

THE FIRE AT OTTAWA

Alderman McRae Tells How the Conflagration Started.

HE LIVED THERE FOR 25 YEARS

In Addition to This He Received Telegrams From His Friends and Was Therefore Able to Give a Very Clear Account of the Disaster.

Mr. Hector McRae, who lived 25 years in Ottawa, in speaking of the recent fire there and in Hull, yesterday said: "The fire started west of the Roman Catholic church in Hull, a part of the city which is composed of wooden slacks, similar to those of a Western mining camp. The people occupying these shacks are mill hands who work in the mills and yards during the summer season, and in the woods during the winter. The pay of a mill hand will not average more than \$1.50 per day during the summer season and in the winter time from \$25 to \$35 per month and board. Consequently at this season of the year they have little or nothing ahead in case of emergency. From information which I got from home I should think the number of these people rendered homeless will range from 7,500 to 8,000 all told. On the Ottawa side of the river in Rochesterville and St. Louis dam I should think there are about 5,000, composed principally of mill hands and employes, carmen, etc. They are better provided for, as a rule, than those on the Quebec side. One of the great drawbacks in Hull is the fact that most of the land is held under leasehold so that there is no inducement for people to put in a better class of houses upon it. The greatest loss to the community is the destruction of the E. B. Eddy Company's works, on Main street in Hull. There Mr. Eddy had completed the finest paper mills in Canada, supplying over 75 per cent of the newspapers in Canada with their stock. He also had paper box factories, pail and tub factories, and probably one of the largest match factories in the world. By the destruction of these works alone over 2,000 people are thrown out of employment for a year or more. Mr. Eddy, however, is a man of indomitable nerve, and without a doubt he would have a gang of men on this morning removing the debris and within a week or ten days will be starting foundations for the new works. This is the third or fourth time that Mr. Eddy has been burned out, and he has commenced building before the others were fairly cool. His office and warehouses were solid stone structures and the latter were always heavily stocked with goods ready for shipment. His residence, of beautiful cut limestone, cost something over \$100,000, all of which has been burned. The fire, evidently, through a freak, missed the Hull lumber company's mills, which have a sawing capacity of about 60,000,000 feet per season. It then followed the inter-provincial bridge, a new steel structure, erected under the late government. The roadway over this bridge, of course, was heavily planked, and consequently the bridge was destroyed through this wooden portion catching fire. Immediately opposite the Big Kettle, a few hundred feet west of the bridge on the Ontario side, is Jarbeau's big mill, with a daily capacity of 600,000 feet, which escaped destruction.

"The fire then attacked Booth's lower lumber yard, the Baldwin Iron Works, Farr's planing mill, the Ottawa Electric Light and Power Company's works, Mc Kay & Company's flouring mill and elevators, the Ottawa Electric Railway company's power house, the Victoria Foundry, Ottawa Saw Works, Ottawa Carbine company's works, and the steam plant of the Ottawa Electric Light company. The destruction of the electric works will easily cost \$1,500,000.

"The fire continued on through Booth's lumber yard on the east and west side of Bridge street, the lumber on the west side carrying the fire to the Canadian Pacific railway yard, where the bulk of the coal for the city and railroad consumption was stored. The Samuel Rogers Oil company occupied the same ground with their big storage tanks. The coal, railway buildings, warehouses, etc., as well as the oil in the tanks, were consumed."

"The fire then travelled north and south, going up the river as far as Skead's mills, about three miles west of the station and southeast past the waterworks power house at Booley's bridge. A big stone bluff, about 50 feet high stands south of Wellington street, which served as a shield for the main business portion, the chief residence quarter and the government buildings. The fire then went south about two miles to St. Louis dam, consuming in its passage many beautiful private residences and large quantities of lumber on Booth's piling grounds at the dam.

"Roughly figuring, I should say that the loss will exceed \$13,000,000, the greater proportion of which will fall on the proprietors of the several industries whose plants and stocks were consumed.

"The insurance companies, I understand, estimate their losses at \$3,000,000. The most of the lumber in the yards was owned by the Export Lumber company, of New York; Shepard-Morse Lumber company, of Boston; the Standard Oil company and R. M. Cox & Co., of Liverpool. The destruction of lumber will be in the vicinity of \$4,000,000.

