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## A CHAT WITH DR. SPENCER

PLEASED WITH THE CONDITION OF THE MINING INDUSTRY.

Owners of Prospects Are Inclined to Be London Market

Dr. Daniel Spencer of Brantford, Ont, is in the city looking over the camp. He was here two years abo and says that he to notice that there is a decrease in the purely speculative form of mining enter-orise, which is winning the confidence of the financial men of the east. I here are plenty of men who think they posters wealthy mineral claims but have not proved them ,and I am glad to notice that there is an inclination among the more intelligent class of miners to place their properties on the market at fairly onable sums. The Rossland camp it self surprises me in its advancement and though many people in the east thought the bottom was falling out last year, the have reason to congratulate them that there are abundant outlets for their money. "I have gone through the Lardo-Duncas

district also, and, so far as I can see, 't, possesses marvellous mineral wealth wanting development and the railways. It is the railway companies vigorously pushed their enterprise so as to give the Lardo-Duncan mine owners a chance of getting their ore to the smel er. The present grant by parliament to railroad work in that section will be a great boon, but it needs quadrupling, and trunk trails need very badly to be built. The Silver Cup, Nettie L., and a dozen other properties in that section, give great promise and too much cannot be said, in my judgment, of that part of

"I was in London last year and had interviews with some of the leading miningmen. In relation to British Columbia they said that in their opinion there were large opportunities for investment, property owners were asking by far too high figures for properties that were either undeveloped or only partially deve loped, and in adition to that, one in stance was given to me by a personal friend, where a man had an option on a doubled the price to a prospective customer. Of course this prevented the sale from being made. Had the man been satisfied with a reasonable commission a sale would probably have been consummated, I am persuaded that London capitalists are prepared to put money into proved B. C. properties for which they are quite willing to pay a desert figure. property in the Kootenays for \$75,000 and are quite willing to pay a decent figure. I am convinced that if claim owners would group their claims and present them in a consolidate form, making it worth while for moneyed men to lay hold and develop them, they would meet with ready response. Every dividend-paying mine is watched with deep interest in the London market and every B .C. prop erty paying dividends is to its advantage From correspondence I have had I have found that the war has financial interests, not only in Africa, but in British Columbia, but even now it will take some time to settle mining matters in South Africa. Add to this the trouble s in China and the proverbal conserva tiveness of the English capitalist in lay ing hold f nw inte rests and it will take some time before there can the a steady stream flowing into British Columbia, but that that stream will widen out seems to me to be a foregone conclusion. Eastern people think that British Columbia entirely exactly and that this opinion is stream to be a foregone and the columbia entirely exactly and that the British Columbia entirely exactly and that there was great danger of the Dundee shaft house, mill, etc., but the British Columbia entirely exactly and that there was great danger of the Dundee shaft house, mill, etc., but the British Columbia entirely exactly and that there was great danger of the Dundee shaft house, mill, etc., but the British Columbia entirely exactly and Bayne. It was an informal and, fry and Bayne. It was an informal and, fry and Bayne. It was an informal and the stream of the same of tirely exaggraets iself, but this opinion is largely confined to those who have never been west, but having traveled was wished the utmost sucthis province through myself and having stayed for three mont is at a time within was so pleaant an affair that it did not etc., to examine the situation, its borders, I am of the opinion that we cannot exaggerate is mineral resources its lumbering and fishing, and if Canadi ans want a share in the advantages of the resources of their country they had better hurry up thir investments and not alprovince to go into the pockets of men of other countres. All of the eastern prov inces ought to have a large share of the results of western indistry. I cannot

send the money across the water. "I find in traversing the province a change of sentiment in regard to the government of the country, and that for the drew's Presbyterian church. better. Apart from the question of party politics I believe that general confidence has been restored, which mans much to the commercial intrests of the country. an pleased with my trip, and shall re turn to the east to advocate even more ardently the interests of the province.

understand why eastern capitalists should

allow British capitalists to take nold of

the best properties in the province and

## The Black Bear Dam.

Men were engaged yesterday making The full extent of the loss is not known some repairs to the Black Bear dam on It is thought the boilers, which were fillthe creek, which was carried away by the ed with water before the fire reached head of water the previous evening. much damage was done except to one or two Chinese laundries and to the cross- by two Chinese laundries and to the cross- by t seriously damaged. The property de reported that as far as they could ing of the creek by a culvert at the in- stroyed was insured for \$20,000. tersection of Kootenay avenue and Cliff street, where the water, bringing down with it a quantity of planks and other debris from the laundry above, stopped the egress of the water and tore a hole right through the fill. A part of the city gang was employed yesterday in opening up the road. Below this the rush seeme spent its force, but it passed

