which he was negotiating, but it would be premature at present to say more than that they seemed to be very good, indeed, and likely to prove very profitable to the company.

The Directors of the Ontario Land & Oil Company, limited, in their report, recommend the payment of a dividend on the preference shares at the rate of four per cent, per annum, equal to 8s. per share. This dividend will absorb £2,400, leaving a balance of £543 14s. 3d., out of which the directors propose to place £500 to a reserve fund and carry forward £43 14s. 3d.

New British Dominions Exploration, limited.—Registered September 17 by Richard Free, 40 New Broad street, E.C., with a capital of £50,000, in £1 shares. Objects: To adopt and carry into effect a certain agreement for the acquisition, by purchase otherwise, of the undertaking, assets and liabilities of the British Dominions Exploration, limited, on such terms as the company may see fit, with the mines, mining rights, etc., appertaining thereto, and to develop and work the same; and further, to acquire any other mines, mining water and other rights, grants, lands, premises, in any part of the world; to search or prospect for, excavate, quarry, dredge, win, purchase or otherwise obtain ores and substances of the earth, and to extract, reduce, wash, crush, smelt, manipulate and treat the same, and by any process obtain gold, silver and other metals, minerals, precious stones, or other valuable substances therefrom, or prepare the same for market, and to carry on the business of miners and workers and winners of metals, minerals and precious stones, and also to carry on any metallurgical operations; to lease, settle, improve, colonize and cultivate lands and hereditaments of any tenure in any part of the world, and to develop the resources of the same, etc.

Lake Huron Copper Syndicate, limited.—Registered September 19, capital £10,000, in £1 shares. Objects: To adopt a certain agreement, and to acquire or turn to account and business concerns, undertakings and properties of all kinds in Canada or elsewhere, as miners and smelters.

Sale of the Lily May.

We have just heard here that the Lily May has been sold to the English-Canadian company for £2,000 cash, and 60,000 £1 shares in the English-Canadian company. I think I sent you particulars of the latter concern, but in case I did not it may be well to point out that the English-Canadian company was registered on July 22, by Burchell & Co., solicitors, with a capital of £400,000, the signatures to the memorandum being: H. White, ex-mayor of Seattle; J. C. Kelly, Ottawa; J. W. Burnhill, Leatherhead; C. L. Alder, Hampstead; A. W. Burchell, Westminster.

British Columbia Shares.

Following are the prices prevailing or the shares of British Columbia mining companies:

Athabasca Gold Mine	9-16	—11-16
Alaska Goldfields	1½	— 1⅝
British America Corporation	15	— 15-6
B. C. Devels	⅛	— ⅜
B. C. Development Ass.	⅞	— 1⅛
B. C. Financ'l Trust	7-16	— 5-16 dis
B. C. Financial Trust Founders.	1	— 3
British Columbia and New Find Goldfields Corporation	11-16	— 13-16
Canadian Pacific Exploration	par	— ¼ prem
Fairview	⅝	— ⅞
Galena	1	— 2
Goldfields of British Columbia	11-16	— 13-16
Hall Mines (dividend for 1897 10 per cent.)	11-16	— 13-16
Lillooet & Fraser River	⅛	— ⅜
London & B. C. Goldfields	1¼	— 1⅜
" " " deferred	15	— 17
New Goldfields of B. C.	¾	— ⅞
Recordia Exploration Co	⅛dis	— ⅛prem
Tangier Gold Mines	⅝	— ⅞
Vancouver and British Columbia General Exploration	par	— ¼ prem
Waverley	5	— 10
Waverley, fully paid	½	— ¾
Whitewater Mines	1 1-16	— 1 3-16
Alf Gold Mining company	2-3	— 2-9 nom.
Dundee Gold Mining company	9d	— 1 nom.
War Eagle C. M. Co	11	— 13

A MODERN CRUSADER

How Russia Interprets William's Visit to the Orient.

PRODUCED ILL-FEELING

It Is Characterized as an Impudent Attempt to Undermine Russia's Influence in Turkey and the Orthodox Church in Palestine.