"Some 20 years ago Mr. Alfred Perry, the head of the Underwriter's association at Montreal, predicted just such a fire as has taken place. He then recommended to the city of Ottawa to put a fire steamer on the river between the two cities. Had the city of Ottawa acted upon his advice the fire would certainly not have gained such headway on the Ottawa side, and doubtless would have been prevented from crossing the river. It is not at all likely that the saw mills which are destroyed will be replaced at Ottawa, as the tendency now is, with cheap railway transportation, to get the mills further up the river and as close to the timber limits as possible. There is no doubt whatever that other industries will take their place, as the owners of the water rights are progressive, go-ahead people with ample capital for the construction of plants for other industries.

"One of the victims of the fire was the old watchman, Mr. Dault. He has been in Mr. Eddy's employ for about 40 years, and the poor old fellow died at his post."

AMONG THE TWIRLERS.

The Rossland Base Ball Club Has Secured Its Battery.

The Rossland club is perfecting its organization. The intention is to play good ball this year, and the outlook is that the best series of games yet played will be given. The club has secured the grounds for the season, and will have absolute control of them. Practise games are frequently held and the club is increasing its efficiency by paying a great deal of attention to team work. Pitcher Neffzer will be here tomorrow. He is a first class twirler, and the rivals of the Rossland team will have to bat well to make many hits when he is in the box. The club has secured a pitcher in Patrick Dwyer, of Montana, who has played for the leading teams in the Montana state league and in the interstate league of Washington. He is also a good all round player, being a good batter, fielder and base runner. William Gibson will be the relief pitcher. He has good speed and can throw a good curve, but he has not the best of control. He is practicing and will in time make a first-class pitcher. Joseph Holland will play on third base and will be the relief pitcher. Base ball enthusiasts know that Mr. Holland is a first class player.

The finance committee of the base ball club was out on a collecting tour yesterday and secured the following contributions: Harry Mackintosh, \$15; Ed Watkins, \$10; A. Klockmann, \$5; P. Burns & Co., \$15; Jack Mathews, \$5; Martin Sal Co., \$15; J. C. Spellman, \$5; Jack Hackington, \$5; N. S. Burritt, \$10; Cunningham & McDowell, \$5; Shea & Davis, \$5; Rossland Warehouse & Transfer company, \$10; Jerome Landis, \$5; A. B. Mackenzie, \$5; J. L. Lindberg, \$5; total \$110.

BACK FROM CALIFORNIA.

Messrs. Sharpin and McCallum Return After Three Months' Absence.

Messrs. A. E. D. Sharpin and J. K. McCallum have returned from a three months' stay in California. They spent most of the time in the vicinity of San Francisco and Napa, and are loud in their praise of the climate, the crops and the country generally. They say that it is pleasant to pass away the winter months among the orange groves and where roses grow the year round. The exodus from California to Cape Nome, they say, will be very large. It is a species of fever, and one man who is middle aged and had a position which paid him \$250 a month and free house rent for his family, threw it up in order to take his chances at striking a fortune in the new gold fields. Hundreds are equally foolish, and the result will be that a large majority of those going to Alaska will be disappointed and come back poorer in health and pocket than when they started.

ALEXANDER CALDER DEAD.

McDonald's First Partner Expires at Fort Selkirk.

Alexander Calder, one of the wealthiest miners of the Klondike, and the first partner of Alexander McDonald, died at Selkirk on March 29th from the effects of a severe cold. News of his death has been received by his wife, who is living at their home on Terry avenue, Seattle. The remains have been buried at Selkirk, but his Calder will go north to attend to the settling of her husband's affairs and will bring the remains to Seattle for final interment.

Mr. Calder was well known among all mining men of the north. He was born at Sidney, Nova Scotia, in 1855, and went to the Klondike from Colorado three years ago. He early became associated with McDonald, and when the latter made his trip to Europe last year he gave to him his power of attorney and placed him in exclusive charge of all his extensive interests on Eldorado creek and other southern parts of the Klondike.

