

The Midway Dispatch.

Vol. I, No. 3.

MIDWAY, BRITISH COLUMBIA, MONDAY, JULY 21, 1902.

\$2.00 per Year.

Eden Bank Creamery Butter

Weekly shipments by express of this famous Eden Bank Creamery Butter, the finest and most delicious butter made. If you are very particular about your butter try a pound of this. It will make you a regular customer.

COFFEES

A shipment of Choice & Sabor's Famous Arabian Mocha & Java Coffee, Seal Brand in 5 lb sealed tins, guaranteed to be the finest coffee in the market, 50 cents per pound, other brands at 45 cents and 35 cents.

Our Own Rio Coffee 28cents, the best two bit coffee going.

J. M^cNICOL.

MIDWAY NEWS DEPOT

THOMAS WALKER, Proprietor.

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.

HAS GOOD ORE

Stemwinder at Fairview Looks Promising.

IMPROVING WITH DEPTH

The Management is Installing an Electric Light Plant and 160 Lights.

It is stated here, and the statement is believed to be true, that ore averaging \$10.00 to the ton for the whole width of the working is being mined at the 300-ft. level of the New Fairview Corporation's Stemwinder mine. This is very encouraging intelligence, and following earlier experience in this mine which had already proved values to have increased as depth was made tends to confirm the opinion that further development will make the Stemwinder a profitable enterprise.

The management of this mine is making betterments right along that give increased facilities for the economical handling and treatment of the ore, and for enlarging the capacity of the mill and gold saving appliances. Mention was made last month of the additions to the stamp mill then in progress, and these are approaching completion. Besides increasing the number of stamps from 46 to 66, more cyanide tanks are being provided, 8 to 10 of which are now being made at the mine. Water has been brought by a flume and thence down the hill in pipes to the battery where a Pelton wheel, expected to arrive any day now, will be erected, and this will give part of the power needed and so reduce the cost of fuel, which has been a rather heavy charge in connection with the steam power heretofore in use here. Carpenters are now on their way in from the Boundary to assist in pushing on the work of providing the additional power and treatment facilities just mentioned.

A contract has been awarded to C. G. Cunningham, electrician, of Greenwood, B. C., for the installation of an electric light plant and 160 lights, these latter to be distributed throughout the underground workings, the cyanide works and stamp mill, and in other buildings on the property. This contract provides that plant and lights shall be ready for use by October 1st next.

There are now some 70 to 80 men employed by the New Fairview Corporation and the prospects of the Stemwinder mine proving a success are considered to be brighter at the present time than at any previous period in its history.

Freight Over the New Road.

The steel on the Washington & Great Northern has been laid to Republic and shipments of freight over that road are now accepted.

Superintendent F. S. Forest and Auditor A. M. Thomas have made an official trip over the line preparatory to establishing agencies. The formal opening of the road to general traffic will not occur until about August 1, at which time a special three days' excursion will be run from Spokane and intermediate stations.

In addition to the stations from Marcus to Curlew, previously announced, three new stations have been added to the list from Curlew to Republic, as follows: Malo 58 miles from Marcus; Pollard, 65 miles; Togbay 68 miles, and Republic 74 miles. The distance from Spokane to Marcus is 102 miles, and from Spokane to Republic 176 miles.

Agencies will be established at Bodwell, Grand Forks Junction, B. C., Carson, Curlew and Republic prior to the formal opening of the road. As yet but one agency has been established. This is at Bodwell. C. P. Sheffield formerly agent at Port Hill, on the Kootenai Valley line, has been appointed to the Bodwell agency. Bodwell is 27 miles from Marcus, and is situated at the first crossing of the International boundary line.

The Washington & Great Northern station at Nelson, Wash., will be known as Carson. This is done to avoid confusion in shipments of freight to Nelson, B. C., on the line of the Spokane Fall & Northern. It is probable that the name of the town will be changed to Carson, to conform to the Great Northern's christening.

New C. P. R. Rolling Stock.