BERLIN, Oct. 29.—The official relations between Germany and Russia have been ruffled recently. This fact, although denied by the government organs, was obtained from a person in high standing, and one of the most striking proofs of the accuracy of the statement is that Count Muravieff, Russian minister of foreign affairs, has just visited Paris and Vienna, but he ignored Berlin. The German newspapers remarked this and commented upon the omission. Other significant facts are the almost outspoken hostile tone of the entire Russian press, in which the rapproachment between Germany and Great Britain is described as an underhand plot against Russia, which the latter is justified in keenly resenting in view of her friendliness to Germany in China and the recent tariff negotiations. Moreover, Emperor William's visit to the Orient is characterized as an impudent attempt to undermine Russian influence in Turkey and the position of the orthodox church in Palestine. The Russian clerical authorities fear the German Protestant rule in Jerusalem, where the orthodox pilgrins are ten times more numerous than those of all other creeds together. It is said that Russia in order to counteract the Anglo-German agreement has come to a closer understanding with Austria, by which these two countries and France will jointly oppose the increasing influence of Germany in the Orient and will in no case permit the Turkish cessions to Germany. The bulk of the German newspapers express the opinion that Emperor William's trip will yield little tangible good, but will create much jealousy upon the part of interested powers, who will endeavor to destroy any German projects in Asia Minor. The Geoman comic papers are also poking fun at the emperor and his new crusade, leading in some cases to prosecutions on the charge of les majeste. The police confiscated the last number of Simplicissim, owing to the compilation of a poem entitled, "In the Holy Land," ironically congratulating Palestine on receiving such august visitors, and saying that Golgotha will be able to boast not only of hearing the last words from the cross, but the first of Emperor William's.

The German newspaper correspondents with Emperor William highly praise the lavish hospitality of the sultan of Turkey, which, however, has created intense dissatisfaction among the Turks. Placards have been posted on the mosques and in the streets of Stamboul denouncing the extraordinary sums spent on the emperor, which money, it is further pointed out, comes out of Mohammedan pockets.

It is said the sultan offered to present Emperor William, on the occasion of the latter's arrival at Jerusalem, with the famous "Chamber of the Last Supper," but the German emperor thanked the sultan and declined the proposal on the ground that the building also contained Turkish religious relics. The emperor, it is further asserted, will get some other valuable present instead.

Another report says that the sultan insisted upon paying the entire expenses of the emperor's tour out of his own private purse. The German newspapers in asking for a denial of this report declare that while the emperor was in Constantinople he had for reasons of foreign policy, to be the sultan's guest, but they add, that so soon as his majesty set foot on the Holy Land as a Christian pilgrim there was no longer anything in common between him and the sultan and he could not remain the latter's guest. Their imperial majesties have been receiving addresses from the German colonies at each town they have visited. Replying to the Germans at Sarono the emperor said he was pleased to see that the good relations he had maintained with the sultan and the Ottoman empire had benefited his German subjects in the East generally. Continuing the emperor remarked that the more the Germans in the East clung to their native country the more would they constitute a civilizing and useful element in the Turkish empire and it was in recognition of this fact that the sultan had extended his benevolent protection to German residents.

The French crisis is anxiously watched in Germany, and on the Fashoda question the German government, as well as the German newspapers, distinctly side with Great Britain as British dominion over the Soudan is held to be in every respect better for German's interests, and this is the case especially from a commercial point of view.

London Notes.

LONDON, Oct. 29.—The Broad Arrow refers to the alleged failure of Major-General Gascoigne to discharge his duties as commanding officer of the Canadian forces. The major-general's appointment to the post at Hongkong, the papers say, was no doubt intended to convey a direct expression of approval of his conduct in Canada.

The directors of the Canadian Produce Supply company are greatly disappointed over the failure of Canadians to subscribe for shares. Fifty thousand shares are called for, but so far only 5,000 have been subscribed.

Baratier Leaves For Egypt.

PARIS, Oct. 29.—Captain Baratier, the bearer of Major Marchand's Fashoda report, started for Egypt today with the government's instructions to Major Marchand.

THE MINING REVIEW

Shipments For the Week Valued at Over $132,000.

BROKE ALL PAST RECORDS

The Commander to Sink to the 500-Foot Level Before Crosscutting—Sinking on the Centre Star—New Power Plant For the Gertrude.

