



ELK RIVER LODGE NO. 35

A. F. M. A. M.

Regular meetings held first Friday in each month. Visiting brethren cordially invited.

W. J. TIMLICK, Secretary.

MT. FERNIE LODGE NO. 47

I. O. O. F.

Meets every Thursday evening at 8 p.m. in I.O.O.F. Hall.

OWEN ROSS, P.G., R.S.

J. Barber L.D.S., D.D.S.,

DENTIST

L. T. W. Block, opposite the Bank.

Office hours 8 a.m. to 8 p.m.

W. R. ROSS, J. S. T. ALEXANDER

Ross & Alexander,
BARRISTERS, SOLICITORS, ETC.

Office:—In L. T. W. Block, Victoria Ave.

H. W. HERCHMER, SHERWOOD HERCHMER

Herchmer & Herchmer
BARRISTERS, SOLICITORS, ETC.

Offices over P. Butts & Co's block, Victoria Ave.

L. P. ECKSTEIN, F. C. LAWE

Eckstein & Lawe
Barristers, Solicitors, Etc.

Office Cuthbert Block, Victoria Ave.

J. G. CUMMINGS

Provincial and Dominion Land Surveyor

Office, Mott, Son & Co. L.T.W. Block FERNIE, British Columbia

G. G. MOFFATT, ACCOUNTANT

BOOKS OPENED, POSTED, AUDITED AND CLOSED. ACCOUNTS RENDERED AND COLLECTED

A. H. C. Co's Office

C. Fulljames, E. A. KUMMER

Fulljames & Kummer,
Contractors.

Stone, Brickwork and Plastering. Agents for Nelson Marble and Lime. Estimates cheerfully given.

FRANK D'ALEXANDER

Stonemason, Bricklayer, Contractor. Expert Coke Oven Builder.

First-class work. Prices moderate. Satisfaction Guaranteed.

First-class Coke Oven Builder
Cement Work a Specialty.

BOX 6, Fernie, B.C.

O. K. Barber Shop AND Bath Rooms.

THE STORK BUILDING VICTORIA AVE., FERNIE, B. C.

W. F. VANCE, Proprietor.

Hotel Dallas, Lethbridge, Alberta.

Noted for its Cuisine and Comforts, Steam heated throughout. Sample Rooms in connection.

C. J. ECKSTROM & Co. Props.

INGRAM & McINTYRE

THE CITY BARBERS.
Shop opposite the Northern

CAN BE BUILT FOR \$12,000.

J. G. CUMMINGS OPTIMISTIC OF FERNIE ROUTE.

Surveyor's Full Report of Fernie Route to Flathead—Favorable in Every Respect Both Short and Inexpensive.

TO THE FERNIE CITY COUNCIL AND BOARD OF TRADE:

GENTLEMEN.—I have the honor to submit the following report in connection with my recent trip to the Flathead under your instructions to determine the feasibility and approximate expense of constructing a wagon road, via Coal Creek, into that country.

Our party was away from December 8th until December 28th, and during that time managed, I think, to look over all the possible routes between Coal Creek mines, to which a road is already built from Fernie, and the mouth of McEvoy creek on the Flathead river. The Geological Survey's topographical map of the coal fields, prepared by Mr. James McEvoy suggested the possible routes and the quickest way of reaching them.

The various quantities involved in the estimate on the route selected were determined instrumentally; the elevations by comparative readings of an aneroid barometer at frequent intervals along the route; the distances by chaining with a hundred foot tape, and the average slopes of hillsides for various sections by a clinometer. An Abney level was also employed in fixing grades. The nature of the surface and soil as far as could be seen, the extent and density of the timber, depths of snow, bridges, possibilities of washouts, etc., were taken note of. In sizing up the cost, I had the valuable assistance of Mr. A. McCool, government road foreman, who has had considerable experience these last two years in constructing roads through similar kinds of country.