The Canadian Pacific Railway Company is making immense preparations for the heavy passenger and freight traffic anticipated next fall, and although their shops at Montreal, Perth and Farnham are working night and day, it has been found necessary to place orders with other firms. The number of freight cars will be increased to 25,000, and this will require the building of 2,650 new ones. Of this number 2,300 will be of 40 ton capacity. There will be 300 coal cars built for the west, and 50 new vans. These will be followed by 50 ore cars. To meet the demands of the passenger traffic 40 new first class coaches, finished in mahogany, two magnificent parlor cars, seventy feet long, and built upon a magnificent scale, two diners, twelve sleepers and seventeen express cars are built or are in course of construction.

The diners are seventy feet long, and of great weight. The outside is finished in mahogany, while on the interior special efforts have been made. The dark African mahogany, green carpets, draperies, tables and ceilings unite to give a quiet and luxurious effect. In the sleepers the slumbers of their passengers will be subject to no jarring, as these cars are long and heavy. One cannot fail to be impressed by the beauty of the finish of these cars, the delicacy of their colors, the grace of their outlines, and the care taken to make the passengers' stay a delight; they can be styled as palatial. At both ends, where are the ladies' toilets and the private stateroom and the men's toilet and smoker, respectively, the cunning hand of the builder is manifest, for here are all conveniences in an incredibly small space. The floor is carpeted with green Brussels, while the ceiling, which is in green tints, stained glass deck lights give a fine effect. These are all 14 section cars. The seat ends are solid, with heavy brass feet. The windows are large, and double Acme lamps are used at night. In the smoker are sofas and wicker chairs, finished in plush. The state-rooms, which has a capacity for five people, is a beautiful little apartment, entirely separate in every respect from the rest of the car.

The company's motive power is also being largely increased, and no fewer than 88 locomotives will shortly be added to the equipment. Of these 68 are freights, 15 passenger and three switch engines.

Railroad Search-Lights.

One of the recent safety equipments of the fast mail-trains, which of necessity run at a high rate of speed through the night, is the electric search-light. A number of engines on the leading roads have been supplied with such powerful search-lights that objects on the track can be seen nearly a mile away on the darkest nights. A small dynamo in the engine supplies the light, and the lamp itself is so arranged that the fireman can operate it from his position in the cab to suit the needs of the moment. It was found that a permanent light attached to the smoke-stack, as the old time reflectors were, would cast its path of light off the track instead of on it when rounding curves. The fireman can now touch a lever and throw the light straight ahead, sideways, or up in the air. The largest of these locomotive search-lights are 6,000 candle-power, which, compared to the old time reflectors, are remarkable products of the age.

The fast mail-trains travel over the ground so rapidly that an ordinary head-light casting a reflection four or five hundred feet is practically of little use. It might reveal to the engineer trouble ahead, but it could never help to avert the accident. The engineer might be able to shut off steam and apply the brakes, but by that time the engine would be upon the object. It is almost impossible for one of the fast trains to come to a dead stop much inside of 1,200 to 1,500 feet, and the heavier and faster the train, the greater length of time must elapse before a stop can be effected. Consequently, the old head-lights were of little real value to trains running fifty and sixty miles an hour. With the new powerful electric search-light, however, danger ahead can be seen in ample time for the engineer to bring his heavy train to a dead halt. As a safety equipment of the record-breaking trains, the search-light has thus become a necessity of the day.

Will Develop Republic Mine.

Patsy Clark says that he expects to start work on the Republic mine next month, though something may happen to change his plans. The scheme of development is now being outlined and the former owner intends to make a mine out of the property by systematic work.

A double compartment shaft is to be sunk to the 1000 foot level, and the ground will be thoroughly prospected all the way down. This will make the Republic the best developed mine in that camp. At the present time the mine has reached a depth of 725 feet, but has not reached water level.

Mr. Clark says that he still believes the Republic is a mine, and that the development to be done from now on will determine that fact. All the levels will be opened up and every effort made to prospect the entire property.

It will cost considerable money to carry on the scheme outlined, but as between \$125,000 and \$150,000 has been expended in development work already, the amount necessary for the completion of the work will not be so great.

