

THURSDAY July 19, 1900

ROSSLAND AND ITS RICH MINES

REPORT ISSUED BY THE ROSSLAND BOARD OF TRADE.

A Condensed History of the Trail Creek Division From Its Start up to the Present Time.

There has been a demand for statistical information concerning the Trail Creek division from many quarters. It has come from the British Columbia board of trade, the minister of mines from the managers of the Winnipeg fair, and from other sources.

The mines of Rossland, at the present time, are giving employment to about 1,200 men (eight-hour shifts) at an average wage of nearly \$100 per month, and the shipments of ore are averaging over 4,500 tons per week, of an average value of \$16.50 per ton, at an average profit, clear of all expenses including development, of \$8.50 per ton.

By the first of December it is conservatively estimated that about 2,500 men will be employed in the mines of Rossland and the average shipments will be close to, if they do not exceed, 14,000 tons per week, which is at the rate of over 700,000 tons per year, worth about \$12,000,000—more than the total mineral production of the whole province for 1899.

The present population of Rossland is about 8,000, and is rapidly increasing. Building is more active this year than at any time since 1897.

A Glance at the Past.

The history of the Trail Creek Mining Division, West Kootenay, British Columbia, begins with the discovery in 1890, in what is now the city of Rossland, of the Le Roi and adjacent mines. The first regular shipments of ore were made in the winter of 1894, and throughout the following year shipments were maintained with more or less regularity, the ore having to be wagoned either to Trail, B. C., or Northport, Wash. Up till the end of 1895 the output of the mines had, however, been merely nominal, as only ore containing from one and one-half to two ounces of gold per ton would pay a profit.

Output for Four Years.

Table with 2 columns: Year, Gross Value. Rows for 1896, 1897, 1898, 1899, and Total.

Reduction in Freight and Smelting Charges.

The tonnage, as will be noted from the above table, has shown a steady increase each year, and owing to the improved means of transportation, due to branch lines of the Canadian Pacific and Great Northern railways being extended to all the principal mines of the camp, and the reduced cost of smelting at Trail and Northport, it has been possible each year to ship profitable ore of a lower grade than would have been possible at an earlier date. Freight and treatment charges on Rossland ores have been gradually reduced from \$14 per ton in 1895 to \$4.50 per ton, which has been the prevailing rate for several months past.

The Output for 1899.

Table with 2 columns: Month, Tons. Rows for January through June.

Total for half year, 71,727 tons. Of this total the Le Roi contributed 51,735 tons, of which 32,000 tons were shipped in May and June. The War Eagle and Centre Star have shipped no ore since the second week in February, when their total shipments were 10,003 and 7,017 tons respectively. The Iron Mask suspended shipments early in March, having 1,435 tons to its credit. The I. A. L. has shipped regularly each month, its output to June 30th being 295 tons. The Evening Star shipped 276 tons in the first four months of the year. The remaining shipments were 273 tons from the Monte Christo in January, 50 tons from the Iron Colt in May and 42 tons from the Giant in January.

The Outlook.

What the outlook for the remaining six months of 1899 is can best be told in the following brief statements, obtained from the managers of the principal mines: Le Roi Mine—The Le Roi mine was shut down from February 8th to April 16th, owing to labor difficulties. It has since been worked with the old machinery while the new plant—costing \$220,000—is being installed as rapidly as the machinery is being delivered. It is believed that by October 1st all mining operations will be conducted through the new five-compartment shaft. The production from the mine will then approximate 1,000 tons per day.

This mine is the most thoroughly equipped and developed property in the district of Columbia. It is opened to a depth of 900 feet, where the ore bodies are of equal grade and of greater extent than those in the higher levels. It has already paid its shareholders dividends of \$1,125,000. Le Roi No. 2—The No. 1, Josie and adjacent properties have recently been taken over by a new company known as the Le Roi No. 2 Limited. These properties are ready to produce ore as soon as the new air compressor plant, now being installed, is ready to run. The output will

be 300 tons per day to start with. Le Roi No. 3—The Nickel Plate and Great Western groups of mines have been acquired by another new company, the Le Roi No. 3 Limited. The Nickel Plate is also ready to produce ore as soon as the ore bins and railway spur, now being built, are finished. The shipments from this group will approximate 250 tons per day.

