THE ADVANCE.

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XIV, No. 23. MIDWAY, BRITISH COLUMBIA, MONDAY, APRIL 8, 1901. $2.00 per Year.

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POSTOFFICE STORE, MIDWAY.

THE V.V.&E. COMPANY WILL BUILD

Midway to Have a Competing Line---Construction Will Commence at an Early Date.

The Country Will no Longer be Under the Iron Hand of the C. P. R.--Parliament Adjourned to Allow the Members to Consult Their Constients--No Doubt as to the Opinion of the Entire Province in the Matter.

There is now no doubt that construction on the V. V. & E. railway will be begun at an early date, that is if the present adjournment of parliament is for the purpose of allowing the members an opportunity of sounding their constituents upon the question, as stated by the government, because it is the wish of everyone interested in the building of the Coast-Kootenay railway that the V. V. & E. should construct the road.

The government, much as it would like to favor the C. P. R., has become afraid of public opinion. The entire province has been so pronounced in its views condemning the actions of the government regarding the Coast-Kootenay railway that it has taken alarm and decided to consult the wishes of the people in the matter.

Competition in railways was the voice of the people at a large mass meeting held recently at Victoria. The people of that city have given their members to understand that if the Coast-Kootenay road be not built by a competing line their resignations will be asked for. Perhaps no better idea of the opinion of the people of Victoria in this matter can be given than is the following taken from the Outlook:

"Dark rumors are afloat as to the intentions of the government toward the V. V. & E.

Approached from all quarters, and questioned by all kinds of men, and deputations of men, the Premier's reply is the same: "I will make the best bargain for British Columbia."

The repetition of this Delphic utterance has in it a sinister ring; so think the friends of the "open door," and uneasiness is abroad everywhere among friends of the government.

Foes of the government chuckle fiendishly. They state, with absolute confidence, that "the best bargain for British Columbia" will be a bargain with the C. P. R.; the government to control rates, and the C. P. R to control the government; after which three minutes for refreshments, six minutes "rough house," and the everlasting downfall of the Dunsmuir administration.

Friends of the Government say that Mr. Dunsmuir would not think, for a moment, of making a bargain of any kind with the C. P. R., in defiance of the will of the people; because it would be a suicidal proceeding on his part that would wreck the administration, and fail of its object—the incoming party being pledged to repudiate the deal in toto.

The sufferings of California under railway monopoly have furnished British Columbia with an object lesson so awe-inspiring that "it were better for a man (politically) that a millstone were hanged about his neck, and that he were drowned in the depths of the sea," than that he should, by so much as the wink of an eyelid, signify approval of a C. P. R. monopoly here and now.

Indeed, so great is the popular detestation, not of the C. P. R. itself, but of any attempt to place the province at its mercy, that even if it should offer to build the road "free, gratis, for nothing," and pay a round sum to the government for the privilege, the offer would be immediately rejected.

The fact that Jim Hill and his associates mean to build the V. V. & E., so far from dismaying the people, increases their anxiety to give that company the subsidy; because the Hill-Morgan syndicate is believed to be at deadly enmity with the Canadian corporation, and is, by hundreds of millions, too strong to be bought up. In fact, should there be any "buying up," the boot will be on the other leg.

"Taking one consideration with another," the affairs of this province have reached a crisis so grave that it is not easy to see what the upshot is to be. The people do well to dread monopoly worse than the devil, hoofs, horns and tail, and to welcome competition, even should the gentleman just named be at the back of it."

Vancouver is equally strong in favor of a competing line. It recognizes the fact that to be a one-railway town would be disastrous. The case for Vancouver is expressed in the memorial to the Lieutenant-Governor, drawn up by the Citizen's Association, which is as follows:

To His Honor the Lieutenant-Governor in Council, Victoria, B. C.:

Sir,—At a special meeting of the citizen's Association of Vancouver, held this 26 h day of March, 1901, to discuss the question of the proposed Coast-Kootenay line of railway, it was resolved to submit to your Honor, for the consideration of your Honor's advisers, the reasons why, in the opinion of the said Association, such a line should be constructed and maintained by some company independent of any railway company at present connected with the port of Vancouver. The citizens Association of Vancouver strongly advocates competition in railways, but is at the same time entirely unprejudiced and free from any bias as to any specific company. As a citizen's association it has been deemed advisable for us to confine our argument to the advantages that must accrue to our own city of Vancouver from competition in railways, recognizing at the same time that similar advantages must inevitably follow to other ports and cities of the province connected with the proposed competing line of railway. Good ports are few and far between, not only on the Pacific coast, but throughout the world, and too much care cannot be exercised to prevent their becoming monopolized in the interests of any specific company.