He came out to the States last fall and spent the winter with his wife in traveling through east and southern California. He bought a home in Seattle and then started for Dawson, leaving Mrs. Calder in Seattle. While on his way in he contracted the cold that resulted in his death. He was rated one of the wealthiest men in the Klondike, and was generally admired for his generosity and open heartedness. He had no children.

THE BOUNDARY SPURS.

The Manner in Which They Are to Be Completed.

The last issue of the greenwood Times has the following to say of the construction of spurs from the C. P. R. in the Boundary country to the different places: "Immediately after the men had come in from work last evening after finishing up ballasting on the Deadwood spur, orders came from Trail to remove the construction train the same night down to Grand Forks, where the men started work this morning in laying the rails for the spur from that point to Granby smelter. It is expected that it will take nearly a week to finish the spur, when the whole outfit will be removed to Hartford junction to finish the laying of steel into Phoenix, and to the several mines in that camp, and to the Golden Crown and Winnipeg mines in Wellington camp.

Again Midway will be disappointed, as it had given out that the balance of the main line between here and the terminus would be ballasted just as soon as the Deadwood branch was finished up. It is evident that great pressure was brought to bear on the construction department by Jay P. Graves on behalf of his various mining companies and the Granby smelter so that the spur to the mines around Phoenix should be built, as now that roasting of ore at the smelter has started it is necessary to keep it going, and this can be the more easily done by hauling ore from the Phoenix mines."

A New Train.

The Chicago, Milwaukee & St. Paul Railway company will place in service April 29 a new train between St. Paul and St. Louis, called the "Flying Dutchman." The train will have through sleeping cars and be first-class throughout. Ask any ticket agent for particulars or address: C. J. EDDY, General Agent, Portland, Ore.

BANKERS WERE BANQUETTED

RECEPTION AT GRAND FORKS TO MESSRS. KENNY AND SMITH.

Address by the President of the Merchants' Bank of Halifax—A Very Enjoyable Affair.

Grand Forks, April 27.—(Special)—A complimentary dinner was tendered last evening at the Yale hotel by the citizens of Grand Forks to Mr. J. E. Kenny, president of the Merchants' Bank of Halifax, and J. M. Smith, manager of the Rossland branch of the bank. About 60 prominent citizens were present, and Mr. E. S. Biden occupied the chair. The decorations were thoroughly elegant and artistic, and the whole affair passed off in the most thoroughly enjoyable manner.

The company entered the dining room shortly after 8 o'clock, and after the more substantial portion of the banquet had been shown full justice a number of capital speeches were made in response to the toasts proposed. "The Queen" having been responded to in the usual formal manner, Mr. Biden asked the company to pledge "Our Guests." In proposing the toast calling upon Mr. Kenny and Mr. J. M. Smith to respond, he said: "As citizens of Grand Forks," he said, "we delight in honoring these guests, who represent an institution which has been very kind to Grand Forks, and of which we are pleased to show our appreciation. I doubt very much whether any one in this city has not been the recipient, directly or indirectly, of favors coming from them."

In rising to respond, Mr. Kenny was received with great applause. During the course of his remarks he said: "It has frequently been remarked by visitors to Canada from the mother country and from our well-beloved cousins to the south, that we Canadians are a bashful people. This is particularly so in Nova Scotia. So great is our diffidence and bashfulness there, that these traits actually retard our advancement and mar our usefulness. Gentlemen, I am the most bashful of bashful Nova Scotians, and, considering this fact you must appreciate my feelings on being called upon to address you this evening.

"I wish to thank the chairman and company for their expressions of goodwill and their open-handed hospitality. I recognize in this gathering an evidence of your appreciation of the fact that the bank which I represent was the first institution of the kind to come to your city. For this reason and not from any personal motives, I believe, you do me the honor to compliment me.

"As soon as we heard in extreme eastern Canada, of the wonderful mineral development of British Columbia, we sent two officials of the bank to this section with full power to establish agencies, and I must say, gentlemen, that we have never regretted coming to this country."

"But, joking aside, we owe the presence of the bank here to Mr. Smith, and much credit is also due to Mr. Miller, your local manager.