The Strand Trouble.

magistrate yesterday. It appears that FUNERAL OF NILS ANDERSON which had been smouldering, again renewed in charge of the goods of the Mr. Brown, assistant sheriff's officer, was placed in charge of the goods of the Strand saloon by Deputy Sheriff Robinson, under writs of attachment against Edward Watson. While in the execution of this duty and during the absence of the Deputy Sheriff at Nelson, Mr. Brown was assaulted and forcibly eject-Owners of Prospects Are Inclined to Be ed from the premises by the accused More Reasonable as to Prices—The on being informed of these facts immediately and the premises of the second ately came to Rossland and instituted proceedings. The matter came before this Worship yesterday morning and was adjourned, on the application of counsel for the accused, for one week.

A NOTABLE VISITOR.

pressed with the condition of the properties of the syndicate.

Senator Miller is a politician and a soldier. He enlisted as a private soldier during the war of the rebellion, and was promoted for galantry until he was made a lieutenant. He has served in the legislature of the state of New York as congressman, and finally as United States senator. He also ran for governor of New York in 1888, but was defeated. Mr. Miller is confident that McKinley will the strength of the union in one of the state time of the syndicate, when men of varying nationalities joined in one brother the time of varying nationalities joined in one brother of varying nationalities joined in one brothe Miller is confident that McKinley will easily defeat Bryan in the coming presidential election.

THE BASEBALL MATCHES.

The Senior Team Suffer Defeat Again-The Clerks Win Out.

The Rossland team playing at Spokane on Sunday last were again defeated by a score of 11 to 5. The game was, however, a great improvement on the play of the first match which was very one-sided. Indeed, the pitching of the Rosssided. Indeed, the pitching of the Ross-land twirler, Weiner, compared favor-ably with the curves of the Spokane crack, Kelly. But the boys were un-lucky, and got their fanning in at the wrong times. To aid the bad luck there were some costly errors made, which did not improve the score. But the Ross-land team have this to may far themselves land team have this to say for themselves that they played well under difficult circumstances, and by no means went to pieces which so often happens when a combination finds that the skill and the luck are both against it.

The clerks put up too good a game on the baseball ground on Sunday for the barbers and printers, and won out with a score of 10 to 8. The spectators said that it was a very good game, and that there was lots of fun. The unanimity of the players in drinking each other's healths after the contest was beautiful

## Dewdney Trail Obstructed.

Mr. A. G. White reports that the fire

Inland Revenue Collections.

	Mr. H. P. McCraney, collector land Revenue for Rossland, report following collections for the moduly:  Spirits  Malt  Raw leaf tobacco  Cigars	of In
1	following collections for the mo	onth of
-	July: Spirits	\$1.063.3
	Raw leaf tobacco	100.50
•	Cigars	

Total ..... ..... ..... A Farewell Supper.

The banquetting hall of the Clarendon night the wind had shifted its direction was occupied by a merry, genial party from southwest to southeast, and had arrived the fire across the Salmon river to Mr. D. Michie, discount clerk of the into the heavy timber at the base of the as City. was wished the utmost success in his new field of usefulness. It with packhorses carrying necessary tools,

Wagon Road Surveys.

last evening from the Lands and Works licking with angry tongue many a noble Department at Victoria to survey the tamarack and hurling them to the ground low too much of the products of the province to go into the pockets of men Trail, Northport and Red Mountain wagon roads in order that the same may tion to its advance.

be gazetted as urged upon the govern- Wednesday morning another attempt be gazetted as urged upon the govern ment by the city authorities. Mr. Smith will proceed with the work at once.

Wedding Bells.

Mr. W. A. Stringer and Miss Mary E. Lynch were united in marriage on Thursday evening in the manse of St. An-The mony was performed by Rev. D. McG.

The Fire at the Dundee.

At the office of the Dundee Mining com pany it was learned yesterday that the concentrator, tramway and bunk house at the mine were destroyed by the re-Not them, were not seriously damaged. It

FOOLED THE UNDERTAKER.