The port of Vancouver is unique, inasmuch as it is the only first class commercial harbor on the Pacific coast of Canada. There are, it is true, one or two other good harbors on the coast of British Columbia, but they can never occupy the exceptional position of the port of Vancouver, as they are not so well situate for effecting close connection with the great railway lines of Canada and the United States. Such being the case it is a matter of most vital importance that every means should be adopted to prevent the control of such a harbor by one railway company. Such a thing, we submit, would be disastrous not only to Vancouver, but to the province and the Dominion as a whole. Shipping would be curtailed, for the reason that responsible shipping companies avoid, as far as possible, any port at which their trade would be hampered by conditions that must be made with a railway company having entire control of the port. Such was, until very recently, the fate of San Francisco, and there can be no doubt that her population and wealth would have been more nearly equal that of Chicago to day had there always existed railway competition in that city. This is a fact well known to business men, and all connected with the great shipping companies. With such an object lesson it seems to us that it would be something more than a gross folly to disregard it at this crucial period, and permit the trade of the port of Vancouver to languish under the throttling influence of one all powerful company. We feel that no effort should be spared to lay this matter urgently and forcibly before the proper authorities. On the common ground of being public carriers it is to the interest of both railway companies and shipping companies to build up and encourage the establishment of industries, and so increase the carrying trade. But as between shipping companies and railway companies there is an essential difference in one respect, viz., it being a very expensive matter to construct, equip and maintain railways, competition is not so rife, and consequently control of industries by freight exactions is of common occurrence. On the other hand shipping, with its freedom from road beds and upkeep, is subject to keen competition, and the control of industries that can be exercised by shipping is, as compared with railways, next to nothing.

Referring your Honor to another phase of the subject, we beg to submit that competition is not always secured by granting powers to more than one company, or to all outside railway companies, over a line owned and operated by a dominant company. Supposing, for instance, that your Honor's advisers, in their endeavor to make the best bargain possible, were to accord the privilege of building the Coast-Kootenay line to the Canadian Pacific Railway company, at the same time attempting to safe guard the interests of the public by insisting upon running powers being given to other railway companies over that line, we respectfully submit that the dominant company, as owner and operator of the line, and having as much the right to first consideration, could easily and effectively hamper even the most powerful competitor by conditions that would virtually stultify the running powers given. And we believe that the ingenuity of astute business men would always prove sufficient to overcome any regulations designed by the Government to prevent this. We would point out to your Honor that the substitution of competition for monopoly invariably accrues to the benefit of the community at large.

Although, as a citizen's association, our argument has been made with particular reference to our own city, there is nothing, we submit, in our contentions which is not fair and concerned with the general welfare of the whole Province. And in pleading the cause of competing lines of railway to Vancouver we are at the same time pleading the cause of other cities of the Province with which such competing lines would be connected.

We are informed on reliable authority, and believe, that two large shipping companies are now prepared to establish connection with the port of Vancouver as soon as railway competition is inaugurated here, and their advent foreshadows the establishment of four large industries to which they will give every assistance with the express object of building up their carrying trade.

We further submit that another great benefit that would accrue to us through the establishment of competing lines of railway would be the placing of the lumber trade on a much sounder and more profitable basis, both by land and sea.

Without dealing further with the specific arguments in favor of competition, we respectfully urge your Honor that nothing is so absolutely essential to the development of this province as cheap transportation, and that it is only by the establishment of independent, competing lines that cheap transportation can be secured. The extension of cheap transportation facilities means the development of enormous resources at present lying dormant, and if it be necessary for the people to first grant pecuniary assistance to a competing line, and under present conditions we consider that it is necessary, it can be done with the assurance that the reward will be an hundred fold.

As far as the city of Vancouver is concerned, we certainly consider that it would be cheaper in the long run to give a bonus to induce competition in railways than to confirm a monopoly without a bonus. As we have already pointed out, this is a matter affecting even more than Dominion interests, and requires a statesmanlike policy which will safeguard for all time the freedom of one of the destined great ports of the Empire. And we would further respectfully but most emphatically urge upon your Honor, and upon your Honor's advisers, that under no conditions or restrictions whatever should a charter for, or assistance in aid of, the the construction of the Coast Kootenay line of railway be given to any company not thoroughly independent of any existing line of railway connected with the city of Vancouver.

We would also respectfully call your attention to a point in the report lately laid before the Provincial House of the railway policy outlined by the Hon. the Premier in his address to the Dominion Government, to wit—in which is advocated a line from Midway to the coast at some point south of the Fraser river, having a ferry connection with Vancouver Island, but making no provision for it running into the city of Vancouver.

All of which is respectfully submitted.

CHARLES WOODWARD,
Chairman.

Dated at the city of Vancouver this 26th day of March, 1901.

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MONDAY, APRIL 8, 1901.