"It is a source of very great pleasure to me to find that the bank has been useful to your city, and I can assure you that you will find the bank always thoroughly identified with the interests of this community."

Mr. Kenny paid a high compliment to the Eastern Townships bank, and told of his trip from Halifax to Cuba, thence across the Southern states to the Pacific coast and north to British Columbia.

"I have heard so much concerning this section," he said, "but the half has never been told. I am delighted with what I have seen and heard in this neighborhood. I was prepared to witness great progress, but your country has far exceeded my expectations. The people in the East are extremely ignorant of conditions here—nothing can be written or said that can do this section justice. Upon my return I shall advise my friends to come and see for themselves.

"No description can convey an idea of the wealth and great future in store for this country. You are surrounded by great mineral deposits, and their development must mean a large accession of wealth and prosperity to the district. You are fortunate in having a smelter here, for it will have a great influence on astern investors. The smelter and city are both fortunate in having Mr. Graves as its managing spirit. His name is one that is well known in the money circles of the East.

"In addition to your mineral, you have a diversity of occupations, and wealth. I have seen the fertile lands of this valley, and am certain that farm settlers will be amply rewarded for their labor. The mines will furnish them an inexhaustible market. Then there is the lumber industry, your excellent climate—as good as any in the world—and I must say your scenery is magnificent. We, of the East, go to Europe to gaze on scenery which cannot compare with that of British Columbia.

"I find here an intelligent, industrious, hustling, law-abiding people. With such a population and such a country, this city must prosper and this district soon become the happy home of a large and prosperous population.

"A reference to the city would not be complete without including some reference to this reception and welcome. Before coming here I had heard of its excellence, and feel safe in saying that no town of the same size in Canada contains so good a hotel. It adds to the many attractions of the town."

Mr. J. M. Smith followed, speaking on lines similar to those followed by Mr. Kenny. The other toasts were then proposed and responded to. "Our Banking Interests" was ably responded to by Mr. Miller. His following by Mr. McLaughlin of the non-union Townships bank, in his own inimitable style of oratory. The next toast, "The Mining and Smelting Interests," was handled by Mr. Graves. A toast to our sister town, Columbia, was acknowledged by Mr. McCallum in a neat address. "Our Mercantile Interests" received the attention of Mr. Powell, of the Hunter-Kendrick company, who gave some figures regarding business here that were startling. Jeff. Davis spoke on the same subject from

the standpoint of a pioneer of the city. T. W. Holland proposed a toast to Alex. Miller, who responded gracefully, and "The Professions" were then discussed by Mr. Ekstein from the lawyers' standpoint and Dr. Northrop on behalf of the medical fraternity. Solicitor Potts of Greenwood was also called upon, and made an interesting address.

The employees of the bank, Messrs. Fripp, McDonald, Ward and Stearns, essayed a few remarks. Mr. McLaughlin proposed a toast to the press, to which W. A. Harkin, F. H. McCarter and Rube Hull responded. A toast to the Yale hotel, coupled with the name of John Manly, was acknowledged by the latter gentleman.

T. W. Holland gave an exhaustive review of business conditions in Grand Forks, in response to the toast "Our City," and Commodore Biden responded to a toast to the toastmaster. The last toast was to the ladies, and was appropriately given by Colonel Haywood.

SAILED LAST WEEK.

Mr. A. J. McMillan is on His Way Out From England—His Views.

Mr. A. J. McMillan sailed from Liverpool on Thursday afternoon for Montreal on the Allan liner Parisian en route for Rossland.

On the way out he will visit the chief centers, including New York, Montreal, Ottawa and Winnipeg, and in addition to seeing leading capitalists in the east, will interview Premier Laurier and other members of the Dominion government, and politicians in Ottawa on various matters, and also with reference to the present political situation in British Columbia.

In a recent communication, in commenting on provincial matters, Mr. McMillan said he felt that it was of the utmost importance that the Kootenays should be represented by well known mining men in close touch with all classes of mining interests and in whom capitalists and the public throughout the Dominion and even in Great Britain, have every confidence, and who would do everything in their power to build up and to promote in every possible way the best interests of the province at large, and this latter aspect of the question has been especially impressed upon him by the attitude of investors towards British Columbia in consequence of the actions of the legislature during the past session.

