

GROUNDLESS FEARS

Necessity of Railway From Crow's Nest to South.

ENTIRELY IRREFUTABLE FACTS

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

Ottawa, Feb. 23.—(Special).—An interview appears in this morning's issue of the Toronto Globe. It will 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 whether 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 the Crow's Nest coal fields to the boundary. It goes without saying that the interests of the whole country demands that everything possible 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 and Dominion, have been subsidizing railways, building canals and expending enormous sums of money for the purpose of providing railway facilities that will promote 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 us to meet the competition we find abroad. The coal and the proposed railway is just a parallel case. We have an unlimited supply of coal in the Crow'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 tons of coal, which at 4,000 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 2,500 years."

"That is probably as far as there is any occasion of our looking ahead at present. The British Columbia market cannot reasonably be expected to take over half a million tons per year from this coal field for a long while to come. That amount is nearly double what it can take at present."

RECRUITING IN ROSSLAND.

Two Applications for Baden-Powell's South African Constabulary Provisionally Accepted. Recruiting in Rossland for Baden-Powell's South African Constabulary commenced yesterday by Lieut. G. S. Beer of the Nelson Rifles. Of fifteen applications, including three from Greenwood and one from Phoenix, twelve were provisionally accepted. The riding and shooting tests will take place Monday. Ottawa will be the rendezvous. The medical examining officer is Dr. Kennedy of Fort Macleod, N.W.T., formerly of the Northwest Mounted Police. The minimum chest measurement and height required of applicants are thirty-four 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 respectively.

TRAIL IS TO INCORPORATE.

A Delegation From There Yesterday Seeking Information. Trail is about to incorporate. Yesterday Mr. D. B. Stevens and Captain W. Davit, representing the board of trade of Trail, were in this city seeking information on municipal government. Accompanied by Mr. John S. Clute, the solicitor for those seeking incorporation in Trail, they interviewed Mayor Latouche and ex-Mayor Goodfellow. 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 residents there feel that they would like to spend the money taken in the city rather than have the provincial government disburse it for them. A delegation is to be sent to the legislature immediately. The intention is to make the bill incorporating the town a government measure in order to expedite its passage.

RELATED SORTS.

Results of the Postponed Events From the Carnival. Three events which it was impossible to bring off last week during the reign of the Carnival, owing to the unsuitable condition of the snow and ice were finished yesterday. These were the ski jump for boys, the fancy skating championship and the Consolation cup for the curlers. The first was won by H. B. Beaudry with a jump of 14 feet, with A. Lockhart 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 Second 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 names of the successful rink were J. Dunlop, R. C. Dickson, P. McL. Forin and J. S. C. Fraser. The rink fully deserved the cup. They got into the semi-finals in one event, the Walkerville, and played in the second round in every other case.

A SMALL FIRE.

Just a Family Was Homeless Last Evening--Little Was Saved. An alarm of fire was sent in at 7:32 o'clock last evening and the fire raged for some time before it was brought under control. The building was a board and batten home belonging to J. Gibson, a miner, working at the Le Roi, situated on the south east corner of Columbia avenue and Nevada street. How the fire originated is not known. It was thought that a lamp exploded in the bedroom while the master sleeps. The fire spread to the kitchen. All efforts 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 and given room at a neighbor's house. The damage done is not known accurately, but it will probably run into several hundred dollars.

Back Yards.

With the approach of the disappearance of the beautiful, my unsightly and unsanitary back yards may be revealed through the carelessness of house occupiers 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 inquiries, as an unsanitary condition of the city, tending to the development of typhoid fever, cannot be permitted. Spring cleaners are therefore requested to look into the condition of the outside of their houses as well as within.

Cook's Cotton Root Compound

Is successfully used monthly by over 1,000,000 Ladies. Safe, effective. Ladies ask your druggist for Cook's Cotton Root Compound. Takes no other, as all mixtures, pills and preparations are dangerous. Price, No. 1, 81 per box; No. 2, 10 degrees stronger, 88 per box. No. 3, 15 degrees stronger, 95 per box. Sold by all druggists. The Cook Company Windsor, Ont. Nos. 1 and 2 sold and recommended by all responsible Druggists in Canada. No. 1 and No. 2 is sold in Rossland by Goodfellow 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 Telephone company, is in the city on an official visit. He was asked how the combination between the Spokane-Northern Telephone company and the Columbia Telephone and Telegraph company was progressing. It was his understanding, as one pole line could be economical, as one pole line could 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 Canadian grower. It meets his needs exactly. It shows seeds just suited to his climate. It only shows 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.

