

THAT WAGON ROAD

Four Different Routes That May Be Built Over.

ADVANTAGES OF EACH

The One Via the Dewdney Trail the Cheapest and Most Direct—Proposition Is Attracting Much Favorable Interest Among Business Men.

Much interest is manifested among the business men of the city over the proposal to build a snow road and subsequently a wagon road to Cascade City, to open up the Boundary district to Rossland merchants, as was advanced in Thursday's edition of THE MINER. It is admitted by all that such a road would be of immense benefit to this city, and considerable interest is manifested in seeing it carried out.

Four different routes have been advanced as affording opportunity for a convenient roadway to Cascade City. One is to follow the Dewdney trail, with such minor variations as the physical obstacles encountered may require.

Another route which offers an easier grade, though it is a very somewhat longer, would be to follow the present Northport wagon road to a point where it crosses the Big Sheep creek. By following up Big Sheep, a roadway would be secured which would avoid the crossing of the mountain range immediately back of Rossland.

The fourth route that has been suggested is around the mountain range between Spokane and Record mountains, and continuing to Cascade City. This line, if found to be practicable, would do away with the loss occasioned by the down hill pull over the Northport wagon road, and the subsequent climb over the range if the Dewdney trail were selected as the wagon route.

Each different line has its strong points and its supporters. The first would be the cheapest and the most direct; the second offers a very easy grade; the third besides the benefits of an easy grade, would open up a large extent of mining country to the north and the west of Rossland, which alone would be an important feature to the merchants of this city; the last route would be not only direct, but would be free from any objectionable climbs.

RESULTED IN A DRAW.

Ross and Scott Have a Lively Mill at the International Friday Night between Fred Ross, champion welter-weight of Colorado, and J. Scott of Toronto.

Tom Whalen acted as referee and Claude Cregean was timekeeper. Ross was seconded by Harry Main, John O'Brien and Fred Winslow; Jack Allen and Jack McArthur performed similar service for Scott. The fight was for \$100, of which the winner was given \$80 and the loser \$20.

As the two men stepped into the ring, it was evident that while Scott was the bigger man he was in very poor condition when compared with Ross. He was fat and soft, while his opponent was nearly down to weight.

In the first two rounds Scott had decided the best of it, and kept close after Ross, but in the third Scott's left wrist badly, and the effects of it were noticeable all through the rest of the fight. He placed his blows cleverly, but did not put much force behind them. Ross followed after his opponent closely, and oftentimes had him running.

From the sixth to the tenth rounds there was some hard fighting, with Ross having somewhat the best of it. The fight was only for 10 rounds, but at the finish two more were arranged for, and in the eleventh Scott surprised even his friends by the hard fighting he put up. He landed his right and left until Ross was getting dazed, but in the close of the round the latter recovered and placed a heavy blow on Scott's wind.

GOULD HEIRS PROTEST.

ALBANY, N. Y., Dec. 3.—There will be argued before the court of appeals Monday the cross-counter appeals of the heirs of Jay Gould from the decision of the New York city surrogate court appraising the estate for the purpose of taxation at \$78,000,000, and the appeal of the state and city controller from a decision exempting \$5,000,000 of George Gould's money from taxation.

The Gladstone group of mineral claims has been purchased by the Canada Mutual Mining & Development company, limited. This property is situated about eight miles east of Boundary, and consists of six claims. A ledge of silver-lead ore about five feet wide crosses the property. Assays show values of about \$48 per ton. The company has already made arrangements for working the property and will employ as many men as can be worked to advantage.

The Lily May sent out its first shipment last week. It consisted of two carloads of good ore, and may be followed by other consignments. Work is in progress opening the vein at the ledge at the 100-foot level in the shaft, with satisfactory results. Hereafter all work at this level has been to the west of the shaft, but a drift along the vein may be commenced to the east.

The Poorman. The upraise from the tunnel level to the upper stope is now all in ore and the showing is very fine. A night shift may be put at work if arrangements for the use of the Josie compressor can be secured from the latter company, and an additional drill may be put to work. Smelter returns show that some of the ore has netted the company \$19.58 per ton.

The Sunset No. 2. The upraise from the tunnel level to connect with the shaft is progressing well, and a body of good ore is being met. A station is being cut out in the

THEATRIC WILLIAM.

He Arranged the Stage for Production of a Speech.