Dr. Agnew's Cure for the He art Does So Day After Day-Relief in 3 Minutes.

Testimony piles up where, in cases of heart trouble, all human aid seemed beyond avail, and Dr. Agnews Cure for the to have spent its force, but it with a life's last gasp, has fanned the vital spark into a flame of perfect health given relief from most acute suffering in- wind, which had been blowing half a gale The case of A. O. R. Brown against cent letter, says of Dr. Agnew's Cure for the Heart, "It was akin to raising the assault while in execution of his duty as sheriff's officer was before the police my last breath." Sold by Goodeve Bros.

THE SERVICES HELD AT MINERS UNION HALL.

Procession Along Columbia Avenue. The Sermon of The Rev. G. Morden. The Pall Bearers.

The last services held over the remains of the unfortunate Nils Andson, killed with Dan. Caldwell in the last services held over the remains of the unfortunate Nils Andson, killed with Dan. Caldwell in the last services held over the remains one log cab non the Dundee road being the only building burned, and at half past three in the morning Chief The last services held over the re late accident at the LeRoi mine, were Grant Morris took a much-earned rest. impressive in the very simplicity of their

and the pall bearers who bore the remains to the last resting place in Co lumbia cemetery were James Leyden, John Olsen, John MacDonald, A. S. Perry, J. Harrobin and J. D. Gillis.

flagration.

THE YMIR FIRE. A Belated Report of the Forest Con

log cabin. For the last five days there east. Fires are all over the country. has been many small fires in the vicinity There is a big fire at Porto Rico and the has been many small fires in the vicinity of this camp, but they were not considered to be of serious danger, as the wind had until Monday last been conspicuous if the up train got cut off before reachby its absence. On that day, however, a ing here. quartette of tramps passed through the town, via the railroad track, going south at about half-past four in the morning.
They camped half a mile below the town and left a fire burning when resuming wind began to blow steadily from the south, fanning the dying embers of the tramps' fire into a blaze, which caught surrounding brush, spreading to the dry fallen timber and adjoining woodland with lightening rapidity. This was noticed from the town, but the general idea being that nothing dangerous threatened it, the prospect of the fire extending on a large scale was not dreamt of. At 9

m., however, it could no longer be doubt-ed that the town of Ymir was in imminent danger of a great conflagration should the flying cinders be allowed to take hold of the inflamable material of which the buildings are composed. The ment, and at once took measures to pro-tect property. Under the able manage-ment of Grant Morris, chief of the Ymir hose company, lines of hose were con-nected with various hydrants nearest the fire in case the worst should happen, and a brigade of townsfolk immediately im-pressed, which, armed with sticks and buckets of water, advanced to combat and check the enemy's approach. It was hard, tiring work, but no one ceased laboring for the common good, eventually having the satisfaction of seeing success crown their efforts, though the enemy was not overcome until after many hours hard fighting. A sharp lookout was kept up all night, and when Tuesday's was it considered that from the southwest quarter at least the town was safe. It was observed, however, that during the

task of cutting their way through to the break up until an early hour this morning. driven back by the fierce heat and falling trees. Failing to make a passage they returned reluctantly to await de velopments. All Tuesday the fire could be Mr. H. B. Smith received instructions seen raging in fury up the mountain side

> with deafening roar, as if defying obstrucwas made to reach the Dundee mine, and a gang of sturdy, strong young ites, composed of Henry C. Carr, Archiv McDougall, Harry Jackson, Malcolm Mc Aulay, Billy Brennan, George Brennar and Jim Reddy, started at four in the morning armed with requisite implements and with a determination of After- exceedingly there." dangerous work the boys reached a place not far from the mill, but unfortunately found it utterly impossible to proceed further as the blinding and suffocating smoke and intense heat made it sure death to go another yard. No human ing could penetrate that wall of fire and live one minute, so the boys reluctantly retraced their way to camp. Even then the return was full of danger, and there were many close calls from falling trees. one gigantic Douglas fir nearly pinning down the rear man. The party Ymir about four p. m., having had 12 Tourist Sleeping Cars reported that as far as they could deterine all the Dundee works, shaft house buildings and mill, were in great danger of being consumed, if they had not al-ready been destroyed. It was reported that a ton of dynamite was in or located near the mill, and this kept people in momentary expectation of hearing and perhaps experiencing the shock of a terrific explosion, but up to this writing nothing in that way has happened. The dynamite is also supposed to have been removed to the tunnel for safety prior to