THE FAST LINE

DOUBLE DAILY TRAIN SERVICE Through tickets to all points in the United States and Canada. SPOKANE TIME CARD. ARRIVE. DEPART. No. 11, West Bound, 9:25 a. m., 9:35 a. m. No. 12, East Bound, 9:35 a. m., 9:45 a. m. No. 3, West Bound, 10:50 p. m., 11:00 p. m. No. 4, East Bound, 11:45 p. m., 11:55 p. m. Coeur d'Alene Branch, 5:30 p. m., 7:35 a. m. Palouse & Lewiston, 1:15 p. m., 9:30 a. m. Central Wash Branch, 1:00 p. m., 8:30 a. m. Local Freight West, 5:30 p. m., 6:00 a. m. Local Freight East, 5:35 p. m., 7:30 a. m. Except Sunday. H. P. BROWN, AGT. N. B. Ry., Rossland, B. C. J. W. HILL, General Agent, Spokane, Wash. A. D. CHARLTON, Ass't. Gen. Pass. Agent, Portland, Oregon.

NONE BETTER

SOLID VESTIBULED TRAINS PALACE DINING AND OBSERVATION CARS--HEALS A LACARTE Direct connection 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 connection 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 railway. For further information, maps, folders, etc., apply to any agent of the Spokane Falls & Northern railway, Kaslo & Slocan railway, Kootenay Railway & Navigation company, or to M. I. WHITNEY, General Passenger and Ticket Agent, St. Paul, Minn. H. A. JACKSON, Commercial Agent, Spokane, Wash.

CANADIAN PACIFIC RY.

SOO LINE FIRST-CLASS SLEEPERS On all trains from Revelstoke and Kootenay 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. J. S. Carter, Depot Agent, Nelson, B. C. E. J. Coffey, 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, 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 Rossburg with stage daily for Grand Forks and Greenwood. EFFECTIVE SUNDAY, DEC. 25, 1900. Leave. Day Train. Arrive. 8:00 a. m. Spokane 6:40 p. m. 11:00 a. m. Rossland 8:10 p. m. 7:00 a. m. Nelson 7:15 p. m. Night Train. 9:45 p. m. Spokane 7:00 a. m. 11:00 p. m. Rossland 7:00 a. m. First-class sleepers on night train. H. A. JACKSON, General Passenger Agent. H. P. BROWN, Agent. Rossland, B. C.



Four Fine Fast Trains Each Way Minneapolis and St. Paul Chicago and Milwaukee

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 Limited" also operates double daily trains to Sioux City, Omaha and Kansas 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. M. COLLINS, General Agent, Spokane.



THE FAST LINE TO ALL POINTS

DOUBLE DAILY TRAIN SERVICE Through tickets to all points in the United States and Canada. SPOKANE TIME CARD. ARRIVE. DEPART. No. 11, West Bound, 9:25 a. m., 9:35 a. m. No. 12, East Bound, 9:35 a. m., 9:45 a. m. No. 3, West Bound, 10:50 p. m., 11:00 p. m. No. 4, East Bound, 11:45 p. m., 11:55 p. m. Coeur d'Alene Branch, 5:30 p. m., 7:35 a. m. Palouse & Lewiston, 1:15 p. m., 9:30 a. m. Central Wash Branch, 1:00 p. m., 8:30 a. m. Local Freight West, 5:30 p. m., 6:00 a. m. Local Freight East, 5:35 p. m., 7:30 a. m. Except Sunday. H. P. BROWN, AGT. N. B. Ry., Rossland, B. C. J. W. HILL, General Agent, Spokane, Wash. A. D. CHARLTON, Ass't. Gen. Pass. Agent, Portland, Oregon.



