GROUNDLESS FEARS

Necessity of Railway From commenced yesterday by Lieut. G. S. Crow's Nest to South.

IRREFUTABLE

Ample Coal and Coke for Domestic Needs--Reserves Available are Unlimited and Incalculable--Export Trade Expected to Reach 2,000,000 Tons Annually.

view appears in this morning's issue of kets within reach to take. the Toronto Globe. It will be read with great interest by the people of the Pacific provinces. Mr. Elias Rogers, managing director of the Crow's Nest Pass Coal company and one of the applicants for the Crow's Nest Southern railway charter, being asked by a reporter wheth- part in the interests of their company to er he expected the charter to be granted or not, said: "I fail to see any possible grounds on which any government could refuse to give a charter for a railway from with regard to the building up of British the Crow's Nest coal fields to the boundary. It goes without saying that the interests of the whole country demands that everything possible shall be done to promote and extend our trade and commerce. Our boards of trade all over the country are organized for this very purpose. Our governments, both provincial may and Dominion, have been subsidizing railways, building canals and spending enorsums of money for the purpose of providing railway facilities that will pro- on that point, we have no intention of mote our trade with other countries.

"There is an universal cry for the cheapest possible transportation for wheat and farm products as well as for manufactured articles. Why then? Because we have a surplus of these products over what is required for home consumption. We want to make the conditions as favorable as possible to enable ue to meet the competition we find abroad. The coal and the proposed railroad is just a parallel case. We have an unlimited supply of coal in the Cros's Nest Pass district and we want to obtain sale for as much of it

as possible. "According to the general reports there are about 250,000 acres of land and a number of workable coal seams, aggregating 150 feet in thickness. Supposing there are only 200,000 acres, aggregating 100 feet in thickness, there would be 200,000,000 tons of coal, which at 4,000,000 tons per year would last just 5,000 years; or supposing we cut the quantity in two again it would last half that length of time, or

"That is probably as far as there is any

ern papers to the effect that Lethbridge "The farmer, the rancher, the miller, the cup. They got into the semi-finals in coal is now going to that market because the merchant and the manufacturer will one event, the Walkerville, and played in the Nelson Tribune and copied in Eastply the Britis the reporter.

said Mr. Rogers, "there is nothing in that. The woods are full of that the last stage of perfection before being kind of thing. It is all inspired from inshipped out. All the labor is expended terested sources. That is a part of the on them in the country and there is The Lethbridge opposition campaign. The Lethbridge coal is a good coal and for some purposes it is preferred to Crow's Nest coal. It has always gone into that market since the railway was first opened and will unductedly continue to go there for the ducts exported. Every dollar that comes next ten years and these mines can be into the country in return for coal exports makes the country into that much ed, within two years.

an expenditure of \$835,000 during the coming summer. If two secure a direct enthere is no prospect of a change in this

kett can take. additional houses. This is a small is small and amounts to nothing in com town iteself and means over 2,000 people, parison with the amount of money disboarders. We are asking for no subsidy and no favors of any kind, simply the right to build a railway with our own Canadian capital in coal mining. money for the purpose of creating an ex- have been importing coal from the llars into the country. Was a railway them our good money, and we charter ever refused in any country? Be continue to import, for we in Ontario sides, it is quite possible that there has of Crow's Nest coal reach from the fact that we had an accident United States are not dependent on the to our power engines at the Coal creek mines and were very much delayed, un- althoun we may be able to compete suctil we got a new engone installed a few days ago. That delay was only temporary and we are now every day making self conceive it possible." more room and increasing our output. When we have the coal and the conditions, as we find them in the Crow's Nest Pass, it is only a question of time that money and men to develop mines to any capacity that may be required. The comoperations are already so far advanced that we are at present able to turn out over 1.400 tons per day at the Coal creek mines alone, which will be more than doubled within in year. We have a large new plant nearing completion at Michael, twenty-four miles from where mine dev. lopment work is going on and some coal is now being shipped and where there will ultimately be a capacity of over 5,000 tons per day We also purpose opening mines at another point with a capacity of at least 5,000

When fully developed these

Ottawa, Feb. 23.-(Special.)-An inter- about double wnat we expect all the ma

"Will the government refuse to gran the charter?" "Under such circumstances I think not and this one cannot be resused. The C. P. R. is naturally jealous of any other railway coming into their territory, and they will oppose the charter. They on it as a matter of business on their keep any other road out. I think, self that is a mistaken policy in this case, at least. The interest of the Crow's volumbia and British Columbia industries, and we are anxious to co-operate with them to the fullest possible that purpose."