The first route to be examined is from Coal Creek mines to the summit, over which the old trail passes at an elevation of about 5,800 feet, down Marten creek to its junction with the south fork of Michel creek, up Michel creek to its summit, down a branch of McEvoy to the main McEvoy, thence to its junction with the Flathead. It was found that by considerable switchbacking, in the last mile a road could be obtained to the summit of Coal creek on an 8 per cent. grade without very great expense, but that from there down Marten creek was a much more difficult matter. This distance is about four miles and both north and south sides of the creek would be very expensive. The north side along which the trail runs is a steep hillside, which, though an even surface, is bare and rocky. The north side, below an elevation of 6,000 feet, is greatly broken up with gulches and rock bluffs. Above that elevation it was at first hoped a road might be carried around the face of the mountain as far as the summit of Michel creek, saving both distance and the necessity of descending and ascending the creeks, but a further examination showed very steep hillsides and large gulches. For these reasons this route was abandoned as too expensive and a way sought elsewhere. This, in my opinion, was satisfactorily obtained in the following:

THE NEW TRAIL

This second route may be described as starting from Coal Creek mines, following the north side of Coal creek a distance of about three miles to where the south fork enters, which is in reality the main body of Coal creek; thence up the south fork to the divide between it and McEvoy creek, a distance of eight miles; thence down McEvoy to the Flathead, a distance of nine miles, making a total of 17 miles. From this point to the intersection of the Flathead river with the east boundary of block 4,593, or government land, is about two and a half miles, making, allowing for additional switchbacking, say 20 miles.

The grades along this route are quite satisfactory. From the last house at the mines, at an elevation of about 4,070 feet, to the first tributary to Coal creek on the left, the steady, natural grade is five per cent. From this point to the second tributary it is less than five per cent. From here a circuit will have to be made to get on the high bench on the east side at a six or eight per cent. grade. This distance will be about 2,000 feet. Then a fairly even grade of six per cent can be maintained all up the south fork to within half a mile of the divide in a direct line, when about 1,700 feet of switchbacking will have to be added on a gentle sidehill to maintain the six per cent. to the summit. From the mines to the divide, a distance of eight miles, the average grade is less than six per cent, and the maximum, even for a

short distance, does not exceed eight per cent. With such a grade and the kind of roadbed possible to be constructed, loads of from 3,000 to 4,000 pounds could be hauled by a four-horse team with out difficulty. From the summit, dropping down on McEvoy Creek valley, a ten per cent. grade would be the most convenient for the first 6,000 feet. After this an average grade of 1.8 per cent. along a gradually sloping valley all the rest of the way to the intersection of the west boundary of block 4,593 with the Flathead river.

A description of the natural features of the country along the line of the route upon which the permanence and cost of the road would depend would be as follows: Commencing at the last house at the mines, it is a mile to the first tributary from the left. Of this 4,800 feet has an average cross-section slope of 12 degrees through soil very much covered with boulders. Some rock in place would no doubt be also encountered possibly 20 per cent. The other 500 feet is along a sidehill of a 30-degree slope. After crossing the small creek 500 feet along a 32-degree slope brings us onto a flat along the river continuous for 4,000 feet, varying in width up to 150 feet, and about 10 feet above the water. The road would run along the bottom of the adjacent hillside, from which earth would be obtained for what little grading would be required. By keeping on this flat the numerous large boulders of the bench above are avoided. Crossing the next small tributary a circuit 2,200 feet in length is made to get upon the bench on the east of the creek. Of this, 500 feet is on a 30-degree hillside and 800 feet on a 20, the rest being level in cross section. Along this bench, 2,000 feet level and 2,000 feet on a 15-degree side-hill, brings us to the crossing of Coal creek just above the entrance of the south fork, completing the first three miles from the mines. Up to this point the country, with the exception of small, scattering jack pine, willow and maple scrub, is open and would take but little clearing.

We now proceed up the south fork, first on the east side for half a mile, then crossing to the west side and following near the creek all the way to within a mile of the summit, when the road leaves the creek to get over the divide to the left. The slope from the divide down to the creek is quite gentle for the most part and no where exceeds 15 degrees. It is very wide, free of all bluffs, and quite suited for switchbacking. The whole of the south fork is green timbered with spruce and balsam, not very heavily, especially in the upper portion. The first 4,000 feet is on a 20-degree hillside, the next 5,000 on a 15-33,600 feet with practically no sidehill work, and the next 4,000 feet, including the switchbacking, on about a 15-degree slope.