Le Roi No. 4—The Columbia and Kootenay group is being taken over by a company to be known as the Le Roi No. 4 Limited. On these properties large bodies of low grade ore have been blocked out above the No. 6 tunnel, which undercuts the vein at a vertical depth of 800 feet below the out-crop. The ore chutes in the vein are blocked out to greater depth by working from a three-compartment vertical shaft sunk from the No. 6 tunnel at a point 1,000 feet from its portal. This shaft has already attained a depth of 400 feet, and development work will be extended under the ore bodies, starting from the 200 and 400 levels of this shaft, which are 800 and 1,000 feet respectively below the surface. No tonnage can be named for the capacity of this property, as the output can be fixed at any point from 270 to 750 tons daily, according to the grade found profitable to smelt.

Northport Smelter—The capacity of the Northport smelter is being increased to 1,250 tons per day, and the additions are being so constructed that other additional units of capacity can be quickly added from time to time. War Eagle—Work on the War Eagle, which is at present confined to sinking the main working shaft and opening up levels, is progressing most satisfactorily. The shaft has reached a depth of approximately 925 feet, or 175 feet below the sixth level, the lowest level so far worked. At the 875-foot point a station has been cut out for the seventh level, and crosscutting north and south is being proceeded with to reach the two branches of the vein and open them up by levels. Within a short time the shaft will have reached a depth of 1,025 feet, when a station will be cut out for the eighth level and a like plan of development pursued. It is the intention of the company to push work along these lines as rapidly as possible, with a view of placing the property in a condition to resume regular shipments.

A steam hoist has been installed, replacing the electrical hoist, which did not prove satisfactory, and it is now running smoothly, so that everything above ground is in perfect condition to insure rapid development and successful working of the mine.

Centre Star—In the Centre Star a large amount of marketable ore is blocked out ready for stopping and shipping, just as soon as the new air compressor, now being installed, is completed, which should be before the middle of September. With the compressor in place and the completion of the machine shop, framing shop, warehouse, etc., now being erected, the last requirement of a complete surface plant will have been met, and the future development and working of the mine can proceed without delay or interruption.

The output to be shipped from this mine has not yet been definitely fixed, but it will probably be at the rate of 100,000 tons per year, which together with the shipments from her sister property, the War Eagle, will make an estimated aggregate of about 150,000 tons per year. These two companies are employing a large force of miners and laborers, both below and above ground, and will increase their forces very materially as soon as stopping and shipping begin.

Iron Mask—The Iron Mask has been closed down for the present, for an examination by the experts in the suit with the Centre Star company. Their examination only lasted a few days. The work which they then advise will be proceeded with at once and as soon as that is finished, or as soon as the trial is concluded, which will be some time in September, the mine will resume shipments. The output will be from 60 to 100 tons per day.

Evening Star—The Evening Star mine recently passed into the control of George B. McAulay, of the Cariboo mine at Camp McKinnis. Since then the work of opening it up in a thoroughly workman-like manner is being proceeded with, and ore bunkers with a capacity of 200 tons are being erected. The mine is expected to be a steady producer from now on.

The I. X. L.—The workings of the I. X. L., which consist of three tunnels on level, stopping is confined to the upper workings. The ore is free milling, in this respect differing from all other producing properties in Rossland, but owing to the low freight and treatment rate offered by the smelter, its product is shipped to Northport. The ore body averages about two feet in width, and very high grade ore is found in bunches and chutes. Several small lots have been shipped, running from \$1,200 to \$4,000 to the ton, the average grade of the rest of the ore shipped being about \$25 to the ton.

The Jumbo—The Jumbo is being equipped with machinery and a tramway, and when these works are completed it is intended to begin regular shipments. The mine is opened to a depth of 400 feet, and large bodies of low and medium grade ore have been developed.