"We are prepared to enter into contracts with responsible people to supply both coal and coke in any quantity may be desired for British Columbia so British Columbia interests can absolutely protected so far as the supply is concerned. If any one has any fear attempting to divert trade from the Can-raher than to have the provincial gov adian Pacific which they now have, or can get. The business we are after is gation is to be sent to the legislature entirely new business to Canada. It is a immediately. The intention is to make trade now supplied from other sources and which can be supplied from other ernment measure in order to expedite its sources for some time to come. But are favorable circumstances just now which place it within our reach it we can promptly make the right connections. If we don't, certain combinations will be formed which will permanently

anchor the trade to other coal fields, and it will be a long time before Western Canada will have an opportunity so fav-orable as at the present for building up a large export trade of such immer value to the country at large. If we succeed in securing the market in question, the Canadian Pacific will certainly pront from the development country which will result and the carriage of supplies for the district.

"We expect to have an export trade to the United States within five years of will mean an enormous direct revenue to occasion of our looking ahead at present. The British Cilumbia market cannot the British Columbia government from reasonably be expected to take over half royalty. That government is now deriva million tons per year from this coal ing a revenue of about \$100 a day from field for a long while to come. That our present operations. It will also mean amount is nearly double what it can take a wage pay roll of at least \$10,000 per at present.

day to say nothing of the supplies which mames of the successful rink were J. Dunwhat about the statement made in will be drawn from all parts of Canada, lop, R. C. Dickson, P. McL. Forin and

Crow's Nest Coal company cannot supath Profit. There is hardly any industry the British Columbia demand?" asked so universally beneficial to a country as coal mining and coke for export trade The coal and coke are both brought to nothing further to be done with them but to consume them. Not so with logs not so with lumber, not so with pulp, with wheat, with wool and many pro loped to the capacity I have mention-within two years.

Can be ports makes the country just that much richer. As a matter of fact, Canadians "Our present arrangements contemplate own seven-tenths of the stock of the expenditure of \$835,000 during the com-

trance into the American market as proposed in the railway charter we are ask. er the mines are owned by Canadians or for, long before the railway can be Americans. The coal cannot be taken completed we will be able to turn out of the country without the labor more than double what the Canadian mar- being expended in the country and that is where the great profit to the country We have the money and the moment at large is found. Canadian may own we secure a charter, brick, coke ovens, and operate the mines in the United line buildings, plant, etc., we will go States, and may derive profit from his at once with the construction of at least investments, but the percentage of profit

tributed in producing the coal. "There is no state in the union that would not welcome the investment of port trade, which will bring millions of United States for many years, giving have no other sources of supply within reach. The Western States of the ot the cessfully for that trade. Will any one deny us the opportunity? I cannot my-Will any one

Bennett Fuse in Demand.

Mr. Rowland Machin, general agent for Eng., manufacturers of Crown Brand fuse, is in the city on a business visit. Mr. Machin reports that business in Rossland ahs been exceedingly satisfactory. That from Alaska to Montana and clear through the province of British Columbia he has met with gratifying results. The demand for Bennett fuse is growing by leaps and bounds all over the world and realizing this his firm contemplate putting in a branch factory at Johannesberg immediately and it is within the range of probabilities that a will have a maximum capacity of factory may be put up in Canada,

RECRUITING IN RUSSLAND. weive Applications for Baden-Powell's South African Constabulary Pro-

visionally Accepted. recruiting in Rossland for Baden Yowell's South African Constabulary was applications, including three from Greenwood and one from Phoenix, riding and shooting tests will take place Monday. Uttawa will be the rendeze The medical examining officer is Dr. mennedy of Fort Macleod, N.W.T., of the Northwest Mounted The minimum chest measure nent and neight required of applicants are thirty-tour inches and five feet six inches respectively. The pay is five shillings per day, the period of enlistment being for three years. Discharges may be purchased in the first, second and third years for \$100, \$75 and \$50 respec-

Lieut. Beer, who expects to enlist in the force, is stopping at the Allan. He stated that the majority of the local candidates are of good physique, but few of them have had any military training. On Monday it is proposed to submit them to the riding test, and a shooting test at the rifle range. Lieut. Beer will also receive enlistments at Nelson and Fort Steele.

The successful Greenwood applicants were W. S. Keith, M. E., formerly editor of the Greenwood Miner; F. B. Smith ormerly of the Jewel mine, and John Trimm, The Phoenix applicant, Jones. late of the Imperial army and saw service in India.