Editor McAdams Gets Nine Months.

VICTORIA, B. C., July 18.—William McAdams, editor of the Sandon Pay-streak, came before the full court this morning for contempt of court. He had no counsel, though McPhillip appeared to advise him. McAdams reviewed the circumstances of Clark vs Collins, which elicited his comment that the case had been delayed because one of the parties had a pull with the court. He pointed out what a hardship had been worked on one of the parties in the case, though he said he should not have charged the court with being corrupt.

Chief Justice Hunter and Judges Walkem and Drake heard the case and sentenced him to nine months imprisonment and to furnish four securities of \$1,000 each for good conduct. Failing this he gets a year additional imprisonment.

McAdams has wired his friends in the upper country to circulate a petition to the minister of Justice against the sentence, which is regarded as very severe.

Injunction Case Settled.

Chief Engineer Kennedy of the Washington & Great Northern railway is back from Victoria. He was called to Victoria to attend the hearing of the injunction of the Kettle Valley lines against the V. V. & E. to restrain the latter from crossing the Kettle Valley lines tracks at Grand Forks Junction. He says that the injunction was dismissed without a hearing, because of an agreement having been reached with the Kettle Valley lines. The settlement will now allow the V. V. & E. to extend its track from Grand Forks Junction to its depot site in Grand Forks.

Traffic arrangements will probably be entered into with the Canadian Pacific at Grand Forks to handle ore from the terminus of the V. V. & E. to the Granby smelter, thus enabling the Washington & Great Northern to transport ore from the Republic mines to the smelter. The V. V. & E. has a petition pending before the Dominion government railway committee for a charter to extend its line from the Grand Forks terminus to the Granby smelter, and thence west to Midway. Until permission can be obtained from the Dominion government the company is stopped from building beyond the city limits of Grand Forks.

No Second Contingent.

OTTAWA, July 15.—Colonel Pinault, Deputy Minister of Militia, speaking of the proposal attributed to Colonel Pellett to send another contingent from Canada to attend the postponed coronation ceremonies, said that that was quite out of the question.

"The appropriation set apart for the purpose has been quite exhausted, so we have no money for another contingent," he said. "Moreover, I do not think it necessary that a second body of Canadian militia should be sent over, as the Dominion has already shown its willingness to participate in the ceremonies, and has expended money to show its feeling in the matter, which should be sufficient."

A few articles you may need this month

Fly Dope for Horses & Cattle

Paro Green, Quassia Chips, White Oil Soap, and Insect Powder

Tanglefoot and Fly Poison Pads

CHLORINATED LIME

A Nice Line of Toilet Soaps Just in.

A. F. Thomas, Druggist, Midway.

Prices to Suit the Times.

Special Cut Prices in Summer Goods

WE CARRY A LARGE STOCK OF

Dry Goods, Clothing, Boots & Shoes, Shelf Hardware, Lamps and

Glassware, etc., etc.

OUR MOTTO. Quick Sales and Small Profits.

A fresh stock of staple and fancy groceries arriving daily.

POST OFFICE STORE HAIN & CO. MIDWAY, B. C.

The Dispatch

C. M. CROUSE..... Editor and Proprietor
 Published weekly at Midway, B. C.
 Subscription price, \$2.00 per annum, payable in advance, either yearly or half yearly at the option of the subscriber.
 Advertising rates sent on application.

MONDAY, JULY 21, 1902.

At the end of the century Canada is to have a population of fifty millions. This is the estimate of a shrewd journalist who has just been investigating the wonderful inflow of settlers into the Canadian northwest, and the unlimited land there for their selection.

There is no place like home, and Canada is better than South Africa. So think the last Canadian troops, who were willing to fight the Empire's battles while the war lasted, but since peace was declared as soon as they got there, they prefer coming home at once to remaining.

During the year 1900, says the Fort Steele Prospector, a tax of five cents per ton was placed on the collieries of Vancouver Island, said tax in 1901 amounted to \$65,010. The Crow's Nest Coal Company, which is producing at the rate of 2,000 tons per day, is paying a revenue tax of \$73,000. The demand for the output of these mines is so great that it is estimated that within five years the output will have reached for coal and coke 15,000 tons per day, producing a revenue of \$450,000 per annum.