Other Mining Properties—A large number of properties in the Rossland camp are being developed in addition to the mines mentioned above. Among others, Elmo, Iron Colt, Homestake and Green Mountain, all of which are equipped with machinery, and with the exception of the Homestake are in the North Belt. It is announced that the Cliff, which shipped several hundred tons of ore two years ago, but which has since been shut down, will shortly resume, as will the Gopher, R. E. Lee and Maid of Erin, all, except the Cliff, being situated in the South Belt.

Sophie Mountain—The Velvet Mine—Sophie Mountain, situated five miles southwest of Rossland, is attracting a good deal of attention, as a large number of properties in that section are being developed, and one of them—the Velvet—has now reached a stage when it is ready to ship in large quantities to justify the construction of a branch railway. This mine is owned by the Velvet (Rossland) Mine, Limited, a new London company with a capital of £200,000. At the annual meeting recently held in London the chairman stated that above the 250-foot level there were now available 100,000 tons of ore of an average value of \$20 per ton. The workings have reached a depth of 200 feet. In the vicinity of the Velvet are the Portland, Douglas, Leifer, (all working) Victory-Triumph, Ruth, Esther, and many other promising but less well developed properties. Just west of the Velvet, on the opposite side of Sheep creek, are Santa Rosa and Nigger mountains, upon which are a large number of mineral claims of a promising character, more or less developed. The Santa Rosa group is being opened by a tunnel, which is now 420 feet long. It has some nine different ledges crossing the slope of the mountain at right angles, and has an elevation of 1,900 feet above Sheep creek within its own grounds. It is intended to resume development of this property almost immediately.

North of Rossland—To the north of Rossland are promising camps on Murphy creek, Sullivan creek, Sheep creek, Norway mountain and Burnt Basin, all except the last being in the Trail Creek Mining division. A large amount of development work in the aggregate is being done in these districts, and some very likely looking prospects are being opened up.

Growth of Rossland as a mining centre is exemplified by the fact that in all parts of Southern British Columbia and the neighboring states of the Union, and land companies are working prospects and mines. A large number of the best properties in the Ymir district are owned here, and this is true to a less extent of the Nelson, Slokan, Ainsworth, Lardner, Trout Lake, Arrow Lake, Fort Steele, Windermere, Grand Forks, Kettle River, In Republic and adjacent camps, and in Okanogan, Washington; in Sumpster, Oregon, and in various camps in Idaho and California, Rossland is well represented.

McNISH-McINNIS.

A Well-Known Rossland Barrister Becomes a Benefactor.

Mr. A. McNish, the barrister and mining operator, has joined the ranks of the benefactors. The E. O. Review of July contains the following account of the event: "A quiet but pretty wedding took place Thursday morning at 8 o'clock at the residence of Miss S. McInnes. The bride was Miss Kate H. McInnes, of Rosegroom, and the groom was Mr. A. McNish, Vankeek Hill, and the bride was Miss Kate H. McInnes, one of the Hill's most charming and talented young ladies. Only a few of the most intimate friends were present who were assembled in the drawing room when the bridal party entered the ceremony in the bay window. This was prettily decorated with bunches of roses and daisy wreaths. The bride, who was given away by her uncle, Mr. A. McInnes, was handsome in a smart tailor-made gown of Khaki in the bodice of which was trimmed with white broadcloth applique and outlined with gold and black beads.

Rev. W. K. Anderson, D. D., who had performed the same ceremony for the bride's parents, pronounced the impressive words that made these man and wife. After the congratulations, breakfast was served in the dining room and about ten o'clock Mr. and Mrs. McNish departed, followed by flowers, old shoes and the good wishes of many friends. The wedding trip will be a tour of several months through Great Britain and the continent, after which Mr. and Mrs. McNish will make their home in Rossland, B. C.

The Maxim Corps.