TRAIL IS TO INCORPORATE.

Delegation From There Yesterday Seeking Information.

Trail is about to incorporate. Yesterday Mr. D. B. Stevens and Captain W Davitt, representing the board of trade of Trail, were in this city seeking point ers on municipal government. Accompanied by Mr. John S. Clute, the solicitor for those seeking corporation in Trail, they interviewed Mayor Lalonde and ex-Mayor Goodeve. From these two gentlemen they gained considerable information concerning the running of cities. Trail, they said, is now a prosperous town of 2,000 people and the resi dents there feel that they would like to spend the money taken in in the city ernment disburse it for them. A dele the bill incorporating the town a gov

BELATED SORTS.

Results of the Postponed Events From the Carnival.

Three events which it was impossible to bring off last week during the reign of owing to the unsuitable tne Carnival, condition of the snow and ice were fin ished yesterday. These were the ski jum for boys, the fancy skating championship and the Consolation cup for the The first was won by H. B. Boultbee with a jump of 14 feet, with A. Lockhar second, jumping 13 feet. There were several other entries but the lads were unable to keep their feet. The course was on Spokane street between First and Secand avenues.

The fancy skating contest which came off in the evening at the rink won by G. Leighton of the Royal Bank and the second prize was secured by A. Lockhart.

The Consolation cup was won by J. S.
C. Fraser 12, vs. T. M. Beamish 11. The lop, R. C. Dickson, P. McL. Forin and the second round in every other case.

The Tammany Group.

Mr. W. E. Pickering of Saginaw Mich., is in the city. He is one of the directors of the Tammany Gold Mining FIRST-CLASS SLEEPERS company. On Monday next he will FIRST-CLASS SLEEPERS purpose of making the arrangements for On all trains from Revelstoke and Koote resuming work upon them.

A SMALL FIRE.

out a Family Was Homeless Last Even ing-Little Was Saved.

An alarm of fire was sent in at 7:32 o'clock last evening and and the fire brigade was soon upon the scene. The building was a board and batten home belonging to J. Gibson, a miner, work-ing at the Le Roi, situated on the south ast corner of Columbia avenue and Nevada street. How the fire originated is It was thought that a lamp exploded in the bedroom while the me of the house was in the kitchen. All ef-forts to extinguish the fire proved to be useless and little was saved from the ruins. All the portable belongings were thrown out as quickly as possible given room at a neighbor's house. The damage done is not known acculately out- it will probably run into several hundred dollars.

With the approach of the disappearance of the beautiful, many unsightly and un sanitary back yards may be revealed through the carelessness of house occupi-Crow's Nest Pass for their coal supply, ers throwing the household waste into the snow behind their dwellings. Under orders from the health officers Sanitary Inspector Thomas Long and his myrmidons will presently begin their annual inquisions, as an unsanitary condition of the city, tending to the developmet of typhoid fever, cannot be permitted. Spring cleaners are therefore requsted to look into Wm. Bennett, Sons & Co. of Camborne, the condition of the outside of their

> Cook's Cotton Root Compound Jesuccessfully used monthly by over 10,000 Ladies. Safe, effectual. Ladies ask your druggist for Cook's Cotton Root Compound. Take no other, as all Mixtures, pills and initations are dangerous. Price, No. 1, \$1 per box: No. 2, 10 degrees stronger, \$5 per box. No. or 2, mailed on receipt of price and two 3-cent stamps. The Cook Company Windsor, Ont. 25 Nos. 1 and 2 sold and recommended by all responsible Druggists in Canada.

No. 1 and No. 2 is sold in Rossland by by Goodeve Bros. and Rossland Drug Co.

IT'S A WORKING AGREEMENT.

A Telegraph and a Telephone Company Enter Into a Combine.

Mr. F. E. Michaels, superintendent of the Spokane-Northern Telegraph com-pany, is in the city on an official visit. He was asked how the combination between the Spokane-Northern Telegraph company and the Columbia Telephone and Telegraph company was progressing. It was his understanding of the matter that the idea of the combine between the two twelve were provisionally accepted. The corporations was so that each would be of mutual benefit to the other. For instance, me office man could do the office work of both companies and this would affect a saving. The poles of one company could be use by the other, which would also be economical, as one pole line could easily carry the wires of both companies. One is not the rival of the other in business. There is to be no actual merging of the two corporations, but rather a working arrangement which will be mutually beneficial.

