

# MILLIONS TO BURN

## Enormous Coal Deposits of Crow's Nest Pass.

### NEED OF RAILWAY TO SOUTH

Facts and Figures Submitted by Senator Cox--\$833,000 in the Treasury for Immediate Construction and Development Work--What Pay Roll will Amount to.

Toronto, March 7.—(Special).—At the annual meeting of the Crow's Nest Coal company held in Toronto today, the president, Senator Cox, delivered the following address:

"In congratulating you upon the success of the last year's operations it may be worth while to refer to the erroneous ideas that have gone abroad with regard to the management and control of the Crow's Nest Coal company. We are, in every respect, a Canadian enterprise with a large majority of Canadian stockholders, under Canadian control and management and are giving employment to a great force of laborers on Canadian soil. We are developing Canada's natural resources in one of the most important economic minerals, and are building up an immense Canadian industry, which is bringing wealth to the Dominion and which we feel assured will constitute a most important factor in the Canadian industrial development of the future unless our operations are restricted by a limited market and inadequate railway facilities. It affords me great pleasure to announce that we are prepared to proceed at once with construction and development work involving an immediate expenditure of \$833,000 and we already have this money in the treasury of the company for this purpose. This does not include the large railway project to which I will refer later, but will be devoted exclusively to development work, the building of coke ovens, dwellings, offices and other works in connection with the coal and coke industry of the company. We intend to build at Fernie, Michel and another suitable point 720 coke ovens which will involve an expenditure of \$540,000 under this head alone. We will then have 1,032 ovens which will increase our capacity for coke production from over 400 tons per day, as at present, to more than 1,500 tons per day. Our expenditures will also include more than a quarter of a million dollars on mine improvements, offices and miners' dwellings. These expenditures and the extensive mining and coke producing operations that are to follow will create and maintain two new towns in the coal district as large as Fernie, which owes its existence to the works carried on by this company. There is a prospective demand, provided we obtain access to the American market, as I shall hereafter mention, for 4,500 tons of coal per day. Within a year we expect to increase our output to about 6,000 tons of coal per day, a large portion of which will be converted into coke in our ovens and within five years we expect to have a pay roll of fully \$10,000 per day, which will be sufficient to maintain three important industrial centers in the coal district. All business men will at once realize how important such development will be to the country at large as mining camps are invariably extensive consumers of supplies. Not only will these be the direct cause of the employment of several thousand additional Canadian workmen, but a new and most extensive demand will be created for the products of Canadian factories in the east and the food supplies for the western farms and cattle ranches. It is only fair to you, however, to state that the present British Columbia demand for coal and coke would not justify any such expenditures as we propose to make. This is self-evident, when I state that the present demand of British Columbia does not exceed 1,000 tons of coal and coke per day and we cannot expect this demand to increase in the near future, even under the favorable conditions so as to justify much expenditures. In order that we may proceed with this development it will be absolutely necessary to secure access to the American market by a route that will put us in a position to successfully compete with the coal and coke producers already in the field. If delayed in our operations by legislative obstruction, if prevented in any way from cutting down the cost of production to the narrowest possible margin, our success in the field will be proportionally cramped and it will be quite impossible to undertake the development now proposed. Recognizing, therefore, the necessity of obtaining direct access to the adjacent markets of the United States, an application has been made to parliament by five of your directors for a charter to build a railway from the coal fields to the coast, where it is intended to connect with a spur line from Jenkins on the Great Northern railway. This is simply an effort to secure an entrance by the best possible route to an almost unlimited market for coal and coke, where we must meet great competition.