BERLIN, Dec. 4.—This has been a very lively week, politically, in Germany, the opening for the reichstag being the first feature of importance, with the Chinese question a good second. When he made his speech from the throne in the whitehall of the castle on Tuesday Emperor William had everything arranged to render the scene impressive. On the landing of the stairs hung colossal paintings showing the emperor taking the oath of the colors, in the presence of the reichstag, but the effect produced was fully inadequate. A majority of the delegates on leaving the castle openly and vigorously criticized the speech.

The Cologne Volks Zeitung, in commenting on the whole scene says: "There is a chasm between the emperor and the nation's representatives." Continuing, the paper reminds his majesty that since his accession to the throne the empire's debt has been increased by 1,500,000,000 marks, almost exclusively for military and naval purposes.

"Where does this lead to?" asks the paper. "As a matter of fact, the reichstag will stand or fall with the two important bills introduced by the government on opening day, the naval bill and bill for reform of initiatory trials, and neither will pass in its present shape, that may be safely predicted. From the talk of the leaders, it is quite evident that the opposition to the government's bills will not be overcome. The centre party objects to the naval bill chiefly on account of the spekulants feature, which would curtail the reichstag's constitutional prerogatives and bind the successors of the present reichstag during their legislative period of five years. The socialists and all the radical factions, however, principally object to the bill on account of the enormous expense."

Tageblatt says: "How shall we characterize the conduct of a government which dares to put such a bill before the people's representatives?"

The Boursen Courier and other moderate papers also condemn the measure, and predict its failure. Some of the papers, however, especially the conservative organs, uphold the naval bill.

MANITOBA SCHOOLS.

TORONTO, Dec. 4.—The Mail's Ottawa correspondent writes that Lieutenant-Governor Patterson, of Manitoba, left this afternoon in company with Hon. Mr. Tarte and Chevalier Drolet for Quebec to spend a few days as guests of Hon. Mr. Chapleau. Chevalier Drolet, who is accompanying the lieutenant-governor and the minister of Spenserwood, enjoys the distinction of being the first emissary of Sir Wilfrid sent to Rome on the school question. His services have not been overlooked, as he is now at the head of a mining concern to which the government has granted extensive rights on the Saskatchewan river. His presence in Ottawa at this juncture, and his visit to Quebec with Governor Patterson and Mr. Tarte, give color to the theory that negotiations are again on foot regarding the school question. Recently the announcement was made from Rome, semi-officially, that the pope's decision was adverse to the Laurier-Greenway settlement. An urgent appeal was sent from here asking that papal action be suspended until another offer was made to adjust the difference. It is believed that the government is now preparing to reopen the case by way of a commission.

WASHINGTON, D. C., Dec. 3.—The navy department has received information that Russia is about to become possessed of three new torpedo boats which will be the fastest war crafts in the world, being capable of the enormous speed of 28 knots an hour with every possibility of making 40 knots when pressed. This speed demands greater power than can be supplied by ordinary engines, so the boats will be driven by steam turbines, having four separate shafts with three screw propellers on each shaft. The contract for the boats has already been placed with an English firm. The high speed requirement is based on the wonderful performance of the little Turbina, which has run at the rate of nearly 40 miles an hour.

ENCOUNTER WITH A MANIAC.

VIRGINIA, Minn., Dec. 3.—Doctors Cary and Miller, of the local hospital today had a desperate encounter with an insane Italian, who attacked them with a razor. Dr. Cary received wounds that will disfigure him for life. Dr. Miller came to his assistance and the maniac immediately went at him, cutting his throat from the middle of his neck to his ear, but luckily the stroke did not sever the jugular vein. After this the maniac ran out and attacked a hostler, inflicting a slight wound in the leg. Chief of Police Bellanger appeared at this time, and presenting a revolver, ordered the Italian to drop his razor, which he did, after attempting to cut his own throat. Dr. Miller is in a critical condition.

THE WAR EAGLE.

The great War Eagle, which has been improving steadily, has made another important strike. This time it is in the east drift at the 875-foot level. The ore chute at this point has been widening out until it is now between 15 and 20 feet wide, all in clean solid ore running better than \$25. This includes about 5 per cent copper values and the rest in gold, with the usual small value in silver. The ore in the chute for its entire width can be shipped just as it is broken down, without any sorting.

The same ore chute extends up to the No. 2 tunnel, 125 feet above, but at the latter level it is only about two feet wide. The station for the winze at the 500-foot level is being cut out, and work will soon be resumed in the winze itself. Some ore is being met in the 500-foot level.