A number of Mr. McMillan's personal friends have urged him to run for the legislature, but his decision in the matter will not be definitely known until his arrival.

W. D. HASKINS HOME.

Says California People Take a Deep Interest in Rossland.

Mr. W. S. Haskins, superintendent of the Nickel Plate road from California, has returned from California. While there he spent most of the time in San Francisco, Grass Valley and Nevada city. He latter is in a mining and a fruit growing region, and is one of the old mining camps in California. Mr. Haskins says that Nevada City is lively, and that when he was there it was difficult to secure a room at the hotels. California generally is prosperous, as there was a good rainfall during the winter, and the result is that the crops are abundant. Renewed interest is being taken in mining. The people, he says, of the mining sections of California manifest a great deal of interest in Rossland, and asked numerous questions concerning it. Mr. Haskins says he crammed himself with information concerning this section before he left here, and therefore was able to spread a great deal of information around concerning this country.

A Successful Trip.

Professor F. R. Blochberger has returned from a visit to Portland after an absence of seven weeks. His visit was made in the interest of the several mining companies in which he is interested. He reports that he was successful in making several deals. Among these is one by which work is to be resumed on the properties of the Umattila Mines. This company owns three claims on Sophie ridge. The intention is to have these claims surveyed, crown granted and to put on a full force to develop them. He also states that work is to be pushed on other properties in which he is interested. In short, he is more than pleased with his visit to his old home in Oregon.

B. B. Oeler, Q. C.

Toronto, April 30.—B. B. Oeler, Q. C., the eminent lawyer of this city, who is well-known throughout the Dominion, has been obliged to cancel all his engagements for some months owing to ill health.



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For information, time cards, maps a ticket apply to agents of the S. F. & N. E. W. RUFF, Agt. R. M. Ry., Rossland, B. C. J. W. HILL, General Agent, Spokane, Wash. A. D. CHARLTON, Asst. Gen. Pass. Agent.

Canadian Pacific Nav. Co (LIMITED.)

Time Table No. 47, taking effect Jan. 1st, 1920.

VANCOUVER ROUTE. Victoria to Vancouver—Daily, except Monday at 10 o'clock a. m. Sunday at 11 o'clock p. m. Vancouver to Victoria—Daily, except Monday at 10 o'clock p. m., or on arrival of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE. Leave Victoria for New Westminster, Ladner's and Lulu Island—Sunday at 11 o'clock p. m. Wednesday and Friday at 7 o'clock. For Plumper Pass—Wednesdays and Fridays at 7 o'clock.

For Moresby and Pender Islands—Friday at 7 o'clock. Leave New Westminster to Victoria Monday at 12:15 o'clock; Thursdays and Saturdays at 7 o'clock.

For Plumper Pass—Thursdays and Saturdays at 7 o'clock. For Pender and Moresby Islands—Thursday 7 o'clock.

NORTHERN ROUTE. Steamships of this Company will leave for Port Simpson and intermediate ports via Vancouver, the 1st and 15th of each month at 8 o'clock. And for Skidgate on 1st of each month.

BARCLAY SOUND ROUTE. Steamer Ties leaves Victoria for Alberni and Sound ports the 1st, 10th and 20th of each month.

KLONDIKE ROUTE. Steamers leave every Wednesday for Wenatchee, Juena, Dyea and Skagway. The Company reserves the right of changing this Time Table at any time without notification.

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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 & Slocan 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.

Spokane Falls & Northern 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.

LEAVE DAILY ARRIVE 10:25 a. m. Spokane 6:30 p. m. 3:35 p. m. Northport 12:55 p. m. 9:15 a. m. Rossland Leave 11:45 a. m.

No change of cars between Spokane and Rossland. Tickets on sale all over the world. Close connections at Nelson with steamers to and all Kootenay lake points. Passengers for Kettle river, Boundary Camp and Boundary Creek connect at Marcus and Boscang with stage daily. E. W. RUFF, Agent, Rossland, B. C. SEATTLE & PORTLAND AGENTS, TRAIL, B. C. H. A. JACKSON, G. P. & S. Spokane, Wash.