A HELPFUL CATALOGUE.

The Steele-Briggs catalogue is the largest Canadian seed catalogue. It is full of information for the Candian grower. It meets his needs exactly. It shows seeds just suited to his climate. It only shows and only prices seeds which have been tested, not only for growth but for quality. For 10c we will send it with a package of the Steele-Briggs Early Spring Cabbage. This is an especially fine early cabbage, of fine flavor. Both for 10c.

THE STEELE-BRIGGS SEED CO., Limited, TORONTO, Canada's Greatest Seed House.



NONE BETTER SOLID VESTIBULED TRAINS

PALACE DINING and OBSERVA-TION CARS--MEALS A LaCARTE Direct conection at St. Paul, without

change of depot, with all trains for Chicago, 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 1:45 a.m. Leaves Spokane daily for East 10:45 a.m. West bound trains make direct connec-West bound trains make direction for Victoria, Vancouver, Portland, San Francisco and all points on the Sound.

During the season of navigation East bound trains connect at Duluth with the magnificent steamships North-West and North-Land, of the Northern Steamship company line, operated in connection with the Great Northern rankway.

For further information, maps, folders etc., apply to any agent of the Spokane Falls & Northern railway, Kaslo & Slocan railway, Kootenay Railway & Navigation

F. I. WHITNEY. General Passenger and Ticket Agen H. A. JACKSON,

CANADIAN O

-AND-

SOO LINE

nay Landing.

TOURIST CARS

Pass Dunmore Junction for St. Paul on Sundays, Tuesdays, Thursdays, and Fridays; Toronto on Mondays and Wednesdays; Montreal and Boston on Saturdays Same cars pass Revelstoke one day earlier

For timetable and full information, call on or address nearest local agent.

A. B. MACKENZIE,

City Agent. A. B. McArthur, J. S. Carter, D. P. A., Depot Agent. E. J. Coyle, Nelson, B. C. A. G. P. A. Vancouver, B. C

WINTER SCHEDULE.

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; connec 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 burg with stage daily for Grand Forks and

| EFFECTI | VE SUNDAY, DE | J. 20, 1900. |
|-----------|---------------|--------------|
| Leave. | Day Train. | Arrive. |
| 8-00 a.m | Spokane | 6:40 p.m. |
| 11:50 a.m | | 3:10 p m. |
| 7:00 a.m | Nelson | |
| | Night Train. | |
| 9:45 p.m | Spokane | 7:00 a.m. |
| 00 | Doceland | 7:00 s.m. |

First-class sleepers on night train.

H. A. JACKSON,



Four Fine Fast Trains Each Way Minneapolis and St. Paul ___то__

Chicago and Milwankee

EVERY DAY IN THE YEAR "The North-Western Limited" steam eated, electric lighted, with electric berth compartment sleepers, buffet librar ars, and free chair cars, is absolutely the

train in the world. "The North-Western Line" also operates double daily trains to Sioux City.

When you go East or South ask to be ticketed via this line. Your home agent can sell you through. For free descriptive literature write

H. E. COLLINS, General Agent, Spokan



THE FAST LINE TO ALL POINTS

DOUBLE DAILY TRAIN SERVICE Through tickets to all points in the Unitates and Canada.

| A BORREST TURNEY OF THE PARTY O | | | | |
|--|-------------|------------|--|--|
| SPOKANE TIME CARD. | ARRIVE. | DEPART | | |
| o. II, West Bound | 9:25 a. m. | 9:35 a. n | | |
| o. 12. East Bound | 9:35 a. m. | 9:45 a. 11 | | |
| lo. 3, West Bound | 10:50 p. m. | 11:00 p. n | | |
| lo. 4, 'East Bound | 11:45 p: m. | 11:55 p. m | | |
| Coeur d'Alene Branch | 5:30 p. m. | 7:25 a. 11 | | |
| | 1:15 p. m. | | | |
| | 1:00 p. m. | | | |
| Local Freight West | 5:30 p. m. | 6:00 a. n | | |
| Local Freight East | 2:55 p. m. | 7.30 a. n | | |

H. P. BROWN,

Agt. R. M. Ry., Rossland, B. O. J. W. HILL General Agent, Spokane, Wash D. CHARLTON, Ass't. Gon. Pass, Agent, Portland, Oregon



imited" trains of the "Chicago. ee & St Paul Railway." fect trains in the world."