The government has at last decided not to totally ignore public opinion and has accordingly adjourned the house for two weeks to allow the members an opportunity of sounding their constituents as to their wishes regarding the building of the Coast-Kootenay railway. With a unanimity of sentiment in favor of the recognition by the government of the V., V. & E. Railway, which has been shown by delegations from Victoria, Vancouver and nearly every town in the interior that would be effected by the building of the road, the government should no longer plead ignorance as to the views of the people and an adjournment for the purpose mentioned should not have been deemed necessary. There is no doubt as to the people's wishes in the matter and if their wishes are complied with there is no doubt but that the Coast Kootenay Railway will be built by the V., V. & E. Victoria is strongly in favor of a competing line. They recognize that a competing line is necessary to the advancement of that city and they are not backward in acquainting the government with their views. Vancouver is also strongly in favor of the V., V. & E., and their memorial published elsewhere in this issue should have much weight with the government, for it contains the opinions of some of the best business men in Vancouver, who have given much thought to the subject of how to extend the trade of that city and have come to the conclusion that railway competition is the thing most desired. The people of the Boundary, Kootenay and Similkameen countries have urged upon the government the importance of a competing line. Delegates have been sent from nearly every town in the interior for the purpose of informing the government as to the opinions of the people on this question, and yet in the face of all this convincing evidence that it is the wish of the people that the government should favor the building of the V., V. & E. it feigns ignorance in the matter and adjourns the house to find out what the people want. Now that the government has wisely decided to consult the people in the matter and wants their views the people should put up such a strong cry in favor of the V., V. & E. that there will be no mistaking what the wishes of the people are. Delegates should be sent from all over the province and should appear in a body when the bill comes before the house, and better yet if the delegates be armed with a petition signed by the voters of the various electoral districts interested in the building of the road. Midway has decided upon this plan. The whole country tributary to Midway will be canvassed for the purpose of obtaining signatures of those in favor of a competing line and we believe there is not a person in the entire district but what will lend his name to assist in obtaining the V., V. & E. and if all the other places follow the example of Midway in obtaining the signatures of the people to a petition for this purpose and send them together with one or more delegates to the re opening of the house, the government dare not do other than favor a competing line of railway. The following taken from the Rossland Miner expresses the opinion of the Kootenays on this matter:

If any one thing more than another was required to demonstrate the weakness and incompetency of the provincial government in dealing with the important matters which they have been empowered by the people to determine in the best interests of the country, it is furnished by their decision to adjourn the house for a fortnight to allow the individual members of the legislature to consult their constituents on the railway question. If there is no covert move in this action of the cabinet, no concealed intention of making a point against the V., V. & E. Company, then it is a confession on the part of the premier and his colleagues that they are lacking in the ability to direct the affairs of the province. What new light they hope to obtain by sending the members to their constituencies it is impossible to imagine. Already they have been memorialized by the leading citizens of Victoria and Vancouver, who urged in the strongest way that the charter should be given to the V., V. & E. Company, in order that the country might have a line competing with the C. P. R.; a deputation from the Associated Boards of Trade of Southern British Columbia, the region which the railway is chiefly intended to benefit, interviewed them and represented the wishes of the people here and the needs of the district, and the general voice of the residents of the Kootenays has, with no uncertain sound, not in this instance only but for years, proclaimed the necessity for competitive lines of railway. What more does the government need, in the form of popular expression, to guide it in legislating for the benefit of the country and the good of the people? Surely it is not intented to secure the views of the residents in the rural and northern ruler in regard to this charter are well known to the public. He wishes to give it to the C. P. R. and finds it difficult to square his public duty with with his private inclination. The difficulty, however, is one which might very quickly be overcome were not his political future involved in the issue, and he perceives that a too cavalier regard of the needs of the country is certain to result in ousting him from office. He therefore hesitates between the fear of openly outraging popular sentiment and the fear of alienating the support of the monopoly with he is on such intimate relations. Delay, which will give him time to rest his overtaxed mind, and which may possibly offer a way out of the dilemma, will no doubt be grateful to him; always, of course, granting that no "job" is to be formulated during the recess. Since the government, however, has decided, for whatever reason, to give the members an opportunity of sounding their constituents, the last excuse for granting the charter to the C. P. R. should be removed by the people of the Kootenay. Memorials and resolutions should be sent in from every town and city in the district calling loudly for a competitive line and a general "open door" policy in respect to railways in this province.

Taking the Census.

W. B. Rickards, who has been appointed census enumerator for Division No. 23, which includes the town of Midway and the territory between here and the East Fork of Kettle River, commenced his duties this morning. Mr. Rickards has a large territory to cover and the work will take some time.