SHORT LINE BETWEEN SPOKANE, CHICAGO, OMAHA, CHICAGO, KANSAS CITY, CHICAGO. Your attention is called to the "Pioneer Limited" trains of the "Chicago, Milwaukee & St. Paul Railway." "The only perfect 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. J. EDDY, Pass. Agent, General Agent, SPOKANE, PORTLAND.

Atlantic S. S. Lines

(From Portland, Me.) Feb. 23 Allain Line-Tunisian March 13 Allain Line-Nunidia March 13 Allain Line-Corinthian March 16 Allain Line-Cambroman March 27 Dominion Line-Vancouver March 9 Dominion Line-Dominion March 23 Dominion Line-Cambroman March 30 From St. John, N. B. Beaver Line-Montfort March 1 Beaver Line-Lake Champlain March 8 Beaver Line-Lake Megantic March 15 Beaver Line-aka Superior March 22 Beaver Line-Lake Ontario March 29 (From New York.) White Star Line-Oceanic March 27 White Star Line-Teutonic March 6 White Star Line-Germanic March 20 White Star Line-Majestic March 28 White Star Line-Cyprus March 28 Cunard Line-Etruria March 27 Cunard Line-Lucia March 9 Cunard Line-Lumbria March 16 Cunard Line-Campania March 23 Cunard Line-Etruria March 27 American Line-New York March 30 American Line-St. Louis March 13 American Line-New York March 20 American Line-Vaderland March 27 Red Star Line-Friesland March 27 Red Star Line-Southwark March 6 Red Star Line-Westernland March 13 Red Star Line-Kensington March 20 Red Star Line-Norland March 27 Red Star Line-Laurentian March 9 Allan State Line-Sarunian March 23 Anchor Line-Ethiopia March 2 Anchor Line-Astoria March 16 Anchor Line-Anchuria March 23 Anchor Line-Furberia March 30 (From Boston.) Cunard Line-Termis March 9 Cunard Line-Saxonia March 30 Dominion Line-New England March 27 Dominion Line-Commonwealth March 13 Dominion Line-New England March 27 Passages arranged to and from all European ports. For rates tickets and full information apply to C. P. R. depot agent, or A. B. MACKENZIE, City Ticket Agt., Rossland, B. C. W. P. F. Cummings Gen. S. S. Agent, Winai

Kootenay Railway & Navigation Company

Limited OPERATING Kaslo & Slocan Railway International Navigation & Trading Co. Bedlington & Nelson Railway, Kootenay 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. Kaslo & Slocan Railway Passenger train for Sandon and way stations, leaves Kaslo at 8:00 a. m. daily, returning, leaves Sandon at 1:15 p. m., arriving at Kaslo at 3:55 p. m. International Navigation & Trading Company Operating on Kootenay Lake and River S. S. "KASLO." Leaves Kaslo daily at 8:00 a. m. 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. Arrives Kaslo at 4:00 p. m. S. 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 Kuskonook daily at 6:25 a. m., making direct connection at Kuskonook with steamer "Kaslo" for Nelson and Kaslo. Steamers call at principal landings in both directions, and at other points when signalled. Tickets sold to all points in Canada and the United States. To ascertain rates and full information address ROBERT IRVING, Manager, Kaslo, B. C.

Canadian Pacific Nav. Co

(LIMITED). WHARF STREET, VICTORIA. Time Table No. 64--Taking Effect Nov. 1, 1900.

Victoria to Vancouver--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 train. NEW WESTMINSTER ROUTE. Leave Victoria for New Westminster, Ladner, 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 every Wednesday for Wrangle and Skagway 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 notification. G. A. CARLETON, General Freight Agent. C. S. BAXTER, Passenger Agent.