The shipments from the Rossland mines for the week ending last night, again surpassed all records. This time the output of the camp reached the enormous total of 4,415 tons. The growth of the camp within the past year is evident when the output for the past seven days is compared with the shipments for the same week in October of 1897. Then the shipments amounted to 1,425 tons, and it was a very creditable record at that time, too. Within 12 months the increase has been a trifle less than 300 per cent. The Le Roi broke its own private record for ore production last week, and put out 3,475 tons. The War Eagle is credited with 900 tons, and the Iron Mask with 40 tons. On the basis of $30 per ton as the average value of the ore, the product of the camp for the past seven days was $132,450, equal to nearly $20,000 per day, or $6,986,400 per year.

Subjoined in the usual weekly review of the work done during the past seven days in some of the more important mines of the camp.

WAR EAGLE.—The machinery for the new electrical hoist and compressor is being erected very rapidly. Some idea of the size of the equipment can be gained from the fact that four of the smallest pieces in connection with the hoist weigh 45,000 pounds. Getting the immense castings up the hill is proving a serious problem, but it is being successfully solved by the Rossland Warehouse & Transfer company, which has the contract for the work. It is still uncertain when the new hoisting works will be in running order. As soon as the plant is in operation, the development of the mine will be centered around sinking the new working shaft. It is now down about 700 feet, and it is expected that within the coming year it will be sunk at least to the 1,100-foot level. That rate of sinking is to be continued indefinitely, and the superintendent of the mine, J. B. Hastings, expects to have at least 400 feet of ground constantly opened ahead of the force engaged in removing ore. At present practically all the ore that has been broken down except in development has been taken from the levels above the 300-foot drifts, so that there is already 400 feet of virgin ground below that point. The new electric lighting plant is being received, and the underground workings of the mine are to be illuminated with incandescent bulbs. Electric bells are also to be put in. All the surface workings of the mine, and probably the underground levels as well, will be connected with the office of the manager by means of telephones. The pay roll contains 220 names.

JUMBO.—The crosscut in the upper tunnel continues to show some very good iron and quartz, although the most of it is not quite up to shipping values under the present conditions. M. R. Galusha, the manager of the property, expects that the big chute of high grade ore met in the upper workings will be met soon. The new tunnel is in about 50 feet and the solid formation has been encountered. Timbering is no longer necessary. The workings yesterday showed much quartz and iron, and it is expected that the ledge will be met inside of 100 feet. The new tunnel will give a depth of about 475 feet on the dip of the vein, or a vertical depth of about 400 feet. Ten men are at work.

LE ROI.—The station at the 800-foot level in the shaft is being cut out. It will be 18x25 feet in size. The shaft itself is down about 820 feet. The big chute of high grade ore that was lately met in the hanging wall side of the ledge at the 550-foot level has also been encountered at the 500-foot workings. The shipments last week from the mine broke all records in the camp. They amounted in all to 3,475 tons, equal to a daily average of nearly 500 tons. For the entire month of October the shipments have been very nearly 13,000 tons. They would have been considerably more but for the delay in getting cars wherein to remove the ore as fast as it was raised.

GRAND PRIZE.—Superintendent McDonald has been busy for the past week opening a very promising quartz lead on the east end of the property. A cut some 18 feet deep has been made, and it shows over four feet of calcite and quartz carrying much iron. It is probable that sinking will be commenced on the showing that has just been uncovered, and the ledge will be developed at depth. On the west end of the property Mr. McDonald has done considerable surface work lately and he is satisfied that the southerly ledge on the Grand Prize ground at that point is the Deer Park lead. Three men are working on the property.

GERTRUDE.—The shaft is down 115 feet, and the showing is very little changed. It appears now that the shaft has been sunk in the foot wall. Some surface work, about 35 feet north of the mouth of the pit, has exposed some very promising mineral, and it is believed that the main ore body lies in that direction. Crosscutting for the entire width of the property, 600 feet, is to be commenced at the 200-foot level in the shaft. A new steam hoist is to be installed at once, and excavation for the shaft house has been commenced. The tunnel is in about 100 feet. Fifteen men are employed at the Gertrude.