"The opinion has been expressed in some quarters that the establishment of a railway connection between the Crow's Nest coal fields and the Great Northern system will deprive the Canadians and mining and smelting industries of a supply of coal and coke and that the company may create a shortage in the Canadian supply to benefit the American smelting interests. These fears are groundless. From the geological report it appears that there is over 550,000 acres of coal lands in the Crow's Nest country, containing a supply of coal, which is conceded by all authorities, to be practically inexhaustible, it being estimated that there is an area of 20,000,000,000 tons of coal. This would admit of an output of 10,000 tons per day, al-

lowing 300 working days per year for over 6,000 years. This is strictly independent of the immense coal areas in Alberta and other parts of British Columbia. They are at present prepared to enter into time contracts with the smelters of British Columbia to supply any quantity of coal or coke they may require, but so far as the local supply is concerned, its safety can be best assured that such development of the Crow's Nest mines will be made probably by the building of the proposed line. Successful operation of the mines on a large scale would be impossible if our market was limited to British Columbia and it was subject to the fluctuations we have experienced this last year. With an immense coal and coking industry in operation, turning out from six to ten thousand tons of coal a day, the British Columbia smelters now in operation could close down—we open up without notice as often as they might feel inclined and the change would not be felt. The smelters now in operation on the Canadian side only require about 300 tons of coke per day. If we are restricted as to markets, there will be a higher initial cost, risk of suspension through accidents, difficulty in securing labor and in meeting any variation in the demand. Although there is an immense area of coal in the Crow's Nest country that is of the best quality for coking, we should not harbor the delusion that this district has all of the coking coal on the continent. There will be competition from the existing sources of supply from Cokedale on Puget Sound, Pennsylvania, West Virginia, Utah and Colorado. There are also immense coal deposits in Montana, Washington and other places, which may prove, when tested, to be of good coking quality. To enter and hold this market, which means from 5,000 to 6,000 tons of coal per day, the Crow's Nest Pass Coal company must have the best railway facilities available, and that is why it is absolutely necessary to build this proposed spur.

"There is hardly any industry so universally beneficial to a country as coal mining and coke mining for export trade. The coal and coke are both brought to the last stage of perfection before being shipped out. All labor is expended on them in the country and there is nothing further to be done with them except to consume them. Not so with logs, not so with lumber, not so with pulp, with wheat, with wool and many other products exported. Every dollar's worth that comes into the country in return for coal or coke exports makes the country just that much richer. The farmer, the rancher, the miller, the merchant, and the manufacturer will all flourish. There will also be an enormous direct revenue to the British Columbia government from the royalty. That government is now deriving a revenue of about \$1,000 a day from the present operations. In addition to the development of the coal and coke industry, the proposed railway will open up a prospect and an assured prospect of smelting development, which will prove, from a public standpoint, of the very greatest importance. The success of the smelting industry depends upon the ability to assemble the various materials essential to profitable smelting, at the lowest possible cost, and if the proposed line of railway is built, connecting the Crow's Nest fields with the American railway systems, the balance of advantage will be decidedly in favor of the Canadian side, as the place for establishing a large and profitable smelting industry.

"The Canadian people have but to improve their opportunity, to stand out of the way and let the good fortune in. In order to illustrate what I have said, permit me to point out how suitable a place Fernie or some other point adjacent thereto would be for the establishment of a smelting industry. There we have the coke without any cost, we have the coal to carry it to any smelting point south of the line would involve a hauling charge, as well as an American duty of 60 cents per ton. The lines are required to be found at Fernie, with no expense except the cost of quarrying.

"The lead ores of South-west British Columbia are now seeking markets which is almost impossible for them to find and those adjacent to the coal fields could at a trifling cost for transportation be laid down at Fernie, or some convenient point. The dry ores necessary to make workable and profitable mixtures and blends are not at present to be obtained in British Columbia, but are to be found through the adjacent mining states along the lines and connections of the Great Northern and Northern Railway and the ore cars taking the coal and coke from the mines at Fernie to supply the railways and established industries in these states, instead of coming back empty, would, at a low cost for transportation, bring back these dry ores to such a smelter. There is no point south of the boundary line where a smelting industry could so easily and so profitably be established. If a smelting industry were established south of the line, there would be, as above mentioned, the cost of transportation of the coke to the site of the smelting industry, the duty on this coke entering the United States, the cost of transporting the lead ores from British Columbia to the site of the proposed smelter and the American duty on the leads entering the United States