O.R. & N. OREGON SHORT LINE AND UNION PACIFIC

THE ONLY LINE EAST VIA SALT LAKE AND DENVER. TWO TRAINS DAILY SHORTEST AND QUICKEST ROUTE

Coeur d'Alene Mines, Palouse, Lewiston, Walla Walla, Baker City Mines, Portland, San Francisco, Crisp's Creek, Gold Mines and all points East and South. Only line East via Salt Lake and Denver. Steamship tickets to Europe and other foreign countries. Leaves Spokane Time Schedule. Arrives Daily Effective May 15, 1900. Daily. 7:35 a. m. EAST MAIL--For Coeur d'Alene, Walla Walla, Baker City, Portland, San Francisco, Crisp's Creek, Gold Mines and all points East and South. FAST MAIL--From all points EAST, Baker City, Walla Walla, Pendleton, Baker City and all points for the EAST. EXPRESS--For Farmington, Gardfield, Colfax, Fullman, Moscow, Lewiston, Portland, San Francisco, Baker City and all points EAST. EXPRESS--From all points EAST, Baker City, San Francisco, Portland, Colfax, Gardfield and Farmington. STEAMER LINES. San Francisco-Portland Route. STEAMSHIP SAILS FROM AINSWORTH DOCK, Portland, at 8:00 p. m. and from Spier Street Wharf, San Francisco, at 11:00 a. m., every five days. Portland-Asiatic Line. MONTHLY SAILING BETWEEN PORTLAND and the principal ports of China and Japan under the direction of Dowell, Carlin & Co., general agents. Snake River Route. Steamers between Riparian and Lewiston leave Riparian daily at 4:40 a. m.; returning leave Lewiston daily at 4:40 p. m.; every Sunday at 5:30 p. m. For Wild Goose Rapids and stage of water permitting. For through tickets and further information apply to any agent B. & N. System or at O. R. & N. Co.'s office, 85 Riverside avenue, Spokane, Wash. H. M. ADAMS, General Agent. A. L. CRAIG, Passenger Agent, Portland, Oregon.

WORK OF

An Increasing Number employ

OFFICIAL MINING

What Has Been Done Throughout the Past the Output as Compared with Other Notes.

The following is preliminary statistics as to the work done in the camp according to the figures of the various mining companies, as reported to the Gold Commissioner, who has collected and tabulated the report. The report shows that a total of 218,000 dry snipped during the year. The return value of the snipped was upwards of nine million in the report, and the Monte Christo included. Twenty-five million in the report include number 524, representing value of \$62,000 of them. Very nearly seven ground work has been done, 6,000 feet of shaft and 30,000 feet of work. This does not include the represented by the total of all taken from the report, which would represent a total of 50 feet wide and 50 feet high, calculated on the basis of the Gold Commissioner's report of \$153,000 a year when is added the cost of the mine and the clerical amounts to \$200,000. It will be noted that of ore shipped is but 218,782, to which should amount snipped by the and the iron, 478, respectively. Also to be noted is the difference between weight, the latter of which was the Miner, as given by the Miner, as on which the shipping freight. This amounts to cent or an addition of total wet weight of 221,872, proximating the estimate on the first day of the 221,872. The difference of one per cent in the report. With the values there to be told. The value, 353,125, or in round numbers the value of the ore. Monte Christo and Iron snipped, \$2,350,000. This shows a heavy fall in the ore shipped as in the 189,000 tons snipped represent a million dollars more of value will be remembered. The year the two per cent in came law and was collected. As the tax involved instituted by the government one of the local companies originated by the apparatus returns supplied on which tax is paid, the company has been very careful to get value and not the assay value, a difference of 25 per cent represented by the increase and those of the dollar ore as returned by which has to protect itself. Well-known losses in the ore represents a gross of \$12. Adding these per cent amount named a value of reached, which is about the of last year, in other words output is keeping level or grade of ore which is suitable to ship. One well known of the loss incurred in snipped green snow on the smelter winter season. This is one percentage of copper which its long passage from the smelter to the mill, and descending on the copper in the vehicle in silver is carried, the difference in quite small of presence of the green dust the presence of copper, but the ore is mechanically with it. This but one instance of value of the statistics as presented. Some mine present of detail while others give ment the very least which that the Minister of Mines. In other cases evident ing companies have included was done during other years things are matters that attention and there is little doubt will progress with it and public will have a better of managing what this camp is and will have all the more because of the nature of the facts presented. The following is the report of the Minister of Mines. Sir: I have the honor herewith my annual report of the mines and mining in the Trail Creek Division ending December 31, 1900. amount of ore shipped during the year, the value thereof, the development work done, the men employed and value of the made in connection with the properties. The Hon. the Minister of Mines, B. C. The ore shipmen's being as Le Roi, No. 2, War Eagle, Centre, Iron Mask, Evening Star, Giant.