The summit is 6,600 feet in altitude, or about 800 feet above the trail summit on Coal creek. The depth of snow was four feet. We found it nearly three feet on the Flathead. The depth at the mines at the same time was about 18 inches. One has reason to believe that all the upper Flathead country will have considerable snow.

The rest of the way from the summit is much easier both for grades and cost of construction. The first four miles is practically open. Dropping down on McEvoy Creek valley a distance of 6,000 feet along a sidehill of 15 degree slope brings us to the flat alongside the creek and for the next 19,500 feet it runs practically through prairie with a few scattered jack pine. The cost would not exceed \$275 per mile. The next 5,800 feet is through burnt spruce and jack pine, still on the flat. Then the green timber is entered and continues for the rest of the route. Of the remaining distance, about 7,000 feet will be on sidehill, one half on a 15 degree and one half on a 20-degree slope. All the rest of the distance, about four miles, will require no special grading—only clearing and stumping. Throughout the whole route there are no snowdrifts whatever. The only objection would seem to be the amount of snow, but evidently the same difficulty would be encountered on any route to the upper Flathead country from the B. C. Southern railway.

In estimating the cost of construction I have had the practical experience of Mr. McCool to guide me, and from estimates based upon the cost of similar country, we have been enabled to fix some estimate as to the cost. By considering the slopes of the ground and distances, the amount of grading is figured to be in the neighborhood of 14,000 cubic yards, allowing 20 per cent. for rock, which, I think, is more than it will go. This would make 2,800 cubic yards, and 11,200 cubic yards of ordinary earth to be removed. The cost of the rock at \$1 per yard and the ordinary earth at \$5 makes a cost of \$6,700, or say \$7,000, for grading. The clearing of the first three

miles may be taken at \$30 per acre or \$30 for a right-of-way 30 feet wide. The cost of clearing and stumping the green timber may be got at in this way. The heaviest timber on the road between Morrissey and Fernie cost \$445 per mile for clearing and stumping. Nowhere is the timber as heavy as this, but consider four miles of the twelve at this rate, making \$1,780. The rest could not possibly cost more than half this amount or \$1,800. The four miles in the upper McEvoy valley would not cost over \$300 per mile, or \$1,200.

This makes the total cost for a road from the mines to the government block, a distance of about 20 miles, at \$1,200. This may seem a rather low estimate, but a very important fact is the comparative small amount of grading required on the other side of the summit. By a careful location of the road it need not be exceeded by more than two or three thousand dollars at any rate.

I have the honor to be
Your obedient servant,
JOHN G. CUMMINGS.

MILITIA GAZETTED.

TWO INDEPENDANT COMPANIES FOR FERNIE.

James McEvoy and Mayor Stork Appointed Provisional Captains.

A recent issue of the Canadian Gazette contains the official announcement authorizing the formation of two independent militia companies at Fernie. Mr. James McEvoy and Mayor Stork have been named as the provisional captains of these companies.

Colonel Holmes, D. O. C., it is understood, will at once make a requisition for arms, uniforms, etc., and the work of organization will be completed without unnecessary delay. A rifle range half a mile north of the city and east of the C. P. R. tracks was selected some time ago and it is expected that the government at the next session will pass a bill for the erection of a drill hall in the city.

COLLECTIONS FOR 1904.

Customs and Inland Revenue for 1904
Totals \$51,807.72.

Customs collections at the outport of Fernie, B. C., for year ending December 31st, 1904.	
Value of Imports.	
Dutiable.....	\$08,942.00
Free.....	30,595.00
	\$129,537.00
Duty collected.....	\$27,725.04
Inland Revenue collections for year ending Dec. 31st, 1904.	
Spirits.....	\$15,508.58
Malt.....	8,092.20
Cigars.....	390.00
Raw Leaf Tobacco.....	112.30
	\$24,082.08
Total Collections.....	\$51,807.72

DECEMBER COLLECTIONS.