The No. 1 company of the Rocky Mountain Rifles took out their Maxim gun Saturday to the rifle range and were put through a final drill by Sergeant-in-Chief Knight, who returned last night to rejoin the Imperial forces at Esquimaut where he is permanently stationed, unless called upon to go to China to serve against the murderers of Pekin. Captain Forin expressed himself well satisfied with the progress the company had made under the efficient instruction of Sergeant Knight. He stated that the gun, which can pour out bullets which will kill at a range of two miles at a rate of 450 per minute, was trained by each man on the target at a distance of 850 yards and that none failed to score. Sergeant Knight was given a purse of \$25 by the men on his departure for the coast.

RAILWAY GOSSIP.

The regular service on the Arrowhead branch of the C. P. R. was resumed Sunday. Since the high water made it possible for the steamers on the Arrow lakes to go clear up to Revelstoke the company ran a special train each evening at 8 o'clock to meet the down river boat. This terminated Saturday. Passengers will now leave here at 7 a. m. for all main-line and coast points. On account of the great inconvenience of getting from Greenwood to Phoenix after the passenger trains arrive—10:30 p. m.—the business men and residents of Phoenix are hoping that a regular passenger service to this town will soon be put on, says the Pioneer. Now that the track is complete in every particular, the depot finished and occupied by an agent, it is probable that passengers and express service will be inaugurated shortly.

A CUTTING AFFRAY.

Italians Engage in a Mix-Up With Kives.

Shortly after midnight, First avenue, opposite the Merchants hotel, was the scene of a serious cutting affray. Two Italians, the worse for liquor, attempted to settle their differences out in the road. Tony, a miner employed in the Le Roi, received five cuts in different portions of the body, his assailant, whose name could not be ascertained, getting off without injury. Both men were captured by the police and are now languishing in the lockup awaiting trial. Dr. Reddick was summoned to sew up Tony's wounds.

NEEDS OF THE PUBLIC SCHOOLS

BUILDING OF EIGHT ROOMS MUST BE PROVIDED.

The Department is Asked to Raise the Salaries of the Leading Teachers—Incidental Fund.

Under the instructions of the school board, Mr. H. P. McGraney, secretary of the school board yesterday sent 4 letters to Mr. Alexander Robinson, superintendent of education, at Victoria. In the communications he called the attention of the educational department to the necessity of additional rooms for the schools; requested that the salaries of some of the teachers be raised, and asking for money to pay off incidental expenses and to provide for those that arise during the school year.

In one of these missives he calls Mr. Robinson's attention to the urgent necessity of more school accommodation for this city. The school department is now paying \$50 per month for an extra school house, and it is an absolute certainty that accommodation will have to be provided for at least one and probably two more rooms immediately upon the re-assembly of the schools after the holidays. While the four-room requirements a year have answered the requirements, a year ago when Mr. Robinson was last here, the board now feels perfectly satisfied in asking for an eight-room building. The local board is satisfied that a high school will be established here immediately, and the old school building could be used temporarily for this, so that at least five rooms out of the eight in the new building would be needed for immediate requirements.

The second letter requests that the salaries of some of the teachers be raised. It is set forth that living is much higher here than at the coast, and if for no other reason the board thinks that the teachers here should have at least the same salaries as are paid for similar services in Vancouver, Victoria, etc. It is certain, the letter states, unless a substantial increase is granted, that the best teachers will leave some of the best teachers, and the board would be sorry to have any changes made in the head teachers, as school affairs are now running in a very satisfactory manner. It is further stated that as principal a man of energy is needed, Mr. McLeavelle fills the bill. Mr. McLeavelle has also done excellent work during the past term, but the schools will lose him unless he is paid a better salary. The board also wishes to engage a man as first assistant in the large school. The board therefore requests Mr. Robinson to use his best efforts to have the following scale of salaries put into effect: First assistant.....\$100 Second assistant (Ward school)..... 75 Third assistant..... 60 Fourth assistant (Ward school)..... 55 Fifth assistant (Ward school)..... 50 Six other teachers at \$50 each and janitor \$60 per month.