The body of Merrill has been found near Chehalis, Wash. The discoverer was a woman, who delivered the remains to Superintendent J. D. Lee, of the penitentiary, but that gentleman ignores the demand for the reward. He does not deny that the body is unmistakably that of Merrill, but considers the finding of the remains is not entitled to the reward as it was not a capture and, therefore, he offers to but compensate her for the trouble of notifying the authorities of her find and trouble of taking the body to Salem. It is doubtful if the reward will not have to be paid, and if so, it will be more easily earned money than was thought for when the reward was offered.

There can be no doubt that undignified attempts to advertise a country would do more harm than good, says the Toronto Globe, but we have, nevertheless, a great belief in reminding the world as frequently as possible that there is a country called Canada, which takes a "look in" at everything that is going on. Whether it is an exhibition, a rowing match, a lacrosse game, or a splendid imperial ceremonial, it does this country no harm to be represented in it by the best she has got. The country is under considerable obligation to the clubs which send out athletes year after year to pit themselves against all comers, and who, to say the least of it, cast no discredit on the name of Canada. It still is the fact that certain of our kinsmen at home have to have it hammered into them that there is another country on this continent besides the United States. The representative Canadians whom we are sending abroad to contend for honors in various walks are conveying the lesson better than it could be conveyed in any other way.

The initial number of the "Western Press" has reached this office. It is published at Winnipeg and is a neat, well-printed sixteen-page journal. It is to chronicle the doings of the Western Canada Press Association, and incidentally give all the news particularly concerning western Canadian newspapermen and newspaper making. It contains an article on local vs. general topics for editorial, in which it points out the many duties that fall to the lot of the editor of the average country weekly, thereby making the task of writing editorial matter more difficult to him than to his more fortunate brother, the city editor. It says in part: "The length, depth and breadth of the editorial effusions of the editor of a country weekly are generally governed by the time at his disposal. The rustic has not the easy time that his city brother thinks he has, judging by the paucity of editorial matter which adorns, or otherwise, the columns of his journal. By the time the country editor lights the fire, sweeps the office, picks up the dropped type, distributes the pi, saws the

wood, hunts copy, keeps books, tries to collect accounts, solicits subscriptions, canvasses for advertisements, runs a press, sets type, binds books, plays the role of carpenter and machinist, talks to the farmers on the prices of cattle, hogs and horses, of the best time to sow and plant, the yield of grain and the price of binder twine, attends meetings of all kinds, advocates prohibition and goes to church, it is not whether he will write on local or general topics, but whether he will at all. The city editor with his one or at most, two ideas—I beg pardon, I mean departments—can sit down, without fuss, flurry or worry, think, with the aid of an encyclopaedia, and write intelligently and coherently on almost any subject. On the other hand, his rustic brother, when he sits down, after applying himself to his multifarious duties, wipes his brow, but can hardly get his wits in sufficient order to think of anything but how he is going to meet that coming draft; in his extremity he is sometimes driven to utilize, with a pair of scissors, the brain of a contemporary. However, he does not want to lose subscribers, and has to make his paper as acceptable as possible; therefore he writes on subjects he thinks will be more interesting to them and of greatest benefit to the community. Of course local matters take first place, he using his best efforts for the improvement and progress of the town, encouraging the enterprise of its people, lauding the qualities of the lands in the surrounding district, and its attractions for home seekers. Then he writes on the shortage of cars, the railway deal, the referendum and increase of the population of the province; the admission of Newfoundland, Marconi and fast steamships, pre-federal trade and deepening the canals in the Dominion; what shall be done about the Eoers, the Alaskan boundary, the French shore, Venezuela, the Cape to Cairo railway and telegraph, the revolt of the Afriidis, the attitude of the Ameer of Afghanistan, the situation in China, the Anglo-Japanese, and the Clayton-Bulwer treaties, and the unity of the Empire. Nothing comes amiss to him. In fact you cannot draw a line in this matter. The country editor is usually expected by his readers to be an all round, up-to-date man, a walking encyclopaedia, a compendium of information, while his principal work is local, he must also discuss general things to keep his people abreast of the times; and though his idea may be put in crude form, yet they become the indicators, from the outskirts to the centre of the empire of the trend of the feeling of the people, and in that line of conduct which makes for contentment, peace and prosperity in our glorious country and vast empire.