Customs collections for the month of December.	
Value of goods imported	
Dutiable.....	\$6347.00
Free.....	71.00
	\$7118.00
Duty collected.....	\$2082.69
Inland Revenue collections for month of December, 1904:	
Spirits.....	\$1818.85
Malt.....	406.37
Cigars.....	18.00
	\$2243.22
Total collections.....	\$4325.91

ORANGEMEN CELEBRATE.

Grand Organizer Brechin Visits Fernie.—Banquet and Election of Officers.

A special meeting of Terrace L. O. L. No. 1713 was held in the I. O. O. F. hall Monday evening for the purpose of doing honor to R. Brechin, Grand Organizer of B. C. After the special business of the evening was concluded Bro. Brechin outlined the progress the Orange association was making not only in B. C. but the entire Dominion. At the conclusion of his address he presented W. M. Bro. G. Clapp with a gift as a slight token of his respect which was briefly replied to by the W. M. Several visiting brethren, among them Bro. D. Alton of the newly organized lodge at Cranbrook addressed the meeting.

The members and their guests then adjourned to the dining room of the King Edward Hotel where a sumptuous repast was spread for them. The toast list was as follows.

BORN
McLennan—At Fernie, Dec. 27th, 1904, to Mr. and Mrs. D. M. McLennan twins, a boy and girl.

THEY MEAN BUSINESS.

B. C. TELEPHONE CO. HAVE COMMENCED SYSTEM.

G. C. Hodge Arrived this Week With Ten Men—Will Have System Completed by End of February.—D. V. Mott, Local Agent.

ELECTION OF OFFICERS.

On Wednesday evening Terrace L. O. L. No. 1713 held the nomination and election of officers, who were installed by the Grand Organizer as follows:

W. M., Bro. G. Letcher.
P. M., Bro. G. Clapp.
D. M., H. Wilkes.
Sec., G. Carruthers.
Chaplains, Bros. Davis and Lynch.
D. of C., Bro. R. Ferguson.
Committee.—Bros. Reid, Davis, Lynch, Ferguson and McLeod.

Instruction was then given by Bro. Brechin in the Orange, Purple, Blue and Royal Arch Degrees.

A CHANCE FOR FIREMEN.

At the council meeting this week Mr. H. A. Wilkes was instructed to take charge of the city fire-hall and attend to other matters pertaining to the fire service. He was also asked to secure if possible other firemen to occupy the sleeping rooms at the fire hall that are about to be vacated.

Mr. Wilkes has taken hold of these duties with a vim. He is now looking for volunteer firemen who will occupy these rooms. The rooms are clean, furnished and heated and are free to active members. This is an opportunity which will doubtless be grasped without delay by a number of local firemen. Mr. Wilkes recognizes the urgent need of having firemen sleeping on the premises. If the rooms had been occupied on April 29th last he believes the town could have been saved from the flames.

BANKHEAD A PRETTY TOWN

During Mr. and Mrs. Henretta's two days' stay in the city last week they met many old friends who were delighted to see them again. Mr. Henretta reports everything quite prosperous over at the C. P. R. anthracite mines, near Banff. Bankhead is a pretty little town. Last summer 50 handsome houses, 10 of them two-story structures, were built. Every house is built on a different plan and no two houses are painted the same colors. The C. P. R. are experimenting with a view to using the coal for steam purposes and apparently the difficulties have been overcome.

WILL OPEN UP HOSMER

According to reports the C. P. R. is contemplating the opening of its coal property at Hosmer on a large scale. According to its agreement with the Coal company the C. P. R. would be unable to put this fuel on the market for two years, but that time will be required to open up the mines on a proper basis. One great advantage possessed by this property is its close proximity to the C. P. R. tracks.

In confirmation of the generally accredited rumors a car loaded with two immense boilers arrived this week consigned to Hosmer. The will be followed by other machinery. It is reported that a main shaft tapping all the seams will be run into the mountain for the distance of a mile.

To the Electors of Fernie.

Having been requested by a large number of rate-payers to become a candidate for Alderman for 1905, I have decided to do so, and would respectfully solicit your vote and influence to secure my election.