It will facilitate the work considerably if heads of families will have the following information ready: Year, month and day of birth of each member of the family, origin, nationality, religion, occupation or trade, amount earned by same; number of town lots, dwelling houses and stores owned or leased, and value of same; dates of deaths and cause of death of any member of the family during the year ending March 31.

The enumerator has in any event 34 columns to fill in, so when he comes to see you, a busy half-hour may be expected. Under the sub-heading of "personal description" he will ask the following questions: Name of each person in the family or household on March 31, 1901, sex, color, relationship to head of family or household, single, married, widowed or divorced, month and date of birth, year of birth, age at last birthday.

Then under the head of "citizenship, nationality, religion." the following are the questions: Country or place of birth, year of immigration to Canada, year of naturalization, racial or tribal origin, nationality, religion.

Regarding "Principal Professions or Trade," the following questions will be asked: Living on own means, employer, employee, working on own account.

"Wage Earner" is the next sub-heading with the following inquisitive blanks: Months employed at trade in factory, months employed at trade in home, months employed in other occupation than trade in factory or house, earning from occupation or trade, extra earnings.

The following questions will be asked regarding education and language of each person five years of age and over, months at school in year, can read, can write, can speak English, can speak French, mother tongue.

The last blank is that of infirmities.

The census schedules number eleven, containing 588 questions, as compared with nine schedules, containing 226 questions, at the previous census in 1891. The schedules are very comprehensive and cover every subject in regard to which it is important that official statistics should be obtained. The first schedule seeks the name of each person in each household on March 31, the age, date and place of birth, year of immigration to Canada, date of naturalization, nationality, racial or tribal origin, religion, profession and occupation or trade of each person, the number of employers and employees, those persons who are working on their own account, those persons who are working in trade, factory or home, the number who can read and write, and the language spoken, whether English, French or other tongue, the number of months during which wage earners are employed, the earnings from their occupation and from other sources. The second schedule comprises a return of buildings and lands, churches and schools. The third schedule will be a return of the deaths during census year. The fourth schedule calls for dates as to farm lands, fruit and plantations. A return of field products in the fifth schedule will embrace full statistics as to the crops. The sixth schedule will elicit figures to show the number of lives stock. Schedule seven is drawn up to secure a table of agricultural values, lands, buildings, rents. The eighth schedule deals with manufactures. Schedule nine with products of the forest, schedule ten, fisheries, and schedule eleven with mining.

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ROSSLAND	11.50 a.m.	3.10 p.m.
NELSON	7.00 a.m.	7.15 p.m.

NIGHT TRAIN.

SPOKANE	9.45 p.m.	7.00 a.m.
ROSSLAND	11.00 p.m.	7.00 a.m.

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LOCAL AND DISTRICT.

[illegible] Smith is spending a few days [illegible] Greenwood.

[illegible] Smith and Wm. St. Quintin [illegible] returned from a trip to Curlew.

[illegible]chard McCarren, of Grand Forks [illegible] visitor to Midway during the [illegible] week.

[illegible]. D. Cunningham and J. W. Reed [illegible] doing assessment work on the [illegible]bination claim, in Smith's camp. [illegible] property belongs to T. McAuley, [illegible] Jakes and James Dale.

[illegible]. L. McEwen, the well known min[illegible] engineer, who has been operating [illegible]exico for some time past, has re[illegible]ned to the Boundary country and [illegible] Midway a visit one day last [illegible]k.

[illegible]he V. V. & E. surveyors have [illegible]ched Midway and have now pro[illegible]ed with their line down the river, [illegible]ecting to soon connect with the [illegible] that is being run by another corps [illegible]urveyors from the south.

[illegible]ast Tuesday morning James Mc[illegible]een met with a painful accident in [illegible]quime & Powers' sawmill here. Mr. [illegible] Queen, while engaged in perform[illegible] his duties as sawyer, attempted to [illegible]move a piece of bark from the circu[illegible] saw while in motion, but in doing [illegible] his hand came in contact with the [illegible]w, with the result that the first fin[illegible]r on his left hand was badly lacerat[illegible]. W. Powers, one of the proprietors [illegible] the mill, accompanied McQueen to [illegible]eenwood, where Dr. Jakes, after [illegible]moving all the bone from the first [illegible]nt of the injured finger, carefully [illegible]essed it and Mr. McQueen is now [illegible]ing as well as can be expected con[illegible]dering the serious nature of the [illegible]und.