Departmental Stores.

In an article dealing with departmental stores, the Columbian says: "A memorial from the Kamloops Board of Trade, calling attention to the inroads on local business made by Eastern houses who solicit by means of circulars sent through the mails, has been referred by our Board of Trade to the Merchants' Association, as the body best qualified to speak on the subject. It is a remedy that is wanted.

"Our first prescription for this would be intelligently directed advertising in the local paper. If home merchants set out the attractions of the goods they offer as carefully as the mail order houses puff their wares in the literature they circulate, the far away stocks would not appear so enticing. But in nearly every small community the merchants are shy about committing themselves to details in their printed advertisements, and the consequence is that orders which might well be filled at home go to a far away firm wise enough to make an easily understood bid for them."

Eastern departmental stores do a large business because they are not shy of printers' ink. It is advertising that does it and they are not afraid of it, nor do they pick out the cheapest papers and methods of advertising. The best is none too good and they pay well for space. There is much in the Columbian's comment that should be made a note of by local advertisers.

Provincial constable I. A. Dinmore, of Grand Forks, has been appointed inspector, under the new Immigration Act, for the Grand Forks and Kettle river mining divisions, without further remuneration.

"Amber" Plug Smoking Tobacco is winning on its merits.
 "Have you tried it?"
 Save the tags, they are valuable.

Mining as an investment.

A thought on mining as an investment.

You who measure gains in mercantile pursuits by the fixed ratio of the buying and selling price; you who have the simple scale of interest on money loaned; you who buy land, build houses and become renting landlords, or you who would take the forus where chance enters in more largely, as industrial, railroad or other stocks, or buying and selling the cereals—all are asked to view in an unprejudiced light—mining.

There can be no more legitimate investment than mining. We mean here mining, real intelligent mining, such as makes producers and operates them. A miner's gain is no one's loss. He takes nothing from the pocket of his brother, but from God Almighty's hand. Competition, bruising, grinding, murdering competition is unknown to the gold miner. He locates or buys his mine, performing a duty urged by the government, or paying value received. He develops it, helping his brother by giving him employment and consuming his produce. His metal extracted, competition does not enter into the sale, for it is always in demand and at a fixed figure.

Trusts manipulate and water industrial and railroad stocks. Real estate booms go and come. Manufacturing is nipped in the prime by centralized competition. Bonds are sure, but dreadfully slow. Mortgages do not always secure. There are a thousand besetting evils to all investments, except a gold mine.

Mining has been given a pall of prejudice by reason of fraud. Men pretending to own a property, have secured money to waste where there were plainly no values to be secured. Others, having a good property, have squandered money in extravagant and criminal management. Too many, with no knowledge of the vocation, have poured money into the ground to reach the ledge, which any intelligent mining man would discountenance. Investors are sometimes to blame in other respects. They put a dollar into a mine, expecting the following day ten in return. They do not realize the time required to open and develop a mine, and often leave the field disgraced before work has progressed to that stage testing the merits of their property.

These are causes for intense prejudice. Prejudice is foolish. View in its true light everything, else you may loose a golden opportunity. View mining so. Be assured of honest management, be assured of competency, be informed on time necessary for operations. Gold is in millions of ledges; there are safe guides to it. Equip yourself for an intelligent, faithful search and mining is the safest and most fascinating form of investing found to-day.—Western Miner and Financier.