COMMANDER.—The shaft is down 270 feet, and good progress is being made in sinking. Four feet of good copper ore was lately passed through, but it has dipped out of the line of the shaft, which is being sunk vertically. The bottom of the workings is still in ledge matter, and no little mineral is encountered. The shaft will be sunk to the 500-foot level before any crosscutting is done. The formation is constantly growing more firm, and it is believed that at the 500-foot level all surface disturbances will have been left behind. Fifteen men, divided into three eight-hour shifts, are employed at the Commander.

MASCOT.—The tunnel is showing about two feet of mixed ore. The winze is down 43 feet, and shows about two feet of good mixed ore, while the rest of the shaft is well mineralized. The ore in the shaft continues of a very good grade. The new compressor plant building is nearly framed. The building is 70x26 feet in size. At a recent meeting of the company directors in Montreal it was decided to discontinue Sunday work on its properties, and accordingly operations will in future be carried on only six days in the week. Twenty-one men are on the Mascot pay-roll.

CENTRE STAR.—Sufficient excavation in preparation for the new shaft has been done to allow sinking to be commenced, and the shaft will be started this week. It will have a northwesterly dip. An immense amount of excavation will be done in order to make room for the new gallows frame which will be erected early in the spring. The contract for the foundation stones of the hoist has already been let. Underground, good progress is being made in the raise from the tunnel level, and it is now up about 40 feet. Sixty men are employed at the property.

WALLINGFORD.—W. C. Archer is about to let a contract for driving the main tunnel 100 feet further. The tunnel, which is of the crosscut variety, is now in about 140 feet, and it is expected that the completion of the new contract will be accomplished about January 15, when the ledge will be tapped at a depth of 150 feet. New cabins are being erected, and a force of men will be put to work this week repairing the trail leading to the property.

COLUMBIA-KOOTENAY.—The new No. 6 tunnel has been commenced. It is 150 feet below the present No. 5 tunnel, and will give a depth of about 80 feet at the westerly end of the group. Work is continuing without any material change in the various levels already under way in the property. A new stone powder magazine, one of the best and most substantial in the camp, has just been completed. Superintendent Macdonald is employing 43 men.

GOPHER.—The winze which was being sunk at the 100-foot station in the tunnel has been suspended on account of water, pending the inauguration of power, when a pump will be put in place and an air drill will be used in sinking. Two shifts of miners are employed driving a crosscut in the tunnel. The crosscut is now in about 25 feet and shows two feet of good quartz and iron ore,

ABE LINCOLN.—The shaft is now down about 187 feet and at that level the bottom of the workings shows much quartz impregnated with mineral. The showing is the best that it has been for some time. At the 200-foot level crosscutting will be commenced. The present horse whim will be sufficient to sink the shaft slightly below the 200-foot level, after which steam will be used. Four men are working in the property.

IRON COLT.—It is expected that the development of the property will be resumed with a small force of men some time in November. Already $6,000 has been placed at the disposal of the officers with which to resume operations. Sinking will be commenced from the main tunnel level, and the winze will be sunk to a depth of 500 feet before crosscutting is commenced.

GIANT.—The shaft is down about 100 feet, and close to six inches of good mineralized quartz is being followed on the foot wall side. In the tunnel, which is in about 100 feet, the face of the workings is freely sprinkled with mineralized rock, and it is believed that the main chute which was met in the shaft is being neared. Ten men are at work.

Jo-Jo.—The company is considering starting work again on its property, which lies near the Commander on the road to Trail. A long open cut along the ledge was made two or three years ago, but since then not much has been done. Exploratory work in the cut is now in progress.

No. 1.—The shaft is down 200 feet and the station is being cut out preparatory to crosscutting. The tunnel is in somewhat more than 225 feet, and shows between five and six feet of beautiful copper ore.

DEER PARK.—The shaft is nearly down to the 300-foot level. Crosscutting is to be commenced as soon as the station can be cut out. Fifteen men are at work. No change is reported in the showing.

IRON HORSE.—On the Iron Horse the double-compartment shaft has reached a depth of 55 feet. The shaft house is completed and grading is in progress for the compressor plant.

