

COLUMBIA & WESTERN RY. CO.

Time Table No. 6, to take effect July 3, 1897.

EASTBOUND.

No. 2 passenger (daily except Sunday)
Leaves Rossland 3.00 p.m.
Arrives at Trail 3.50 p.m.
No. 4 passenger (daily)
Leaves Rossland 11.00 a.m.
Arrives at Trail 12.00 a.m.
No. 6 passenger (daily except Sunday)
Leaves Rossland 7.00 a.m.
Arrives at Trail 7.50 a.m.

WESTBOUND.

No. 3 passenger (daily except Sunday)
Leaves Trail 8.15 a.m.
Arrives in Rossland 9.30 a.m.
No. 1 passenger (daily)
Leaves Trail 12.30 p.m.
Arrives in Rossland 1.30 p.m.
No. 5 passenger (daily except Sunday)
Leaves Trail 5.45 p.m.
Arrives in Rossland 7.00 p.m.
Connections made with all boats arriving and departing from Trail.

GENERAL OFFICES: **E. P. GUTELIUS,**
Trail, B.C. Gen. Supt.

FOR PUGET SOUND POINTS



SS. ROSALIE

Leaves Victoria (except Sundays) for Port Townsend, Seattle and Tacoma, at 1.30 p.m., making close connection at Victoria with the SS. "Charmer," returning leaves Seattle daily (except Sundays) at 10 a.m.

Passengers may, if desired, remain on board at Seattle for breakfast, as steamer lies at her dock until 10 a.m., when she leaves for Victoria.

Round trip tickets at reduced rates. For tickets and information call on

J. K. DEVLIN, Agent,

21-7-9711

75 Government St.

Union Steamship Co., of B.C., Ltd.

**Head Office and Wharf
VANCOUVER, B.C.**

Northern Settlements—SS. Comox sails from Company's Wharf every Tuesday at 9 a. m. for Bowen Island, Howe Sound, Sechart, Jervis Inlet, Froeck, Texada Island, Lund, Hernandez Island, Cortez Island, Read Island, Valdez Island Shoal Bay, Phillips Arm, Frederick Arm, Thurlow Island, Loughborough Inlet, Salmon River, Port Neville, and sails every Friday at 3 p.m. for way ports and Shoal Bay, calling at Bute Inlet every six weeks.

Rivers Inlet and Nass River—SS. Coquitlam sails on 8th and 22nd of each month and will proceed to any part of the Coast should inducements offer.

Moodyville and North Vancouver Ferry—Leaves Moodyville: 8, 9.15, 10.45, 12, noon, 2, 4 and 5.45 p. m. Leaves Vancouver: 8.25, 10, 11.20, 1.15 p.m., 3.15, 5.15 and 6.25. Calling at North Vancouver each way, excepting the noon trip.

Freight Steamers—SS. Capilano and S. S. Coquitlam, capacity 300 tons, D.W.

Tugs and Scows always available for towing and freighting business. Large storage accommodation on company's wharf.

H. DARLING,

Manager

Telephone 94.

**RAND BROS.
STOCK AND MINING BROKERS**

Real Estate Agents

CAMBRIDGE STREET, - -

Vancouver, - B. C.

MR. HEINZE'S WORK.

The Rossland Miner speaks as follows concerning Mr. Heinze's bold attempt to "head off" the C. P. R., and with the aid, if he can secure them, of Dominion and Provincial subsidies, extend the line of the Columbia and Western Railroad Company from Robson to Pentleton via Boundary Creek:

"Our regular correspondent at Anacosta states that a corps of the company's engineers has completed a topographical survey of the Pentleton to Midway portion of the system, and has discovered that no serious engineering difficulties will hamper construction of the road between those points. That portion of the line will be about 80 miles in length. The same party is now engaged in locating a route down Boundary creek from its confluence with Eholt creek, through Greenwood, Anacosta and Boundary Falls to Midway, a distance of 10 or 12 miles. This will take only a few days. Our correspondent states that the next work to be done without delay is to connect the line at Cascade City with the route now nearly surveyed by another party from the Columbia river through McIac pass. Thus it will be seen that the entire survey will shortly be completed from end to end.

The construction of the road from its present terminus on the Columbia river, opposite Robson, to the Kettle river valley will undoubtedly prove a very expensive undertaking. The line has to cross the Gold range. While the route has been proved to be feasible, many engineering difficulties will have to be overcome and much labor will be necessary in making long rock cuts, fillings and trestle work. This is unfortunate, but it is just as necessary to construct the line from the Columbia river to Christina lake, as it is to build from Pentleton to Midway. Without the outlet to the Columbia river, the mine owners of Boundary would be in as bad a plight as ever. By the operation of the entire system, residents of the Boundary country will immediately enjoy smelting facilities, will be in a position to obtain fuel for reduction purposes, if it is subsequently found expedient to reduce their ores nearer the mines, and will have the inestimable advantage of the competition of American railways with the C. P. R. for through freight, as Nelson and Slocan points have to-day.

It is extremely satisfactory to know that the road is already constructed and in operation as far as Robson, a distance of 21 miles. Public interests demand, however, that no time be lost in completing the system as far as Pentleton. If Mr. Heinze desires to retain his reputation as the most enterprising man in Western Canada, he must be up and doing."

As the Victoria Colonist gives special prominence in Thursday's issue to the

above quoted article, it seems, though the C. P. R. is "going strong," that Mr. Heinze is still "fairly well in" with the powers that be in Victoria. At Ottawa he may have to fight hard against both the C. P. R. and the men of the Vancouver, Victoria and Eastern syndicate, or—it may be—the two last in combination.

GOOD FOR THE PREFERENCE SHAREHOLDERS.

Though no dividend on the ordinary stock has yet been declared—though still early expected—by the Hall Mines, Limited, its preference shareholders some time since received their dividend of 7 per cent. The Hall Mines and Smelter are therefore among the ranks of dividend payers.

THE ATHABASCA.

It is stated that a new 18-inch lead has been found on this mine on Toad Mountain, Nelson. The ledge is being stripped and search made for connection with the old lead. It is stated to carry much free gold. Well known Westminster and Vancouver men are interested in the Athabasca.

FRENCH INVESTORS.

Count Furek and Monsieur A. Laperrier, representatives of French capital, are stated to be now in Cariboo, investigating that region's precious metal opportunities. French capital is becoming increasingly interested in precious metal mining, and some of it will evidently come to B.C.

PILOT BAY'S SMELTER.

The concentrator is about to commence work, but the blowing in of the smelter will be deferred awhile, though it is receiving ore from the Lucky Jim, the Tariff and the Blue Bell mines owned by the company, also from one outside mine, the No. 1 at Atsworth. The concentrator will employ some 40 men.

GOLDEN CACHE.

Dr. Carroll has, as trustee of a block of unissued treasury stock of the Golden Cache Company, refused to sign a certificate for the sale thereof, unless authorized by the High Court. He has his doubts whether the terms of the trust justify him in doing so.

SPECIAL OFFER TO SUBSCRIBERS.

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