Wm. L. Webber and Miss Minnie [illegible]ilkins were united in the holy bonds [illegible] matrimony Sunday evening, March [illegible], at the home of Mrs. Jennie Carter, [illegible]e bridegroom's mother, in Columbia, [illegible]ev. R. W. Trotter officiated, while [illegible]iss Zeula Mahun acted as bridesmaid [illegible]nd Daniel D. Webber as groomsman. [illegible] few of the intimate friends of the [illegible]ntracting parties witnessed the cere[illegible]ony, which was very impressively [illegible]d eloquently rendered, and after the [illegible]ffering of congratulations, scattering [illegible] rice and the other usual proceedings [illegible] such cases, sat down to a dainty re[illegible]ast. A very merry evening was [illegible]pent and all united in wishing the [illegible]appy pair a happy and prosperous [illegible]ourney through life's walks together. [illegible]—Grand Forks Gazette.

Last Tuesday afternoon as Frank Davis was driving to town with his spirited team of carriage horses, they took fright and ran away. Mr. Davis was driving along by the wire fence which separates the station yard from the town when one of the horses shied, crowding the other horse against the fence. The noise of the whiffletree scraping against the wire startled the horses and they started to run, but before they had gone far collided with a stump, throwing Mr. Davis out and seriously injuring his shoulder. The horses got loose from the rig, and after running a short distance one of them became entangled in the harness and fell, thus preventing them running any farther. Mr. Davis was examined by Dr. Jakes, who found that no bones were broken, but that his shoulder was badly bruised. Necessary medical attendance was given, but it will be some time before Mr. Davis will be able to do any work. No serious damage was done to the rig and the horses escaped without a scratch.

A number of C. P. R. officials arrived in the city Tuesday and left Wednesday morning for the east. The party consisted of Wm. Whyte of Winnipeg, who is on a tour of inspection of the Pacific division. With him were R. Marpole, general superintendent of the Pacific division, Wm. Downie, superintendent of the Columbia & Western, and a number of other gentlemen on a pleasure trip. It is conceded by these gentlemen that the C. P. R. will continue to run passenger trains over the entire system; that freight charges will be continued at a rate that will leave no doubt as to the company being able to pay the usual dividends; that extensions will be made to the system so long as the provincial and Dominion governments do not reserve too much of the country for white settlers; that travelling in a private car is the best way to gain a knowledge of the mineral resources of a district, and that a C. P. R. official can talk more and say less in an hour than any other male of the human species. While here the party inspected Paul Johnson's fence and smelter. The fence was declared a work of art. The C. P. R. is also strong on fences, foreigners and cheap labor. They visited the Boundary Falls smelter, which has not yet been fenced; but just as soon as the fence is running order the smelter will be blown in. They went to Midway and mingled with the hurrying throng in that thriving city. Unfortunately they were unable to visit Phoenix and inspect the quarrying operations going on there. They therefore did not have an opportunity of pacing off the "three-mile tunnel" in the Knob Hill mine, which has since been reduced to two miles by the editor of the Phoenix Pioneer. It might here be stated that the editor of the Pioneer "stands pat" on two miles, and will not reduce it one foot even to satisfy E. Jacobs, who is wedded to the vil-

The officials didn't say anything about continuing the line west from Midway, but of course it will be continued.—Greenwood Miner.

Violins, Mandolins and Guitars from $5.00 up. Greenwood Music Store.

$275 will by a good Upright Piano nearly new. Greenwood Music Store.

Romance of Knob Hill.

Henry White, a veteran prospector and miner, who has achieved fame and fortune, is at the Allan on his way to the Boundary. Mr. White, who now resides in Spokane, has spent the past winter in California. He was the original locator of the Knob Hill, Old Ironsides and City of Paris properties. The big Phoenix mines were staked by him on July 22, 1901, and on August 21 located the City of Paris. Mr. White prospected the Boundary at a period long before Grand Forks or Greenwood had any existence. Mr. White had some trying experiences in making his way through an uninhabited country. From what is now known as Deadwood camp he crossed to Fourth of July creek and, following a deer trail, ascended the range forming the divide between that stream and the North Fork of Kettle river. He made his way through almost insurmountable barriers and finally on a warm day in July came across the great surface showing which is now embraced in the Knob Hill and Old Ironsides. Then he knew that his searchings had been crowned with success. It was all very well to realize that he had a bonanza, but it was one that could give him no immediate financial returns. The region was then remote from transportation, and the question of a railway had not even been considered. Mr. White, however, held on to his big proposition until he interested Jay P. Graves and at length his patience has been rewarded.

His appreciation of the ultimate value of his locations was in a measure due to an early experience from which he had profited. Fifteen years before he had discovered the deposit now known as the Homestake mine in the Black Hills of South Dakota, but did not locate it as he considered it too low grade for profitable treatment. At that time the railway was 225 miles distant, and to reach the region the adventurous prospector had to traverse a dangerous Indian country. At all events the same deposit was later located by inexperienced men who were laughed at for their pains by experienced miners.—Rossland Miner.

Don't Want Coppers.