SOUTHERN BELLE.—The winze is rapidly nearing a depth of 50 feet. Some copper sulphides and some quartz continue to be met. The property is employing seven men.

ALBERTA.—The new west drift from the main tunnel is in about eight feet. It shows 12 inches of promising quartz, sprinkled with iron. Three men are at work.

EVENING STAR.—Crosscutting for the ledge continues under three eight-hour shifts. It is believed that the vein is close at hand. Six men are at work,

COXEY.—The tunnel is in about 600 feet. The ledge has not yet been met, although some two feet of mineral was lately struck. Five men are at work.

SUNSET No. 2.—Work continues in the long crosscut which is being driven to intercept the ledge at the point where the first assessment work was done.

WHITE BEAR.—Crosscutting is continuing at the 205-foot level. No change is reported. The property is employing 18 men.

ROSSLAND SOUVENIR.

A Fine Advertisement For the City and Its Mines.

The Rossland Souvenir has been published, and a few advance copies reached Rossland yesterday. The main edition will be here this week. The souvenir, which is happily entitled, "Rossland in 1898," is typographically a very handsome publication, while its contents describe tersely, yet comprehensively, some of the facts about the camp that outlanders are most interested in. The little volume is illustrated throughout with illustrations that illustrate, from photographs taken especially for the souvenir by Carpenter & Co., Rossland.

One of the features is a description of the Aberdeen banquet, and the speeches delivered on that occasion are published in full. There is also a photograph of the banquet hall while his excellency was replying to the toast in his honor.

Public buildings and city officials are pictured, and there are views of most of the leading mines of the camp, accompanied by compact articles on their history and resources. In short the work forms a splendid advestisement for the city and the mines.

A Parcel Post Treaty Signed.

WASHINGTON, D.C., Oct. 29.—Sir Julian Pauncefote, the British ambassador, and Postmaster-General Smith today affixed their signatures to a parcel post treaty between the United States and the British colony of Trinidad. The treaty is drawn upon the regular form of the universal postal union.

Columbia & Western Ry

SCHEDULE.

Effective Monday, Aug. 5, 1897.

WESTBOUND. No. 5	No. 1		EASTBOUND. No. 2	No. 5
15:45	21:00	ROBSON	20:00	14:30
17:00	21:45	TRAIL	18:50	13:15
	22:05	ROSSLAND	18:00	

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

Train No. 6 will leave Smelter for West Robson at 11:30; arrive West Robson 12:45.

Train No. 5 will leave West Robson for Smelter at 14:30; arrive West Robson 15:45.

All trains daily.

F. P. GUTELIUS, Gen. Supt

Kaslo & Slocan Railway

TIME CARD.

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

GOING WEST	Daily.	GOING EAST
Leave 8:30 a.m.	Kaslo	Arrive 4:30 p.m
" 8:55 "	South Fork	" 3:05 "
" 9:45 "	Sproule's	" 2:10 "
" 10:00 "	Whitewater	" 2:00 "
" 10:08 "	Bear Lake	" 1:50 "
" 10:20 "	McGuigan	" 1:38 "
" 10:34 "	Payne Tram	" 1:23 "
" 10:35 "	Cody Junction	" 1:22 "
Arr. 10:45 "	Sandon	Leave 1:15 "
	CODY LINE.	
Leav 11:00 "	Sandon	Arriv 11:50 a.m
" 11:10 "	Cody Junction	" 11:50 "
Ar 11:25 "	Cody	Leav 11:35 "

ROBT. IRVING, G. F. & P. A — GEO. F. COPELAND, Superintenden

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Attractive tours during the season of navigation on Great Lakes via Duluth in connection with the magnificent passenger steamers Northwest and Northland.

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AND SOO PACIFIC LINE,

IS THE MOST DIRECT, QUICKEST AND CHEAPEST ROUTE

To All Eastern and European Points

To Pacific Coast, China, Japan and Australia Points.

TOURIST CARS

Pass Revelstoke daily to St. Paul.

Daily, except Wednesday, to Eastern Canadian and U. S. points.

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6.00 P. M. Leave — Rossland — Arrive 11.05 P. M.

Connects west Robson with Columbia river steamers from and for the north and with C. & K. branch trains from and to Nelson, Kaslo, Sandon and other Slocan points. Tickets issued through and baggage checked to destination.