the fire getting too near. At 5

quickly worked its way towards the cabin and houses on the east side of the town and lying along the Dundee road, across the Salmon river. While Chief Grant Morris directed his men in playing the hose on the sawmill with its big dump of sawdust and the business section of the town, the bucket brigade boy. worked like Trojans. There were times when it seemed that Ymir was doomed, but through the ceaseless efforts of citizens the danger was passed for

The result at one time looked so bad for as much time as possible to the advocacy of the misconary interests of the Bajtist church throughout the Dominon. He was seen yesterday, and said: "I think the mining interests have taken a big stride during the past two years through out the Kootenays, taking the form of an industry which means a tremendous hancial advantage to the Dominon as well as to the province itself. I am glast to notice that there is a date of the proper time of the services were conducted by how the water company. Ladner, Lulu and Islands—Monday, Wednesd to Nelson for 1,000 feet of New Westminster, Ladner, Lulu and Islands—Monday, Wednesd to Nelson for 1,000 feet of New Westminster for Victoria and Way Ports—Tuesday, Thursday and Saturday at the Morden, and most of the misconary interests of the Bajtist church throughout the Dominon. He was been examining the first of the water company. Ladner, Lulu and Islands—Monday, Wednesd to Nelson for 1,000 feet of N the town's chances that Charley Ross, bucked up against the passenger train going north near the summit, and the hand-car got the worst of it, one coil of hose being considerably damaged. The railway company deserves great praise The company reserves the right of for assisting so materially in saving Ymir changing this time table at any time with by the quick delivery by hand-car of the out notification. hose. This morning (Thursday) the whole mountain, just across the Salmon and distant from the main street only some 150 yards, is one mass of fire, the heat from which is terrible. Men are stationed along the Ymir mine road to prevent fire from crossing the roadway, which luckily cuts the belt of fire from the timber close to the depot. Although at one time it seemed as if Blue's mills, depot and every Ymir, Aug. 3.—(Special.)—Ymir has thing else would be certainly destroyed, the wind luckily shifted a point, and is had its baptism of fire, and sustained the grim fight with the loss, so far, of but one log cabin. For the last five days there

> Mr. A. E. D. Sharpin, publisher of the Coming Land, left yesterday for Green-wood and Grand Forks. He will return on Saturday next.

> > Peace Declared.

Why devote all your time reading about the Boer war and the gold fields of Alaste? There are others matters of vital importance. You may make a trip East, and will want to know how to travel. In order to have the best service, use the Wisconsin Central Railway between St. Paul and Chicago. For rates and other information write Jas. A. Clock, General Agent, Portland, Oregon.

UNEQUALLED SERVICE ETWEEN PORTLAND AND CHICAGO on the

"PURTLAND CHICAGO SPECIAL."

Sunday, April 22nd, the O. R. & N. will put on a new fast train between Portland and Chicago, via Huntington. Leaving Spokane at 8:10 a. m., giving connection rom branch lines, will arrive at Pendleon in time to make direct connection for il points east. The schedule has been rranged so as to reach Chicago in three ays, or 12 hours in advance of schedule eretofore in effect. The "Special" will arry first class and tourist sleepers, toether with a composite car, that is lied with all the latest publications, li-

brary, barber shop, etc. The train leaving Spokane at 3:40 p. with through sleeper to Chicago and Kan-

Consult the nearest ticket agent for de W. H. HURLBURT,

General Passenger Agent, Portland, Oregon.



THE FAST LINE

TO ALL POINTS DOUBLE DAILY TRAIN, SERVICE The Dining Car Route Via Yellowstone Park

Solid Vestibule Trains ELECTRIC LIGHTED. Equipped with Observation Cars. Pullman Palace Cars, Elegant Dining Cars,

Modern Day Coaches, Through tickets to all points in the Uni

SPOKANE TIME CARD.	ARRIVE.	DEPAR
No. I "North Coast Ltd".	7:23 a. m.	7:35 a.
No. 2 "North Coast Ltd"	9:45 a. m.	9:55 a.
No. 3. West Bound	11:40 p m.	
No. 4, "East Bound	10:30 p: m.	10:4° p.
*Coeur d'Alene Branch	5:25 p. m.	
Palouse & Lewiston " .	1:15 p. m.	
*Central Wash Branch	1:00 p. m.	8:00 a.