The Lily May. The Lily May sent out its first shipment last week. It consisted of two carloads of good ore, and may be followed by other consignments. Work is in progress opening the vein at the ledge at the 100-foot level in the shaft, with satisfactory results. Hereafter all work at this level has been to the west of the shaft, but a drift along the vein may be commenced to the east.

The Poorman. The upraise from the tunnel level to the upper stope is now all in ore and the showing is very fine. A night shift may be put at work if arrangements for the use of the Josie compressor can be secured from the latter company, and an additional drill may be put to work. Smelter returns show that some of the ore has netted the company \$19.58 per ton.

The Sunset No. 2. The upraise from the tunnel level to connect with the shaft is progressing well, and a body of good ore is being met. A station is being cut out in the

ROSSLAND'S MINES

A Tremendous Body of Shipping Ore in the War Eagle.

DEER PARK HAS GOOD ORE

Two Important Strikes—Skipway Completed to the 600-Foot Level in the Le Roi—The Lily May Commences Shipping—News of the Camp.

[From Sunday's Daily.] What with the two important strikes on the War Eagle and the Deer Park, the past week has been a good one in a mining way. The big Red Mountain property now has in the east drift at the 375-foot level a body of ore between 15 and 20 feet wide, which will return about \$25 per ton just as it is knocked down in the stopes. The full extent of the strike is not known, as the ore body has been only slightly penetrated.

The Deer Park in the South belt has undergone a radical change in the past few days. The shaft is now down 160 feet, and the iron ore which was formerly encountered has given way to a dark quartz, heavily streaked with copper, from which excellent values have been obtained. It is understood that the Mackintosh syndicate has secured the Josie at a figure stated to be \$210,000 for it. The Le Roi deal, as noted by THE MINER's London correspondent, seems to be getting along favorably. The latest report is that the shares of the mine will be put up for sale by a syndicate. A number of other deals are progressing fairly, but as yet none have reached a termination.

The connection has been made for the skipway between the 500 and the 600-foot levels in the Le Roi, and that big property will resume raising ore tomorrow.

A new shipper was added to the camp last week in the Lily May, which sent two cars of ore to Trail.

THE DEER PARK.

The Deer Park, the well-known property on the summit of the mountain of the same name, is showing up admirably under the development that was recently revived. Although work has been in progress only three weeks, part of which was spent in overhauling the plant, the shaft has been deepened 15 feet, and is now down 160 feet. Three shifts of men under the supervision of C. E. Smith are opening up the mine, and no time is being lost. The iron ore formerly met in the shaft has given place to quartz, and the entire bottom of the shaft is in a solid body of the latter class of ore. It is very heavily impregnated with copper, and is as splendid ore as has come from the South belt. Good gold values are being met, and assays range from \$25 to \$50. Some silvery white mineral, believed to be aluminite, has been encountered recently in the quartz, and an analysis is being made to discover its nature.

The showing is most encouraging, and the Messrs. Mulholland, who have charge of the work, are highly pleased with the outlook for the property. Some sample of the latest strike are on display in the window of THE MINER.

Up at the Le Roi during the past week Capt. Hall has been busy completing the tracks for the skipway between the 500 and the 600-foot level in the three-compartment shaft. The task was not an easy one, but was safely accomplished by Friday evening. Now ore chutes are being cut out at the station of each of the levels named, for use in loading the buckets. These chutes will be completed by tomorrow night, when the skips can be utilized to the bottom of the present shaft.

As soon as the present operations are completed work will be commenced sinking the main shaft to the 700-foot level. This work will be done by contract, and bids are now being received for that purpose.

Owing to the extension of the skipway during the past week, no ore was hoisted, but between 1,500 and 2,000 tons was broken down and lies in the stopes ready to be raised. Beginning with tomorrow night, operations will be resumed in full swing.

The War Eagle. The great War Eagle, which has been improving steadily, has made another important strike. This time it is in the east drift at the 875-foot level. The ore chute at this point has been widening out until it is now between 15 and 20 feet wide, all in clean solid ore running better than \$25. This includes about 5 per cent copper values and the rest in gold, with the usual small value in silver. The ore in the chute for its entire width can be shipped just as it is broken down, without any sorting.

The same ore chute extends up to the No. 2 tunnel, 125 feet above, but at the latter level it is only about two feet wide. The station for the winze at the 500-foot level is being cut out, and work will soon be resumed in the winze itself. Some ore is being met in the 500-foot level.