Vancouver, March 29.—The Retail Grocers' Association met last night to discuss matters of vital importance to the trade. It was decided unanimously that those present viewed with alarm the report that coppers were to be introduced into certain Vancouver business houses; that they would discountenance their use as an injury to business; that they would pledge themselves not to use them in any event. Those who spoke to the resolution stated that the Japanese and Chinese would welcome the advent of the copper, as it would enable them to still further cut prices to the consumer in wares sold by the trade, and further that the high freight rates, added to the cost of goods in the West, was another reason why the cent pieces should be barred.

To Allesame White Peoples.

THE LAMENT OF HOW CHUNG.

[Chinamen are not wanted in Phoenix—Miner's Union.]

Me makee lillee laundlee
To washee up some close
Some bad white man come and
He hit me on de nose,
He wellee wicked white man,
Talk muchee heap "God Damn,"
Me think allsamee Boxah,
What come from Lu-Hung-Sam.
Makahai!
Chow Lo!
Yung Chee!

Den come some mo' bad white mans
And closem up my sto';
Dey fixes tight de windows,
And dey nails up de do'.
Dey say, "You long-tailed China,
"Bon tlack fo' Gleenwood quick,
"Or wellee soon you savee
"De taste of one big stick"—
Makahai!
Chow Lo!
Yung Chee!

Me get light quick fo' Gleenwood,
Not stop to lookee back—
Tink no leachee Lum Yip's house,
Me feel dat stick come whack!
Me stop no mo' at Phoenix,
He not good town fo' me,
And makee allsamee Hop Lung,
Wo Fat and Ho Hick Lee.
Makahai!
Chow Lo!
Yung Chee!

Plitty soon me go Victolee,
Heap wellee nice place—
Some twenty thousand stop dere,
And lots of China face.
Victolee man lub Chinee
And Chinee man lub him—
We's no account in Phoenix;
Victolee—we's do swim.
Makahai!
Chow Lo!
Yung Chee!

Me stop dat plitty city
Some ten long yeah or mo',
Den take de gleat big steamboat
Fo' China's welcome sho'—
Soon make big wad Victolee,
Him people's likee me.
Then bye-bee, Blitish Clumbee,
Go mallee Hoy Sing Lee!
Makahai!
Chow Lo!
Yung Chee!
—Province.

RAILWAY NEWS

There is now no doubt that one and probably two railways will be building out of Midway as soon as spring opens, and Midway is destined to become the commercial and railway centre of the Boundary country.

Now is the time to buy lots in the town. They will make you rich. It is not a speculation, it is an investment.

For prices and terms apply to

THE MIDWAY COMPANY, Ltd.

The Central Hotel

11th St., Midway, B. C.

This is a new three-storey hotel, comfortably furnished throughout.

The nearest house to the Railway Station. The most convenient hotel for railway travellers.

The best of accommodation in every respect.

S. DAHL, Proprietor.

THE

MIDWAY SAWMILL

Lequime & Powers, Proprietors.

Manufacturers of all kinds of

ROUGH AND DRESSED LUMBER

LATH and SHINGLES, SASHES and DOORS

Band Sawing and Job Work done to order

Telephone No. 12. Telephone orders receive prompt attention.

THE

MIDWAY NEWS DEPOT

THOMAS WALKER, Proprietor.

Books Magazines and Stationery

Candies Canned Goods Biscuits

All the best brands of Cigars and Tobaccos kept constantly on hand.

Latest shades and patterns of Wall Paper now in stock.

Seventh Street, Midway.

THE

PIONEER HOTEL

Greenwood, Boundary Creek, B. C.

We have opened the above hotel at Greenwood and are prepared to welcome guests and provide good accommodation. Good catering. First-class Livery Stable.

J. W. NELSON, PROPRIETOR.

T. M. GULLEY & CO.

Furniture,
Carpets,
Linoleums.

FUNERAL DIRECTORS and EMBALMERS.

Large Stock. Low Prices.

T. M. GULLEY & CO.,

COPPER STREET, GREENWOOD.

The Travellers Insurance Co. . .

. . . . Of Hartford. Conn.

Chartered 1863. Stock Life and Accident Insurance.

ISSUES the best life insurance contracts in the world. No disappointment as to dividends. Everything guaranteed in advance. Premium rates 15 to 25 per cent less than those of old line Mutual companies.

ASSETS, ...
January 1st, 1897, $20,884,53
LIABILITIES, . . 17,920,260.29
SURPLUS 2,976,424.36

The Travellers Combination Accident Policy guarantees for accidental under ordinary conditions.