Ascertain Rates.

And full information by addressing nearest local agent or

A. B. MACKENZIE, City Ticket Agent, Rossland.

P. G. DENISON, Agent, Rossland.

W. F. ANDERSON, Travelling Passenger Agent, Nelson

E. J. COYLE, District Passenger Agent, Vancouver

Spokane Falls & Northern

Nelson & Fort Sheppard R'y

RED MOUNTAIN RAILWAY

The Only Direct Route to Nelson, Kaslo, Kootenay Lake and Slocan Points.

Every day in the year between

SPOKANE, ROSSLAND AND NELSON.

No. 4 for Spokane and Pacific Coast connection leaves Rossland at 8:45 a.m.
No. 6 for Nelson, Kaslo and Slocan points, leaves Rossland at 12:05 p.m.
No. 3 from Nelson, etc., arrives in Rossland at 11:20 a.m.
No. 5 from Spokane and Pacific Coast points, arrives in Rossland at 3:10 p.m.

No change of cars between Spokane and Rossland.

Tickets on sale all over the world.
Close connections at Nelson with steamers for Kaslo and all Kootenay lake points.
Passengers for Kettle river and Boundary creek connect at Marcus with stage daily.

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And All Points in the Boundary Country

Leaves Bossburg at 12 o'clock noon.
Arrive Cascade City 5:30 p m. Grand Forks 8 p m.

Private conveyances, with or without drivers, furnished to and from any point.

Bell & Duncan

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The Burlington's St. Paul-Chicago Limited,

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Pronounced by Mr. Pullman the "finest train that ever stood on wheels."

Lighted by electricity. Heated by steam. Compartment and standard sleepers, buffet-smoking-library car, chair cars, a la carte diner.

No Extra Fares.

Leaves St. Paul Union Depot at 8:05 p. m. daily—after arrival of trains from Montana and the Pacific Coast.

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Safest and Best.

Solid Vestibule Trains Equipped with Pullman Palace Cars, Elegant Dining Cars, Modern Day Coaches, Tourist Sleeping Cars

Through tickets to all points in the United States and Canada.
Steamship tickets to all parts of the world.
Tickets to China and Japan via Tacoma on Northern Pacific Steamship Co.

Trains depart from Spokane:
No. 1, West at 3:40 p. m., daily.
No. 2, East at 7:30 a. m., daily.

For information, time cards, maps and tickets apply to agents of the S. F. & N.

E. W. RUFF, Agt. R. M. Ry., Rossland, B.
F. D. GIBBS, General Agent, Spokane, Wash.
A. D. CHARLTON, Ass't. Gen. Pass. Agent, 255 Morrison St., Cor. 3rd, Portland, Ore

O.R.&N.

DEPART FOR	TIME SCHEDULE From Spokane	ARRIVE From
Fast Mail 5 p. m.	Portland, San Francisco, Pendleton, Baker City, Salt Lake, Denver, Fort Worth, Omaha, St. Louis, Chicago and East.	Fast Mail 7:45 a. m.
Moscow and Cœur d'Alene Local 8 a. m.	Tekoa, Wallace, Wardner, Garfield, Colfax, Pullman, Moscow.	Moscow and Cœur d'Alene Local 6:40 p. m.
8 p. m	From Portland Ocean Steamships All sailing dates subject to change. For San Francisco—Sail Oct. 8-11-14-17-20-23 26-29	4 p. m.
7 p. m.	To Alaska—Sail Sept. 17.	5 p. m.
8 p. m. Ex. Sunday	Columbia River Steamers To Astoria and Way-Landings.	4 p. m. Ex. Sunday
6 a. m. Ex. Sunday	Willamette River Oregon City, Newberg, Salem & Way-Land's	4:30 p. m. Ex. Sunday
7 a. m. Tues. Thur and Sat.	Willamette and Yamhill Rivers Oregon City, Dayton, and Way Landings.	3:30 p. m. Mon., Wed. and Fri.
6 a. m. Tues. Thur. and Sat.	Willamette River Portland to Corvallis and Way-Landings.	4:30 p. m. Tue. Thu. and Sat.
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