North Coast Limited. E. W. RUFF,
Agt. R. M. Ry., Rossland, B.
J. W. HILL
General Agent, Spokane, Wash D. CHARLTON, Ass't. Gen. Pass. Agent.

Canadian Pacific Nay. Go Atlantic S. S. Lines

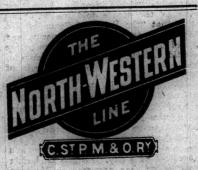
(LIMITED.) WHARF STREET, VICTORIA.

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

Victoria to Vancouver-Daily, except Merday, at 7 a. m. Vancouver to vietoria-Daily at 1:30 o'clock p. m., or on arrival of C. P. R. No. 1 train. Regular freight steamers will leave Vic toria at 12 p. m. on Sunday, Tuesday and Thursday, and Vancouver at 12 p. m. on Wednesday and Friday.

to Quatsino and Cape Scott. The company reserves the right

> General Freight Agent. C. S. BAXTER, Passenger Agent.



Four Fine Fast Trains Each Way

Minneapolis and St. Paul \_\_\_\_то\_\_\_\_

Chicago and Milwankee EVERY DAY IN THE YEAR

"The North-Western Limited" steam heated, electric lighted, with electric berth lights, compartment sleepers, buffet library cars, and free chair cars is absolutely the finest train in the world.

"The North-Western Line" also of ates double daily trains to Sioux City, When you go East or South ask to be

ticketed via this line. Your home agent

H. E. COLLINS. General Agent, Spokan



NONE BETTER the United States. SOLID VESTIBULED TRAINS

PALACE DINING and OBSERVA-TION CARS--MEALS A LACARTE Direct connection at St. Paul, without hange of depot, with all trains for Chi cago, Toronto, Montreal, New York and

all points west and south. Close connection east and west bound at Spokane with trains of the Spokane Falls & Northern railway.

Leaves Spokane daily for West 7:45 a.m THE ONLY LINE EAST VIA SALT West bound trains make direct connec tion for Victoria, Vancouver, Portland, San Francisco and all points on the

During the season of navigation East bound trains connect at Duluth with the nagnificent 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, Kasio & Slocan railway, Kootenay Railway & Navigation company, or to F. I. WHITNEY,

General Passenger and Ticket Agent, St. Paul, Minn. H. A. JACKSON, Leaves Spokane daily for East 10:15 a. m Commercial Agent, Spokane, Wasa

Spokane Falls & Northern

Nelson & Fort Sheppard R'y RED MOUNTAIN RAILWAY The only all-rail route between all points east, west and south to Rossland, Nelson and all intermediate points; connecting

at Spokane with the Great Northern, Northern Pacific and O. R. & N. Co. 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 Boss burg with stage daily for Grand Forks and Greenwood.

Effective July 22, 1900. Day Train. Leave. Spokane.....7:10 p. m. Rossland -6:00 p. m. 11:40 p. m. 9:30 a. m. Night Train. 9:45 p. m. Spokane 10:00 p. m..... H. A. JACKSON,
General Passenger Agent.
E. W. RUFF, Agent, Portland, Oregon Targ IE

(From Montreal.)

Allan Line—Tunisian ....August 4 Allan Line—Numidian ..... August 11 Dominion Line—Cambroman .. July 28 Dominion Line—Vancouver .. August 11 Beaver Line—Lusitania ..... August 3 Beaver Line—Lake Champlain..Aug. 10 (From New York.)