OWEN ROSS.

Contracted Chronic Diarrhoea While in the Philippines.

"While in the U. S. army in the Philippines, I contracted chronic diarrhoea. I suffered severely from this terrible disease for over three years and tried the prescriptions of numerous physicians, but found nothing that did me any good until I tried Chamberlain's Colic, Cholera and Diarrhoea Remedy, two small bottles of which entirely cured me and I have since had no return of the disease."—Heruan Stein, 212 N. Union Ave., Pueblo, Colorado. For sale by all druggists and dealers.

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G. C. Hodge Arrived this Week With Ten Men—Will Have System Completed by End of February.—D. V. Mott, Local Agent.

G. C. Hodge, superintendent for the B. C. Telephone company, arrived in the city on Wednesday evening with ten men to commence the installation of their telephone system in this city. Mr. Hodge is now making arrangements for the getting out of telephone poles from the west side of the river. These poles will be 45 feet long and will measure at least ten inches across at the small end. Mr. Hodge states that the system will be installed in working shape inside of six weeks or two months. D. V. Mott has been appointed local manager and the central office will be located in one of the rooms now occupied by Messrs. Mott, Son & Co., in the L. T. W. block. Mr. Hodge has just returned from a trip to the Coast, where he went to consult with the manager of the company, H. W. Kent, who expects to come to Fernie in a few weeks to look the field over with the view of extending the system to outside points.

QUICK TIME TO COAST.

G. N. R. PUT ON DAILY PASSENGER TRAIN INTO FERNIE.

Close Connections at Rexford.—The Coast Only 24 Hours From Fernie.—The New Schedule.—Express Co. After Business.

Fernie was invaded yesterday by a group of bright, energetic Great Northern officials who came to inaugurate a daily passenger service over the G. N. R. into Fernie and to do all in their power to bring the people of Uncle Sam's land into closer touch with their Canadian cousins, as Mr. S. G. Yerkes, the general western passenger agent, of Seattle, put it. Accompanying Mr. Yerkes were H. A. Jackson, of Spokane, and F. L. Clarke, Jr., general western agent, G. N. Express Co. A FREE PRESS representative interviewed these gentlemen and learned some of the plans of the G. N. Ry. Co., as applied to the C. N. S. branch now completed into Fernie. This information put into concise form is as follows:

A first class daily passenger service will be put on between Fernie and Rexford, Mont., on Jan. 10th, to make close connections at the latter point with coast trains. The Fernie-Rexford train will be supplied with a baggage, a second class and a first class coach. The distance over the line is 62 miles.

The following pointers from the schedule should be remembered. The train leaves Fernie at 10 o'clock in the morning and arrives in Rexford at 8:25 in the evening. A passenger leaving Fernie at 10 o'clock in the morning arrives in Spokane at 7:55 that evening, arrives in Seattle at 9:20 following morning and arrives in Vancouver (via Everett Jet.) at 3:45 the following afternoon. Time to Spokane 9 hrs. and 55 min., to Seattle 23 hrs. and 40 min., to Vancouver 29 hrs. and 45 min.

A passenger leaving Spokane at 8:35 a. m. arrives in Fernie 8:25 p. m. of the same day, leaving Seattle at 7:30 p. m. he arrives in Fernie 8:25 p. m. the following day and leaving Vancouver at 4 p. m. he arrives in Fernie at 8:25 p. m. the following day. From Spokane the time is 12 hrs. and 10 min., from Seattle 24 hrs. and 55 min., from Vancouver 28 hrs. and 25 minutes.

Tickets to and from Vancouver are good either via Everett or Seattle. This schedule reduces the present time to Vancouver by almost half and the quick run to Spokane and Seattle where direct connections are made with all other western points leaves nothing more to be desired in the way of transportation.

Owing to the shortened distance and the direct schedule the Canadian North west will benefit largely by this new service, and Fernie as the terminal point will receive a very material increase in business.

Mr. Clarke, of the Express Company stated that he was making preparations to handle fish, fruits and all other perishable merchandise over the new line in a first class manner and he had no doubt that a large trade would be worked up between Spokane and Fernie.

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