You will find it desirable to ride on those trains when going to any point in the Eastern States or Canada. They connect with all Transcontinental Trains and all Ticket Agents sell tickets. For further information, pamphlets, etc.,

ask any Ticket Agent or R. L. FORD, C. C. J. EDDY. Pass. Agent, General Agent, SPOKANE. PORTLAND.

Atlantic S. S. Lines

(From Portland, Me.) March 13 Allan Line Corinthian March 16 Dominion Line—Cambroman Dominion Line—Vancouver Feb. 27 March 9 Line-Dominion ... March 30 Dominion Line Cambroma From St. John, N. B.)

Beaver Line-Montfort March Beaver Line-Lake Champlain Beaver Line-Lake Megantic . Beaver Line—ake Superior ... Beaver Line—Lake Ontario ... March 29 (From New York.)

White Star Line—Oceanic White Star Line—Teutonic ... March 6 White Star Line Germanic ... White Star Line Majestic ... March 13 White Star Line-Cymric March 26 White Star Line-Oceanic Cunard Line-Etruria March 2 Cunard Line-Lucania Cunard Line-Umbria March 16 Cunard Line Campania March 30 Cunard Line-Etruria american Line-New York Feb. 27 American Line-Vaderland March 13 American Line-St. Louis American Line New York American Line-Vaderland March 27 Red Star Line-Friesland . Feb. 27 Red Star Line Southwark March 6 hed Star Line-Westernland . March 13 Red Star Line-Kensington Red Star Line-Noordland March 27 Allan State Line-Laurentian .. Allan State Line Sardinian March 23

Anchor Line-Ethiopia Anchor Line-Astoria March 16 Anchor Line-Anchoria March 23 Anchor Line-Furnessia (From Boston.) Cunard Line-Ivernia Cunard Line—Saxonia
Dominion Line—New England March 30 Dominion Line-Commonwealth March 13 Dominion Line-New England .. March 27 Passages arranged to and from all Ruropear points. For rates tickets and full information apply to C. P. R. depot agent, or

A. B. MACKENZIE, City Tieket Agt., Rossiand, B. C W. P. F. Cummings Gen. S. S. Agent



Kaslo & Slocan Railway International Navigation & Trading Co.

Bedlington & Nelson Railway,

Kootenai Valley Railway. Shortest and quickest route to the east

and all points on the O. R. & N. and Northern Pacific Railways in Washington, Oregon and the Southern States.

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

Leaves Pilot Bay daily at 9:15 a. m. Arrives Kuskonook daily at ... 11:15 a. m. RETURNING. Leaves Kuskonook daily at ... 12:40 p. m. Leaves Pilot Bay daily at.... 2:30 p. m.

8. S. "KASLO."

Leaves Kaslo daily at...... 8:00 a. m

Arrives Kaslo at 4:00 p. m. 8. S. "INTERNATIONAL." Leaves Nelson daily at..... 7:00 a. m.

Leaves Pilot Bay daily at.... 9:15 a. m. Arrives Kaslo at...... 10:45 a. m. RETURNING

Leaves Kaslo daily at..... 1:00 p. m. Leaves Pilot Bay daily at... 2:30 p. m. Arrives Nelson at..... 4:30 p. m B. & N. AND K. V. RYS. Passenger train leaves Kuskonook for

Spokane daily on arrival of steamer "Kaslo," connecting at Bonner's Ferry with Great Northern "Flyer," eastbound. Leaves Spokane for Kuskorook daily at 6:25 a. m., making direct connection at Kuskonook with steamer "Kasio" for Nelson and Kaslo.

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

Tickets sold to all points in Canada and To ascertain rates and full information

ROBERT IRVING, Manager,

Canadian Pacific Nav.

WHARF STREET, VICTORIA.

Time Table No. 54.—Taking Effect Nov. 1,

Victoria to Vancouver-Daily, at 1 a.m. Vancouver to Victoria—Daily, at 1 a.m. Vancouver to Victoria—Daily, at 1:10 o'clock p.m., or on arrival of C.P.R. No. 2

NEW WESTMINSTER ROUTE. Leave Victoria for New Westminster, adner, Lulu and Islands-Tuesday and Friday at 7 a.m. Leave New Westminster for Victoria and Way Ports-Wednesdays and Saturdays at 7 a.m.

NORTHERN ROUTE Steamships of this company will leave for Fort Simpson and intermediate points, via Vancouver, 1st and 15th of each month. Steamships of this company will leave

way 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 latter trips to

Quatsino and Cape Scott. The company reserves the right of changing this time table at any time without

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



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Leaves Bookaue Time Schedule.