White Star Line—Majestic.....Aug. 1 White Star Line—Oceanic ..... Aug. 8 Cunard Cunard Line—Campania ..... Aug. 11 American Line—New York ..... Aug. 8 Red Star Line-Westernland .. Aug. 1 Anchor Line-Farnessia ...... July 28 NEW WESTMINSTER ROUTE. Anchor Line—Anchoria ..... Aug. 11
Leave Victoria for New Westminster, N. G. Lloyd Line—Kaiser Wilhelm Wed-der Grosse ..... Aug. 7
Leave N. G. Lloyd Line—Aller ..... Aug. 11 Allan State Line-State of Nebraska

(From Boston.) Cunard Line—Ivernia ...... Aug 4 Cunard Line—Ultonia ..... Aug. 11 Passages arranged to and from all Europesn points. For rates, tickets and full information apply to C. P. R. depot agent, or

A. B. MACKENZIE. City Ticket Agt., Rossland, R. C. W. P. F Cummings Gen. S. S. Agent, Winnipeg.

miliar name for the Chicago, Milwankee & St. Paul Railway, known all over the Union as the Great Railway running the "Pioneer Limited" trains every day and night between St. Paul and Chicago, and Omaha and Chicago, "The only perfect trains in the world Understand: Connections are made with All Transcontinental Lines. assuring to passengers the best service known. Luxurious coaches, electric lights, steam beat of a verity equaled by no other

See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket For rates, pamphlete or other information, addres

C. J. EDDY. R. L. FORD. Pass. Agt., General Agent, Spokane, Wash. Portland, Or.

Kootenay Railway & Navigation Company

Kasio & Siocan Rallway-International Navigation & Trading Company. Schedule of Time Pacific Standard Time

Kasio & Slocan Railway Passenger train for Sandon and way stations, leaves aKslo at 8:00 a. m. daily, returning, leaves Sandon at 1:15 p. m., arriving at Kaslo 3:55 p. m.

rnational Navigation & Trading Company Operating on Kootenay Lake and River

S. S. INTERNATIONAL Leaves Kaslo for Nelson at 6:00 a. m., aily except Sunday. Returning, leaves on 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 Wednes-

days and Saturdays. Steamers call at principal landings in both directions, and at other points when

signalled. ets sold to all points in Canada and

To ascertain rates and full information ROBERT IRVING, Manager, Kaslo, B. C.

LAKE AND DENVER. TWO TRAINS DAILY SHORTEST AND QUICKEST ROUTE

Creur d'Alene Mines, Palouse, Lewiston, Walls Walls, Baker City Mines, Portland, San Francisco, Cripple Creek Gold Mines and all points East and South. Only line East via Sait Lake and Denver. Steamship tickets to Europe and other

Leaves Bokane Time Schedule.

Brifective May 13, 1900

7.35 a.m. FAST MAIL—for Coeur d'Alenes, Farmington, Garfield, Colfax, Pullman, Moscow, Pomeroy, Waitsburg.
Dayton, Walla Walla, Peudleton, Baker City and all points HAST.

FAST MAIL—From all points HAST.
Baker City, Pendleton. Walla Walla, Dayton, Walla Coeur d'Alenes.

EXPRESS—For Farmington, Garfield, Colfax, Pullman, Moscow, Lewiston, Portland, San Francisco, Baker City and all points HAST.

EXPRESS—From all points HAST.

EXPRESS—From all points HAST.

EXPRESS—From all points Garfield and Farmington.

Garfield and Farmington.

STEAMER LINES

San Francisco Portland Route. STEAMSHIP SAILS FROM AINSWORTH OCK, Portland, at 5:00 p. m., and from Speat treet Wharf, San Francisco, at 11:00 a. m., every

Portlana-Asiatic Line. MONTHLY SAILINGS BETWEEN PORT.
AND and the principal ports of China and apan under the direction of Dodwell, Carlill 8

Snake River Route. Stake River Route.

5:00 p. m.

6:00 p. m.

8:00 p. m.

Steamers between Riparia and Lewiston leave
Riparia daily at 335 a. m.; returning leave
Lewiston daily at 9,00 s. m.

Steamer Leaves Lewiston every Sunday at 5:30
p. m. for Wild Goose Rapids (stage of water permitting.

6:30 a. m.

6:30 a. m.

6:30 a. m.

R. & N. Co.'s office, 430 Riverside avenue, Spokane Wash.

H. M. ADAMS, General Agent. W. H. HURLBURT

Passenger Agent, Portland Orego

a pump room. 's to be done to it foundations of th being banked up a gradual slope the improvement ance of the bui course of consti bunkers at the flat. The materi towers is on the framed. The mathe upper ore bin are finished and the superstructur the week. where sinking h shaft men are no this point on the

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The mine is ship
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power pipe is and will be ru The quantity lertaken in tl from the size pipe is not bei

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shaft which i