which, upon the quality of ore found at some of the best mines in British Columbia, would probably be about \$9 per ton. Simply on the item of transportation there would be a serious handicap of the ore cars bringing down the coke and the ore from British Columbia to a smelter on the American side being compelled to return empty and this would necessarily entail a proportionately higher freight rate. Not the least important in the situation is the fear in the minds of the American capitalists interested in the mining industry of the west that an export duty may be put on the ore by the Canadian government and this would cripple any smelting industry established on the American side dependent upon Canadian ores as this source of supply. That this is not simply theory, but the mature judgment of practical smelting men, is evidenced by the fact that we have the most positive assurances from a smelting man of large capital and experience that if we obtain the proposed railway connection he will commence the erection of a large smelting plant in British Columbia adjacent to the coal fields; and we have three or four more smelting industries at other suitable points in Southern British Columbia, provided the proposed road is built. The prospect, therefore, for Southern British Columbia would appear to be exceedingly bright. Once the charter for the railway is assured, the construction of the coke ovens, the building of the homes for the miners and the virtual establishment of new towns in Southern British Columbia will await the opening of the season. Little time will elapse from the assurances received before more than one large smelting industry will be put under way and hundreds of thousands of dollars will be invested in developing this important industry in that country.

With improved transportation facilities, as well as the improved smelting facilities, which would be secured, a smelter could secure freight charges and give rates for treatment that are now impossible. It is hardly necessary to dwell at length on the result and the benefits to mining and other enterprises in British Columbia. Their benefits are self-evident. In every lead mine there are masses of ore that will not pay at the present rate for treatment; in every camp there are propositions and mines just too lean to tempt operators or investors. Every dollar taken off the charge for treatment means thousands of tons more available and proportionately swells the pay rolls of every camp. Every dollar's reduction in smelter charges widens the pay streak of every mine and brings new mines within the paying class. It would be a great misfortune to British Columbia and to the Dominion at large if this opportunity should be lost, through the failure to secure adequate means of transportation. There are rival projects south of the boundary.

"Immense coal areas in the states of Washington and Montana are in the process of development and if the parties interested in these properties once secure possession and control of the market in these states for coke and coal I fear the coal and coke of British Columbia will stand a very poor chance of exportation from them. The promoters of this railway ask no cash bonus or land grant of any kind—they simply desire an opportunity of expending their own money to construct a railway which will be of great public benefit. We now have a prospect of building a city as large as Butte in the Crow's Nest coal district. I cannot think it possible that either the parliament of Canada or the legislature of British Columbia will place a barrier in the way of the industrial development of our country or will adopt a course which may delay that development half a century. I therefore look forward with confidence to a charter being granted and this being done, the development which I have outlined, will be at once proceeded with; but unless the charter is granted the development outlined cannot be undertaken."

#### WORLD'S LARGEST COPPER MINES

##### Le Roi Not Yet Among the First Twenty Producers.

These were when last fully ascertained—the year taken being 1898, as follows, the amounts being given in long of tons 2,240 pounds:

Mine and Location.	Production.
Anaconda, Montana.....	50,000
Calumet and Hecla, Michigan.....	38,983
Rio Tinto, Spain.....	33,862
Boston and Montana, Montana.....	30,000
United Verde, Arizona.....	18,696
Maisfield, Germany.....	18,045
Copper Queen, Arizona.....	15,068
Tharsis, Spain.....	11,147
Boleo, Mexico.....	9,435
Tamarac, Michigan.....	8,777
Mountain Copper, California.....	8,273
Arizona Copper Co., Arizona.....	8,111
Besshi, Japan.....	8,050
Ashi, Japan.....	7,501
Quincy, Michigan.....	6,300
Montana Ore, Montana.....	5,681
Osceola, Michigan.....	5,555
Parrot, Montana.....	5,500
Wallaroo & Moonta, Australia.....	5,102
Detroit, Arizona.....	5,000
Mount Lyell, Tasmania.....	4,020
Ookpik, Cape Colony.....	3,500
Mason and Barry, Portugal.....	3,500

Total for 23 mines.....314,554  
During the same year of 1898 Trail Creek yielded in all 5,232,011 pounds of copper, or rather over 2,335 long tons, more than half of which came from the Le Roi. Trail Creek's total tonnage greatly increased last year on 1898, being nearly double, but the copper percentage was not so high as in 1898. The copper contents when fully ascertained for 1900, will probably show a Trail Creek yield of over 3,000 long tons of 2,240 pounds, with more than 2,000 credited to the Le Roi. The Le Roi mine's copper yield would, therefore, large though it is, not place it amongst the first 20 producers of the world, but certainly place it amongst the first 30.