Refective May 13, 1900

7.35 a. m. RAST MAIL—For Cocur d'Alenes, Farmington, Garfield, Colfax, Pomeroy, Waitsburg, Dayton, Walls Walla, Pendleton, Baker City and all point for the RAST.

FAST MAIL—From all points RAST, Baker City, Pendleton, Walla Walla, Dayton, Waitsburg, Pomeroy, Moscow, Pullman, Colfax, Garfield Farmington, Garfield, Colfax, Pullman, Moscow, Lewiston, Portland, San Francisco, Baker City and all points RAST.

RXPRESS—For Bramington, Garfield, Colfax, Pullman, Moscow, Lewiston, Portland, San Francisco, Baker City and all points RAST.

RXPRESS—Form all points RAST.

RXPRESS—Formall points RAST.

San Francisco-Portland Route STRAMSHIP SAILS FROM AINSWORTH DOCK, Portland, at 8:00 p. m., and from Speat treet Wharf, San Francisco, at 11:00 a, m., every

Portland-Asiatic Line. MONTHLY SALLINGS BETWEEN PORT LAND and the principal ports of China and Japan under the direction of Dodwell, Carlill & Co., general agents.

Snake River Route. Steamers between Riparia and Lewiston Riparia daily at 3:40 a. m; returning Steamer Leaves Lewiston every Sunday at 5:30 b. m. for Wild Goose Rapids (stage of water permitting.)
For through tickets and further information apply to any agent S. F. and N. System or at O. R. & N. Co.'s office, 430 Riverside avenue, Spo-

. H. M. ADAMS, General Agent. A. L. CRAIG. Passenger Agent, Portland, Oregon. WORK OF

THURSDAY

OFFICIAL MININ

What Has Been Done Throughout the Past the Output as Comp

ues -Other Notes. The following is pro cial statistics as to ing done in the camp according to the figur the various mining Gold Commissioner, who has collected and

tached report to the

The report shows t

a total of 218,000 dry shipped during the yes smeiter return value of were upwards of nin noted in the report, t included. Twenty-five shown in the report, to there number 524, rep value of \$52,000 of the them. Very nearly seve ground work has been cluding 6,000 feet of si and 30,000 feet of work This does not include t represented by the t would represent a char 50 feet wide and 50 fee roll, calculated on the by the Gold Commiss upwards of \$155,000 a when is added the co ence and the cierical amounts to \$200,000.

It will be noted that of ore shipped is put 21/,782, to which should amount shipped by the and the Iron Colt, 273 respectively. Also to this ed the difference between weight, the latter of given by the Miner, as on which the shipping freight. This amounts cent or an addition of total wet weight of 22 proximating the estimat on the first day of the 221,902. The difference tion of one per cent up With' the values there

tale to be told. The v 333,125, or in round nu

the value of the ore Monte Christo and Iron cluded, \$2,350,000. This snows a neavy fall in the ore shipped as in the 180,000 tons shipped rep a million dollars more of will the remembered that will be remembered year the two per cent p came law and was collect mines. As the tax involve instituted by the govern one of the local compani originated by the appar between the gross assay returns supplied on which tax was paid, the compa dently been careful to value and not the assay v a difference of 25 per cen two represented by the in dollar ore as returned b which has to protect itse well-known losses in the ore represents a gross to \$13. Adding these perc amount named a value reached, which is about the of last year. in other wor ed output is keeping level er grade of ore which it fitable to ship. One well I of the loss incurred in sn green snow on the smelte winter season. This is occ percentage of copper which its long passage from the f the flue chamber and lot and descending on the copper is the vehicle in and silver is carried, the d copper uniting with the go

presence of the green dend the presence of copper, but the more precious meta mechanically with it. This but one instance of many. The statistics as present ious mines suggest some ment. Some mine present of detail while others given ment the very least which that the Minister of Mine to. In other cases evident ing companies have include was done during other yea things are matters that ad tion and there is little dou camp progresses the min will progress with it and public will have a better udging what this camp is and will have all the more because of the nature the facts presented. Following is the report ing from Mr. J. Kirkup, to the Minister of Min

Sir: I have the honor ewith my annual report disjon of the mines and min the Trail Creek Division nding December 31, 1900, unt of ore shipped our le gross value thereof, the relopment work done, the in connection with properties.

The Hon. the Minister of toria, B. C. The ore shipments being a

Le Roi No. 2.

Le Roi No. 2.

War Eagle...

Centre Star... Fron Mask....

Evening Star... Giant...