Death Benefit	$5 000	Loss of Right Hand	$2,500
Loss of Sight of Both Eyes	,000	Loss of Leg at or above Knee	2,500
Loss of Both Feet or Both Hands	5,000	Loss of Left Hand	1,000
Loss of One Hand and One Foot	5,000	Loss of Either Foot	1,000
Permanent Total Disability	2 500	Loss of sight of One Eye	650

Limits of Weekly Indemnity $1,300.

AND, If such injuries are sustained while riding as a passenger in any passenger conveyance using steam cable, or electricity as a motive power the amount to be paid shall be DOUBLE the sum specified in the clause under which the claim is made.

Cost $52 A YEAR TO PROFESSIONAL AND BUSINESS MEN, AND COMMERCIAL TRAVELERS.

Other sums at proportionate rates

W. H. Norris,

AGENT FOR SOUTHERN BRITISH COLUMBIA, MIDWAY B. C.

The City Bakery

WM. ST. QUINTIN, Prop.

Good assortment of Fresh Bread, Cakes and Confectionery always in stock.

Fresh Fruit in Season.

Try our Lunch Counter for a good cold lunch at any hour of the day.

JOHN J. FLOOD

Has opened up a

LIVERY, FEED and SALE STABLE

In the premises formerly occupied by

Barcklay & Harris

and has on hand a first-class outfit of

Single and Double Drivers
Saddle and Pack Horses

Will also conduct a transfer and dray business. Bus meets all trains. Freight and express de- delivered to any part of the town.

THE PROSPECTORS' EXCHANGE.

No. 4 K.-W.-C. BLOCK, NELSON, B. C.

Gold, Silver-Lead and Copper Mines wanted at the EXCHANGE.

FREE MILLING GOLD properties wanted at once for Eastern investors.

Parties having mining property for sale are requested to send samples of their ore to the EXCHANGE for exhibition.

All samples should be sent by express, PREPAID.

Correspondence solicited. Address all communications to

Andrew F. Rosenberger.

Telephone No. 101, P. O. Box 700. NELSON, B. C.

MIDWAY, :=: B. C.

Beautifully situated at the confluence of Boundary Creek and Kettle River.

WILL BE The most important railway town in the Kettle River Mining Division.

The Wholesale Supply and Manufacturing centre of the Kettle River and Boundary Creek Districts.

The distributing point for Upper Kettle River, West Fork and Camp McKinney mining camps.

The nearest Railway town to Republic, Meyers Creek, Palmer Mountain and other Northern Washington mining camps.

The leading residence town in the country, with an excellent climate, pure water supply and favorable sanitary conditions.

Business, residence and garden lots at low prices and on easy terms.

Send for Maps, Prices, and full particulars to

A. M. WOVENDEN, Sec.,
30 St. John Street,
Montreal, P. Q.

The MIDWAY COMPANY, Ltd.

C. M. CROUSE,
Agent for British Columbia,
Midway, B. C.

THE WATERLOO.

Another Mill in Operation at Camp McKinney.

The Waterloo five-stamp mill operated in connection with the mine started up a week ago yesterday and is running well.

A mill man said to have a large experience has arrived from Spokane to take charge of the mill and it is expected that a steady run will be made under his superintendendence. The mine force was taken out of the lower drift for two or three days to clear the ditch to provide water for the operation of the mill. It is understood that it is running well enough to allow the force to return to work underground and the drift is to be continued at once. In the meantime the mill is pounding on ore that has sampled higher than ever taken out in the old days of the mill's operations and the result of the first run is watched for with lively interest. It is stated at the office of the company that the call for voluntary assessments to provide funds for extensive improvements, the assessments to be repaid out of the profits of operation, have been highly satisfactory, money coming in in a way that already assures nearly the full amount asked for.

An Outsider's Opinion.

Mr. Lascelles Carr, the celebrated English journalist of Cardiff, Wales, arrived in the city yesterday on his return to Ottawa from his trip through the west, says the Winnipeg Free Press. When interviewed, Mr. Carr expressed himself as being most favorably impressed with the Canadian Northwest and British Columbia. The mining resources of British Columbia Mr. Carr considers simply stupendous, and sufficient to enrich a great province. The coal deposits at the Crow's Nest are inexhaustible, and the English newspaper man cannot comprehend why the people there oppose a railway outlet for the products of these coal mines. He states that the coal there is better than the average South Wales article, and makes the best coke in the world; it can be mined cheaply, and the area of coal districts extends over hundreds of miles, so that there need be no fear of its being exhausted for many years.

The recent record made by the British Columbia Copper Company's smelter has again been broken. Last Monday 402 tons were treated in 24 hours or 21 tons more than that of the record breaking day the week before. For week ending last Monday, the world's record for a 300 ton furnace was also broken, the total tons of ore treated being 2,700 tons in seven days.

NOTICE TO TAXPAYERS.

ASSESSMENT ACT AND REVENUE TAX ACT.