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From New York. White Star Line—Oceanic.....May 16 White Star Line—Teutonic.....May 23 Cunard Line—Etruria.....May 12 Cunard Line—Campania.....May 19 Anchor Line—Ethiopia.....May 12 Anchor Line—Furusiada.....May 19 American Line—St. Paul.....May 16 Red Star Line—Southampton.....May 16 N. G. Lloyd Line—Lahn.....May 15 Allan S. Line—State of Nebraska.....May 26

Passages arranged to and from all European ports. For rates, tickets and full information apply to C. P. R. depot agent, or

A. B. MACKENZIE, City Ticket Agt., Rossland, B. C.

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Table with columns: Leaves Daily, Spokane Time Schedule, Arrives Daily. Rows include FAST MAIL, EXPRESS, and other routes.

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H. M. ADAMS, General Agent, W. E. HUBBERT, Gen. Pass. Agt., Portland, Ore.

Kootenay Railway & Navigation Company

OPERATING Kaslo & Slocan Railway-International Navigation & Trading Company.

Schedule of Time Pacific Standard Time Effective Feb. 1, 1920.

Kaslo & Slocan Railway Passenger train for Sandon and way stations, leaves Kaslo at 8 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. INTERNATIONAL Leaves Kaslo for Nelson at 6 a. m. daily, except Sunday. Returning, leaves Nelson at 4:30 p. m., calling at Balfour, Pilot Bay, Ainsworth, and all way points. Connects with S. F. & N. train to and from Spokane at Five-Mile Point.

S. S. ALBERTA LARDO-DUNCAN DIVISION Steamer "Alberta" leaves Kaslo for Lardo and Argenta at 8:30 p. m. Wednesdays.

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

ROBT. IRVING, Manager, Kaslo, B. C.

THE MINN

Iron Mask Velm 450-Fo

SHIPMENTS Y

Rapid Progress With Shaft-Joste and N Ship-Progress at ing Star is Shipping

The account given in review of the work in many mines will be perused with interest by the initiated to the fact that it is of the work substantial necessary for, the real capabilities to be estimated. T bination shaft at the ally rapid, as some been sunk during the Iron Mask judicious further proven the erty. At a depth of is found to be in its usual width and attention is turned to minor properties a camp is the significant is being aggressively detested from the range of shipment 400 tons. Even that ceded but the way is short on a shaft is being carried the Black Bear turning driven down a depth of 35 feet work, barely over this is not for the which is upwards is being made to hole is pierced through broken down and through the Black be found to be not getting through. Otherwise extra in the being extended a needed. On the work on yard rogressively. The b from Messrs. Fra built up and is re stack, which remain battered, nor is the though a fraction has been forward Centre Star-1 is proceeding on the War Eagle. tensive machinery means complete. has not yet arrived blue print of the wanted. In the are being fitted there remains q finished up and workrooms of the room are being dations for the Grading is proceeding of a com the yard is being the excavated e present three-foot race, which will conveniently level of the hoist. T straightened out so as to make e loads.

The regular ship day week from the ily kept up, and sh storage of last wee ments were 2,633 to specially heavy ship upwards of 20 car was split into two the regular freight outgoing passenger ments for the past days, as the altera the last shipment of so late as to preve ended in the minin Star sent one car. Appended is a s ments for the past

We Le Roi..... Centar Star..... Iron Mask..... Evening Star..... Monte Christo..... J. X. L..... Giant..... Total.....

Le Roi—That e deducted from the range of shipment 400 tons. Even that ceded but the way is short on a shaft is being carried the Black Bear turning driven down a depth of 35 feet work, barely over this is not for the which is upwards is being made to hole is pierced through broken down and through the Black be found to be not getting through. Otherwise extra in the being extended a needed. On the work on yard rogressively. The b from Messrs. Fra built up and is re stack, which remain battered, nor is the though a fraction has been forward Centre Star-1 is proceeding on the War Eagle. tensive machinery means complete. has not yet arrived blue print of the wanted