The third letter requests \$250 for grading, and \$550 for fencing the new school grounds, and for the following reasons: First—Owing to the grade of the streets to the west and north of the school block, the school grounds have become a public thoroughfare. Second—it is impossible to keep proper control over the scholars during school hours. Third—it is impossible to keep any control over the grounds outside of school hours, and as a consequence the children congregate on the grounds and destroy the school property. The fourth missive calls attention of the department to unpaid accounts of the board for the past year of \$272.82. The secretary in this letter, says he has been instructed by the board to say "it has wasted no money, the members have received no salaries and have not stolen any of the school funds; also that the members have trouble enough in standing off their own creditors without the extra burden of the creditors of a strong and wealthy corporation. I am also to suggest that a sum of not less than \$1,000 be put in the estimates for incidental expenses for the Rossland schools for the coming year. We know and you know that the sum placed at the disposal of this board for incidental expenses in the past is entirely inadequate, and is continuing cause of annoyance and had feared on both sides."

LOCAL INSURANCE.

A Small Reduction of Five Per Cent Has Been Granted.

Word was received yesterday by Mr. A. B. Mackenzie, Messrs. J. B. Johnson & Co., and other local insurance agents, from the Vancouver board of underwriters, that the rate of insurance was to be reduced five per cent on the premiums paid. That is to say that on a policy heretofore paying \$100 per annum, the future rate would be \$95. This makes the reduction one of a fractional percentage, and leaves the question where it has been for the past couple of years. It will be remembered that this board of underwriters pursued the same tactics as those two years since, when a reduction was made upon urgent representation of 1-4 of 1 per cent. As the city has gone to a large expense of fitting up hydrants, new lines of water piping and a new and heavy 10-inch main on Washington street, not to refer to other main lines laid out over the north end of town and the expensive fire hall now being better treatment. Mr. C. O. Lalonde, the late chairman of the fire and light committee, was sent to the coast as the joint representative of the board of trade and the present council. He stated that he was received very courteously on his visit by the board of underwriters, who agreed that it would do its best to remedy the state of affairs, and would send a representative up to Rossland who would inquire fully into the matter and report on the improvements which the city has made in the past year or two. When this gentleman came up here he seemed to be quite satisfied with what he saw, no word to the contrary creeping out. The result of his investigation must have been at variance with his currently reported opinion when here. Mr. Lalonde, on being interviewed on the matter by a representative of the Miner, said the reduction was an insult to the city, and that he was much disappointed at the outcome of his labors.

Canadian Pacific Nav. Co

(LIMITED.) WHARF STREET, VICTORIA.

Time Table No. 51—Taking Effect June 15th, 1900.

Victoria to Vancouver—Daily, except Monday, at 7 a. m. Vancouver to Victoria—Daily at 1:30 o'clock p. m., or on arrival of C. P. K. No. 1 train.

Regular freight steamers will leave Victoria at 12 p. m. on Sunday, Tuesday and Thursday, and Vancouver at 12 p. m. on Wednesday and Friday.

NEW WESTMINSTER ROUTE.

Leave Victoria for New Westminster, Ladner, Lulu and Islands—Monday, Wednesday and Friday at 7 a. m. Leave New Westminster for Victoria and Way Ports—Tuesday, Thursday and Saturday at 7 a. m.

NORTHERN ROUTE.

Steamships of this company will leave for Port Simpson and intermediate points, via Vancouver, every Saturday at 11 p. m.

ALASKA ROUTE.

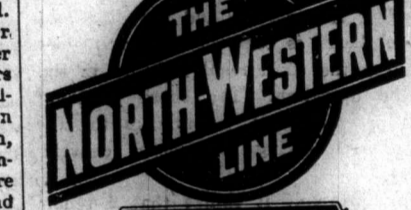
Steamships of this company will leave every Wednesday for Wrangle and Skagway at 8 p. m.

BARCLAY SOUND ROUTE.

Steamer leaves Victoria for Alberni and Sound ports, on the 1st, 7th, 14th and 20th of each month, extending later trips to Quatsino and Cape Scott.

The company reserves the right of changing this time table at any time without notice.