#### A Fireman's Close Call.

"I stuck to my engine, although every joint ached and every nerve was racked with pain," writes C. W. Bellamy, a locomotive fireman, of Burlington, Iowa. "I was weak and pale, without any appetite and all run down. As I was about to give up, I got a bottle of Electric Bitters and, after taking it, I felt as well as I ever did in my life." Weak, sickly, run down people always gain new life, strength and vigor from their use. Try them. Satisfaction guaranteed by Goode Bros. and T. R. Morrow. Price 50 cents.

Hon Smith Curtis returned last evening from Greenwood, where he has been in attendance on the Associated Boards of Trade.

**NEW "ROUND" CABBAGE.**  
We send a packet of our Steele-Briggs Early Spring Cabbage and our big illustrated seed catalogue for 10c. The catalogue is the largest Canadian seed catalogue. It only contains seeds suited to Canada. Steele-Briggs seeds are all fresh and grow well. The heads are round and compact. They may be planted closer together than ordinary cabbages. Send 10c for the catalogue and the packet by mail.  
**THE STEELE-BRIGGS SEED Co., Limited,**  
TORONTO, Canada's Greatest Seed House.

#### Tried to Eat a Thumb.

Edmund Doran is confined at the hospital with a badly wounded thumb. He was cooking at the Velvet mine and got into an altercation with a fellow cook. The result was a fight, during which Doran's antagonist got his thumb in his mouth and chewed it to a considerable extent. The thumb got so bad that Doran had to go to the Sisters' hospital for treatment.

#### A Social This Evening.

The ladies of the Methodist church will give a social this evening in the church. The entertainment offered will include vocal and instrumental music and refreshments. Graham's quintette will furnish music for the occasion. The entertainment promises to be an unqualified success.

**GREAT NORTHERN RAILWAY**  
**NONE BETTER**  
**SOLID VESTIBULE TRAINS**  
**PALACE DINING AND OBSERVATION CARS—TEALS 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.....4:45 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 Northern 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, Kootenay Railway & Navigation company, or to

F. I. WHITNEY,  
General Passenger and Ticket Agent,  
St. Paul, Minn.  
H. A. JACKSON,  
Commercial Agent,  
Spokane, Wash.

**CANADIAN PACIFIC RY.**  
**AND**  
**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, A. B. McArthur,  
D. P. A., Depot Agent.  
Nelson, B. C. E. J. Coyle,  
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 Roseland, 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 Kootenay Lake points.  
Connects at Meyer's Falls with stage daily for Republic, and connects at Boscawen with stage daily for Grand Forks and Greenwood.

#### EFFECTIVE SUNDAY, DEC. 25, 1900.

Leave.	Day Train.	Arrive
8:00 a.m.	Spokane	8:40 p.m.
11:50 a.m.	Roseland	8:10 p.m.
7:00 a.m.	Nelson	7:15 p.m.
9:45 p.m.	Spokane	7:00 a.m.
11:00 p.m.	Roseland	7:00 a.m.

First-class sleepers on night train.  
H. A. JACKSON,  
General Passenger Agent  
H. P. BROWN, Agent,  
Roseland, B. C.

**Kootenay Railway & Navigation Company**  
**Limited**  
**OPERATING**  
Kaslo & Slocan Railway  
International Navigation & Trading Co.  
Bedford & 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. 54—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.

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**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, Lewis, Walla Walla, Baker City Mines, Portland, San Francisco, Cripple Creek Gold Mines and all points East and South. Only line East via Salt Lake and Denver.  
Steamship tickets to Denver and other foreign countries.