NOTICE is hereby given, in accordance with the Statutes, that Revenue Tax and all taxes levied under the Assessment Act are now due for the year 1901. All of the above named taxes collectible within the South Division of East Yale and part of Rossland Riding are payable at my office, Fairview.

Assessed taxes are collectible at the following rates, viz. :—

If paid on or before June 30th, 1901:

Three-fifths of one per cent on real property.

Two and one-half per cent on the assessed value of wild land.

One half of one per cent on personal property.

On so much of the income of any person as exceeds one thousand dollars in accordance with the following classifications; upon such excess the rates shall be, namely :—

CLASS A.—On one thousand dollars, and not exceeding ten thousand dollars, one per cent up to five thousand dollars and two per cent on the remainder:

CLASS B.—On ten thousand dollars, and not exceeding twenty thousand dollars, one and one-half per cent., up to ten thousand dollars, and two and one half per cent on the remainder:

CLASS C.—On twenty thousand dollars, and not exceeding forty thousand dollars, two and one half per cent, up to twenty thousand dollars, and three per cent on the remainder:

CLASS D.—On all others in excess of forty thousand dollars, three per cent, up to forty thousand dollars, and three and one-half per cent on the remainder.

If paid on or after 1st July, 1901:—

Four-fifths of one per cent on real property.

Three per cent on the assessed value of wild land.

Three-fourths of one per cent on personal property.

On so much of the income of any person as exceeds one thousand dollars in accordance with the following classification; upon such excess the rates shall be, namely :—

CLASS A.—On one thousand dollars, and not exceeding ten thousand dollars, one and one-half per cent, up to five thousand dollars, and two and one-half per cent on the remainder:

CLASS B.—On ten thousand dollars, and not exceeding twenty thousand dollars, two per cent, up to ten thousand dollars, and three per cent on the remainder:

CLASS C.—On twenty thousand dollars, and not exceeding forty thousand dollars, three per cent, up to twenty thousand dollars, and three and one-half per cent on the remainder:

CLASS D.—On all others in excess of forty thousand dollars, three and one-half per cent., up to forty thousand dollars, and four per cent on the remainder.

Revenue Tax, $3 per capita.

Two per cent on the assessed value of ore or mineral bearing substances, payable quarterly, on the last day of the months of March, June, September and December in each year.

C. A. R. LAMBLY,
Assessor and Collector.

Fairview B. C., Feb. 15, 1901. 20u

Mineral Act, 1896.

Certificate of Improvements.

Notice.

HIGHLAND QUEEN MINERAL CLAIM.

Situate in the Kettle River Mining Division of Yale District. Where Located:—Deadwood Camp.

TAKE NOTICE that I, Forbes M. Kerby, as agent for the Highland Queen Consolidated Mining and Milling Co., Limited Liability, free miner's certificate No. B2922, intend, sixty days from the date hereof, to apply to the Mining Recorder for a certificate of improvements, for the purpose of obtaining a Crown grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements.

Dated this 28th day of January, 1901.

14c FORBES M. KERBY.

NOTICE OF FORFEITURE.

To C. A. Peterson, late of Eholt Creek in Yale district:

SIR: You are hereby notified that we have expended $102.50 in labor and improvements upon the "Big Windy" Mineral Claim, situate in Providence Camp, in the Kettle River Mining Division of Yale District in British Columbia, in order to hold said claim under the provisions of Section 24 of the Mineral Act, such being the amount required to hold the said claim for the year ending April 5, 1900.

And if at the expiration of ninety (90) days of publication of this notice you fail or refuse to contribute your proportion of the expenditure required under said section 24, together with all costs of advertising, your interests in said claim shall become vested in the subscribers (your co-owners) under Section 4 of the "Mineral Act Amendment Act, 1900."

Dated at Midway, B. C., this 8th day of April, 1901.

HIGHLAND QUEEN CONSOLIDATED MINING AND MILLING CO.

C. L. THOMET, Manager.

6ce J. A. UNSWORTH, Secretary.

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R. H. PARKINSON,

Provincial Land Surveyor.

Architect and Civil Engineer...

Financial,
Real Estate,
Insurance and
Mining Agent.

NOTARY PUBLIC

Fairview Townsite Agent.

...ADDRESS...

R. H. PARKINSON,

FAIRVIEW, B. C.

Correspondence Solicited.

- MIDWAY -

Riverside Addition.

Just a Word!

To those contemplating an investment in Midway real estate, the information is offered that on the Riverside Addition may be found 300 very choice residence sites.

LOTS 50 x 125 FEET. PRICES REASONABLE.

For terms and all other information apply to

W. H. NORRIS, Midway, B. C. or **A. MEGRAW,** Camp McKinney, B. C.