The Lily May. The Lily May sent out its first shipment last week. It consisted of two carloads of good ore, and may be followed by other consignments. Work is in progress opening the vein at the ledge at the 100-foot level in the shaft, with satisfactory results. Hereafter all work at this level has been to the west of the shaft, but a drift along the vein may be commenced to the east.

The Poorman. The upraise from the tunnel level to the upper stope is now all in ore and the showing is very fine. A night shift may be put at work if arrangements for the use of the Josie compressor can be secured from the latter company, and an additional drill may be put to work. Smelter returns show that some of the ore has netted the company \$19.58 per ton.

The Sunset No. 2. The upraise from the tunnel level to connect with the shaft is progressing well, and a body of good ore is being met. A station is being cut out in the

tunnel preparatory to extending the shaft to the 500-foot level. Shaft No. 3 is getting into good ore. Three machines are at work.

THE SANTA ROSA.

A large force of men is at work on the Santa Rosa group, across Big Sheep creek from the Velvet, and a tunnel has been commenced to tap one of the four leads on the property. There is a fine tunnel site.

THE VELVET.

The main shaft on the Velvet is down 80 feet and the showing was never so fine as at present. The new machinery is at work, and rapid progress is being made. A considerable quantity of shipping ore is being met.

THE IRON MAAS.

The main shaft is down over 150 feet, and a three-foot body of fine copper ore is being opened up. Stopping is in progress in the drifts at the 100-foot level. The shipments last week amounted to 60 tons.

THE JUMBO.

The lower tunnel in the Jumbo is disclosing excellent vein matter, and it is believed that the ore chute towards which it is being driven is near at hand. Three shifts of men are at work.

THE NICKLE PLATE.

W. L. Hoge of Anaconda, Mont., who is heavily interested in the Nickel Plate, was in camp last week, and announced that heavy machinery will be put on that property in the spring.

THE ABE LINCOLN.

The shaft, which is now down nearly 70 feet, is showing up a good body of quartz, mixed with calcite and iron. Considerable copper is found.

THE LITTLE JOE.

Two shifts of men are busy extending the main tunnel, and it is believed that the ore chute towards which it is being driven will be soon reached.

THE ATLANTIC CABLE.

The Atlantic Cable, near the O. K., is being vigorously operated under two shifts of men, and the progress in the shaft is rapid.

THE BLUE ELEPHANT.

The Blue Elephant, near Stony creek, which is being developed by a shaft, is giving excellent results for the work done and the outlook for the property is promising.

THE EVENING STAR.

Connection is being made between the upper tunnel and the old shaft, while the lower tunnel is being driven towards the ledge.

THE VIRGINIA.

A two-compressor shaft is being sunk on the Virginia, and air connections with the Monte Orizio having been made a hoisting and drilling plant is to be added immediately.

THE IRON COIT.

The drift continues to show up a large body of ore, and the face of the long crosscut is well mineralized. A large quantity of ore is accumulating on the dump.

THE GREAT WESTERN.

The deal in the Great Western seems still to be pending, but has not yet materialized. The shaft is being kept free from water, but no mining is being done.

THE CROWN POINT.

An upraise from the tunnel level is in progress for the purpose of proving the vein and of opening up an ore chute in case it is decided to ship ore.

THE COLONNA.

An interesting strike of rich ore, carrying as high as 60 per cent in copper and high values in gold, is reported from the Colonna.

THE PORTLAND.

A small force is at work on the Portland on Sophie mountain, and a shaft has been commenced.

THE ELBA.

Work is proceeding without interruption on the Elba, and the showing is very encouraging.

THE MOUNTAIN VIEW.

The tunnel is showing up very satisfactorily and work in it is being continued.

THE FERNDALE.

The main shaft on the Ferndale on Lake mountain is yielding capital results and the property is looking well.

THE JOSIE.

The Josie is being developed along the usual lines. There is no change to chronicle.

THE CLIFF.

Stopping in the upper tunnel of the Cliff is showing up some good copper ore. A car load was shipped last week.

THE COXEY.

The long crosscut tunnel is nearing the ledge, but there is no change as yet in the character of the rock.

THE CENTRE STAR.

The shaft which is being sunk on the ledge at the northwest corner of the property is showing up especially well.

THE MONTE ORIZIO.

Work is continuing with the usual encouraging results.

THE CLIFF FRACTION.