G. A. CARLETON, General Freight Agent. C. S. BAXTER, Passenger Agent.



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For further information, maps, folders etc., apply to any agent of the Spokane Falls, Kootenay Railway & Navigation company, or to F. I. WHITNEY, General Passenger and Ticket Agent, St. Paul, Minn. H. A. JACKSON, Commercial Agent, Spokane, Wash.

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Connects at Nelson with steamer for Kaslo and all Kootenay lake points. Connects at Meyer's Falls with stage daily for Republic, and connects at Boscawen with stage daily for Grand Forks and Greenwood.

Table with 3 columns: Leave, Day Train, Arrive. Rows for Spokane, Rossland, Nelson, Spokane, Rossland.

Atlantic S. S. Lines

(From Montreal.) Allan Line—Corinthian July 14 Allan Line—Parisian July 21 Dominion Line—Apply agents for steamer's name July 14 Dominion Line—Dominion July 21 Beaver Line—Lake Megantic July 13 Beaver Line—Lake Superior July 20

(From New York.) Cunard Line—Campania July 14 Cunard Line—Serbia July 21 White Star Line—Teutonic July 18 White Star Line—Germanic July 25 American Line—St. Paul July 18 Red Star Line—Friesland July 18 Anchor Line—Astoria July 14 Anchor Line—Ethiopia July 21 N. G. Lloyd Line—Kaiserin Maria Theresa July 17 Allan Line (State) Laurentian July 14 (From Boston.) Cunard Line—Saxonia July 14

Passages arranged to and from all European ports. For rates, tickets and full information apply to C. F. H. depot agent, or A. B. MACKENZIE, City Ticket Agent, Rossland, B. C. W. P. F. Cummings Gen. S. S. Agent, Winnipeg.

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Kootenay Railway & Navigation Company

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

Schedule of Time Pacific Standard Time

Kaslo & Slocan Railway Passenger train for Sandon and way stations, leaves Kaslo at 8:00 a. m. daily, returning, leaves Sandon at 1:15 p. m., arriving at Kaslo 3:55 p. m. International Navigation & Trading Company Operating on Kootenay Lake and River.

S. S. INTERNATIONAL

Leaves Kaslo for Nelson at 6:00 a. m., daily except Sunday. Returning, leaves Nelson at 6:40 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.

LARDO-DUNCAN DIVISION

Steamer Argenta leaves Kaslo Tuesdays and Fridays at 6 a. m. for the head of navigation on the Upper Duncan River, returning, leaves Hall's Landing Wednesdays and Saturdays. Steamers call at principal landings in both directions, and at other points when signalled. Tickets sold to all points in Canada and the United States. To ascertain rates and full information address ROBERT IRVING, Manager, Kaslo, B. C.

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Leaves Spokane Time Schedule. Arrives Daily

Table with 3 columns: Leave, Time, Arrives. Rows for 7:35 a. m. FAST MAIL, 10:35 a. m. EXPRESS, 4:00 p. m. EXPRESS.

STEAMER LINES.

San Francisco-Portland Route. STEAMSHIP SAILS FROM AINSWORTH DOCK, PORTLAND, at 5:30 p. m., via from 8:30 Street Wharf, San Francisco, at 11:00 a. m., every five days. PORTLAND-ASTORIA LINE. MONTHLY SAILINGS BETWEEN PORTLAND and the principal ports of China and Japan under the direction of Dowell, Carrill & Co., general agents.

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Steamers between Riparian and Lewiston leave Riparian daily at 3:35 a. m., returning leave Lewiston daily at 6:00 a. m. Steamer Leaves Lewiston every Sunday at 5:30 p. m. for Wild Goose Rapids (stage of water permitting). For through tickets and further information apply to any agent S. F. & N. system or at O. R. & N. Co.'s office, 429 Riverside Avenue, Spokane, Wash. H. M. ADAMS, General Agent, W. R. HUBBARD, Pass. Agent, Portland Oregon.

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OF IMPROVEMENTS.

Notice.

General claim, situate in the mining Division of West

district. Where located: On Sophie mountain, adjoining

and X Ray mineral claims.

that I, Kenneth L. Burnet,

Nicholas Reuter, F. M. C.