Leaves Daily	Spokane Time Schedule.	Arrives Daily
7:55 a.m.	FAST MAIL—For Coeur d'Alene, Farmington, Garfield, Colfax, Pomeroy, Wabburg, Dayton, Walla Walla, Pendleton, Baker City and all points for the EAST.	
4:00 p.m.	FAST MAIL—From all points EAST, Baker City, Pendleton, Walla Walla, Dayton, Wabburg, Pomeroy, Moscow, Pullman, Colfax, Garfield, Farmington, ton and Coeur d'Alene.	
	EXPREBS—For Farmington, Garfield, Colfax, Pullman, Moscow, Lewiston, Portland, San Francisco, Baker City and all points EAST.	
	EXPREBS—From all points EAST, Baker City, San Francisco, Portland, Colfax, Garfield and Farmington.	9:00 a.m.

**STEAMER LINES.**  
San Francisco-Portland Route.  
STEAMSHIP SAILS FROM AINSWORTH DOCK, Portland, at 8:00 p. m., and from Spess Street Wharf, San Francisco, at 11:00 a. m., every five days.

**Portland-Analecta Line.**  
MONTHLY SAILINGS BETWEEN PORTLAND and the principal ports of China and Japan under the direction of Bodwell, Carill & Co., general agents.

**Snake River Route.**  
Steamers between Riparian and Lewiston leave Riparian daily at 5:40 a. m.; returning leave Lewiston 7 a. m.

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, Spokane Wash.

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

**THE NORTH-WESTERN LINE**  
**C. S. P. M. & O. RY.**

Four Fine Fast Trains Each Way  
Minneapolis and St. Paul

TO  
Chicago and Milwaukee

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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

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General Agent, Spokane.

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**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.....	10:30 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.	7:25 a. m.
*Palouse & Lewiston.....	11:15 p. m.	8:30 a. m.
*Central Wash Branch.....	1:00 p. m.	8:30 a. m.
*Local Freight East.....	5:30 p. m.	6:00 a. m.
*Local Freight West.....	5:35 p. m.	7:30 a. m.

\*Except Sunday.

H. P. BROWN,  
Ag't. R. M. Ry., Roseland, B. C.  
J. W. HILL,  
General Agent, Spokane, Wash.  
A. D. CHARLTON,  
Asst. Gen. Pass. Agent,  
Portland, Oregon

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"BETWEEN" ST. PAUL, MINN., OMAHA, NEB., KANSAS CITY, MO., AND CHICAGO, ILL.

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

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SPOKANE. PORTLAND.

#### Atlantic S. S. Lines

(From Portland, Me.)	
Allan Line—Tunisian.....	Feb. 23
Allan Line—Numidian.....	March 13
Allan Line—Corinthian.....	March 16
Dominion Line—Cambroman.....	Feb. 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—ake Superior.....	March 22
Beaver Line—Lake Ontario.....	March 29

(From New York.)	
White Star Line—Oceanic.....	Feb. 27
White Star Line—Teutonic.....	March 6
White Star Line—Germanic.....	March 13
White Star Line—Maestric.....	March 20
White Star Line—Cymric.....	March 27
White Star Line—Oceanic.....	March 27
Cunard Line—Etruria.....	March 2
Cunard Line—Lucania.....	March 9
Cunard Line—Umbria.....	March 16
Cunard Line—Campania.....	March 23
Cunard Line—Etruria.....	March 30
American Line—New York.....	Feb. 27
American Line—Vaderland.....	March 6
American Line—St. Louis.....	March 13
American Line—New York.....	March 20
American Line—Vaderland.....	March 27
Red Star Line—Friesland.....	Feb. 27
Red Star Line—Southward.....	March 6
Red Star Line—Westernland.....	March 13
Red Star Line—Kensington.....	March 20
Red Star Line—Nordland.....	March 27
Allan State Line—Laurentian.....	March 9
Allan State Line—Saxanian.....	March 23
Anchor Line—Ethiopia.....	March 2
Anchor Line—Astoria.....	March 16
Anchor Line—Anchonia.....	March 23
Anchor Line—Furnessia.....	March 30

(From Boston.)  
Cunard Line—Ivernia..... March 9  
Cunard Line—Saxonia..... March 30  
Dominion Line—New England—Feb. 27  
Dominion Line—Commonwealth March 23  
Dominion Line—New England—March 27  
passages arranged to suit from all European ports. For rates tickets and full information apply to C. P. R. depot agent or

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