A good body of copper ore is being met in the tunnel on the Cliff Fraction.

A STORY OF SHIPWRECK.

LONDON, Dec. 3.—According to a dispatch from Blyth, Northumberlandshire, the bark Vesta has landed there, with a Scotchman named Rice, who is the sole survivor of a crew of four of the Ketch Maui, which was lost in the North sea. Rice says the captain and one seaman were washed overboard and the gale carried away the sails. He and the mate took refuge in the rigging, where the latter died from exposure. Lashed to the rigging Rice drifted four nights and three days before the gale without food or water. When rescued he was in a pitiable condition. He is now in the hospital.

NEWS OF THE COAST

Chief Justice Refused the Extradition of Bennett.

IS PROBABLY A MURDER

It Is Suspected That James Rudlin Was Robbed and Killed—William Rudd Sent Up For Abusing His Wife and Children.

VICTORIA, Dec. 2.—The chief justice today refused the application for the release of James G. Bennett of San Francisco, because of alleged defects in the proceedings for extradition.

A report came from the north by the Willapa today that the people of Metlakahla, Inverness, Claxton and other villages, are of the opinion that James Rudlin, the storekeeper at Claxton, whose death by drowning was reported yesterday, came to his death through foul play. Rudlin sailed for Metlakahla with a canoe-load of supplies for his mother, wife and family, who live at Metlakahla, and although he passed Inverness in safety, situated but two miles above his destination, he never reached Metlakahla. His canoe was found, Mr. Little says, not floating upside down, as previously reported, but high and dry on some rocks near the passage leading to Metlakahla. It was empty and no trace of the supplies that Rudlin was bearing to his home could be found.

The canoe was spattered with blood-stains, and of Rudlin not a trace could be found. It is thought by residents of that vicinity that he has been murdered by Indians and the canoe looted and placed on the rocks where it was found. Search parties have been out for some time looking for any clue.

William Rudd of Galliano Island was on trial today for assaulting his wife, who with her daughter and son, gave convincing evidence against him. The accused told a different story, asking to be "struck dead like Ananias" if he was not much more of a domestic martyr than a blackguard. The chief justice commented unfavorably on the "insulting manner" of Rudd in the witness box and sentenced him to one month's imprisonment with a year in addition unless he can find sureties to guarantee that he will keep the peace for two years.

Barclay Sound Route. Steamer Maude leaves Victoria for Alberni and Sound ports the 10th, 24th and 30th of each month. The company reserves the right of changing this time table at any time without notification. JOHN ILLING, Manager. G. A. CARLETON, General Agent. Victoria, July 1st.

Canadian Pacific Railway. AND SOO PACIFIC LINE. The Cheapest, Most Comfortable and Direct Route From ROSSLAND, KASLO, NELSON AND ALL KOOTENAY POINTS.

Through Tickets to and from the Pacific Coast to Eastern and European Points. Equipment unsurpassed, combining palatial dining and sleeping cars, luxurious day coaches, tourist and free colonist sleeping cars run on all trains.

Leaving Rossland daily (except Sunday) direct 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. H. M. MacGREGOR, Traveling Passenger Agent, Nelson. E. J. COYLE, District Passenger Agent, Vancouver.

THE WALTERS CO. Limited Liability. Drawer L. Rossland, B. C. Buy and sell legitimate mining stocks only. Special attention given to the stock of The Canadian Gold Fields syndicate, limited, operating the well known Sunset No. 2 Mine at Rossland.

Cable Address: WALTERS. Use Bedford McNeill's, Moreing & Neal's, Liebers and Clough's Codes.

Clarence J. McCuaig, MONTREAL. Codes: Bedford McNeill, Moreing & Neal's, A. B. C. Clough's.

The Walters Co. Limited Liability. Drawer L. Rossland, B. C. Buy and sell legitimate mining stocks only. Special attention given to the stock of The Canadian Gold Fields syndicate, limited, operating the well known Sunset No. 2 Mine at Rossland.

Cable Address: WALTERS. Use Bedford McNeill's, Moreing & Neal's, Liebers and Clough's Codes.

LENZ & LEISER, Importers of Foreign and Domestic DRY GOODS, Gents' Furnishing Goods, etc. No 9 and 11 Yates Street. Victoria, B. C.

J. B. JOHNSON & CO. THE OLD RELIABLE. If you want to do business in Kootenay write us. We place for outside investors. We sell stock in all good properties. Any information we can give you regarding the Trail Creek camp will be given with pleasure.

Three-story building and lot on Columbia avenue, bringing in a good rental, \$5,500. This must be taken at once. J. B. JOHNSON & CO., ROSSLAND, B. C.

Wilson-Drumheller Packing Co., Spokane, Wash. PACKERS OF THE "CHINOOK" BRAND OF Hams, Bacon, Pure Leaf Lard, Etc. Mail orders have our prompt attention.

T. MAYNE DALY, Q. C. C. R. HAMILTON. Daly & Hamilton. Barristers, Solicitors, Notaries. Solicitors for the Bank of Montreal. Rossland, B. C.

SMITH CURTIS, Barrister, Solicitor, Notary Public, etc. Office: Daniels & Chambers Block, 26 1/2 Columbia Ave.

Canadian Pacific Nav. Co. (LIMITED.)

Time Table No. 28, taking effect March 1st, 1896.

VANCOUVER ROUTE.

Victoria to Vancouver—Daily, except Monday at 2 o'clock. Vancouver to Victoria—Daily, except Monday at 12:15 o'clock, or on arrival of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE.

From Victoria for New Westminster and way landings—Sunday at 2 o'clock; Wednesday and Friday at 7 o'clock. From New Westminster to Victoria and way landings—Monday at 12:15 o'clock; Thursday and Saturday at 7 o'clock.

NORTHERN ROUTE.

Steamships of this Company will leave for Fort Simpson and intermediate ports via Vancouver, the 1st and 15th of each month at 8 o'clock. When sufficient inducements offer, will extend trips to West Coast points and Queen Charlotte Islands.

BARCLAY SOUND ROUTE.

Steamer Maude leaves Victoria for Alberni and Sound ports the 10th, 24th and 30th of each month. The company reserves the right of changing this time table at any time without notification. JOHN ILLING, Manager. G. A. CARLETON, General Agent. Victoria, July 1st.

Canadian Pacific Railway. AND SOO PACIFIC LINE. The Cheapest, Most Comfortable and Direct Route From ROSSLAND, KASLO, NELSON AND ALL KOOTENAY POINTS.

Through Tickets to and from the Pacific Coast to Eastern and European Points. Equipment unsurpassed, combining palatial dining and sleeping cars, luxurious day coaches, tourist and free colonist sleeping cars run on all trains.

Leaving Rossland daily (except Sunday) direct 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. H. M. MacGREGOR, Traveling Passenger Agent, Nelson. E. J. COYLE, District Passenger Agent, Vancouver.

THE WALTERS CO. Limited Liability. Drawer L. Rossland, B. C. Buy and sell legitimate mining stocks only. Special attention given to the stock of The Canadian Gold Fields syndicate, limited, operating the well known Sunset No. 2 Mine at Rossland.

Cable Address: WALTERS. Use Bedford McNeill's, Moreing & Neal's, Liebers and Clough's Codes.

Clarence J. McCuaig, MONTREAL. Codes: Bedford McNeill, Moreing & Neal's, A. B. C. Clough's.

The Walters Co. Limited Liability. Drawer L. Rossland, B. C. Buy and sell legitimate mining stocks only. Special attention given to the stock of The Canadian Gold Fields syndicate, limited, operating the well known Sunset No. 2 Mine at Rossland.

Cable Address: WALTERS. Use Bedford McNeill's, Moreing & Neal's, Liebers and Clough's Codes.

LENZ & LEISER, Importers of Foreign and Domestic DRY GOODS, Gents' Furnishing Goods, etc. No 9 and 11 Yates Street. Victoria, B. C.

J. B. JOHNSON & CO. THE OLD RELIABLE. If you want to do business in Kootenay write us. We place for outside investors. We sell stock in all good properties. Any information we can give you regarding the Trail Creek camp will be given with pleasure.

Three-story building and lot on Columbia avenue, bringing in a good rental, \$5,500. This must be taken at once. J. B. JOHNSON & CO., ROSSLAND, B. C.

Wilson-Drumheller Packing Co., Spokane, Wash. PACKERS OF THE "CHINOOK" BRAND OF Hams, Bacon, Pure Leaf Lard, Etc. Mail orders have our prompt attention.

T. MAYNE DALY, Q. C. C. R. HAMILTON. Daly & Hamilton. Barristers, Solicitors, Notaries. Solicitors for the Bank of Montreal. Rossland, B. C.