C. W. Fleming, of Chancy, Montana, spent a few days in Midway during the past week. Mr. Fleming is the owner of a large band of trotting stock, among them being Bob Fitzsimmons with a mark of 2.07, and it is his intention to locate somewhere in the district and bring in his stock. There are a number of good locations in this district that would be very suitable for engaging extensively in breeding horses, as there is an abundance of good range and water, and as the winters are mild but little feeding would be required. It is altogether probable that Mr. Fleming will find a ranch to suit him and shortly bring his stock here, which will be greatly appreciated by those interested in trotting horses, as it will give those who are desirous of obtaining good roadsters an opportunity to purchase at a reasonable rate, and those who are already engaged in the business of breeding, a chance to improve their stock.

"THE MIWAUKEE"

A familiar name for the Chicago, Milwaukee & St. Paul Railway, known all over the Union as the Great Railway running the "PIONEER LIMITED" trains every day and night between St. Paul and Chicago, and Omaha and Chicago, "The only perfect trains in the world." Understand: Connections are made with ALL Transcontinental Lines, assuring to passengers the best service known. Luxurious coaches, electric lights, steam heat, of a verity equaled by no other line.

See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket agents sell them.

For rates pamphlets or other information, address,
 R. L. FORD, H. S. ROWE,
 Trav. Pass. Agt. General Agent,
 SPOKANE, WASH. PORTLAND, OR.

R. MEYERHOFF'S

STAGE

Carrying His Majesty's Mails

Will leave MIDWAY on Tuesdays, Thursdays and Saturdays, at 8.30 a. m., arriving at CAMP MCKINNEY at 5 p. m.

Returning will leave CAMP MCKINNEY on Sundays, Wednesdays and Fridays at 9 a. m., reaching MIDWAY at 1.30 p. m., and making connection with the train going east at 2:55 o'clock.

The best of accommodation for the convenience of the travelling public.

R. MEYERHOFF, PROPRIETOR.

CROWELL'S HOTEL

THE BEST HOTEL IN MIDWAY

Headquarters for Railroad, Mining and Commercial Men

First Class Livery Stable in Connection with Hotel.

S. A. CROWELL, Prop.

The Midway Sawmill

LEQUIME & POWERS, PROPS.

MANUFACTURERS OF

All kinds of ROUGH and DRESSED LUMBER, LATH and SHINGLES, SASHES and DOORS.

Band sawing and job work done to order

Lancashire House,

: : MIDWAY, B. C. : :

The undersigned having re-opened this well-known and comfortable hotel invites the patronage of all old customers and the public generally.

BEST BRANDS OF LIQUORS & CIGARS.

Furnace-heated and comfortably furnished rooms.

FIRST CLASS MEALS WELL SERVED.

Mrs. Dowding, Proprietress.

LOCAL AND DISTRICT.

Mrs. C. J. Leggatt, of Trail, is on a visit to her sister, Mrs. Jas. Atwood. Mr. and Mrs. W. Powers have returned from Grand Forks. Mrs. Capt. Dougall, of Nakusp, is visiting Mrs. A. C. Mesker. Miss L. Root, of Alton, Ill., is visiting her brother, Ralph S. Root. R. L. Cawston, the Keremeos cattle king, was in Midway on Saturday. H. McIntyre, Superintendent of C. P. R. telegraphs, paid the local office a visit during the past week. E. B. Venner, provincial constable at Camp McKinney, was in town on Thursday.

E. E. Hardwick, of Stonecroft ranch, Princeton, paid the town a visit during the week. C. E. Pittendrigh, of Rock Creek, was among last week's visitors to Midway.

W. Edwards, of Camp McKinney, returned home on Friday after remaining a few days in Midway.

Another hand of beef cattle went through Midway on Wednesday for P. Burns & Co.

Haying has commenced in the district, and the crop is reported to be unusually large this season.

F. M. Kerby, P. L. S., last week surveyed a number of pre-emptions up Nicholson creek.

Mrs. J. P. McLeod and Mrs. F. M. Elkins, both of Greenwood, are spending a few days at the Lancashire House.

H. H. Pitts, of Ashnola, came in on Wednesday's train from a trip to Nelson and went on the same day to Ashnola.

During the past week C. L. Thomet caught two trout in Kettle river, weighing 4 1/2 and 3 pounds, respectively.

W. T. Choate, C. P. R. Agent at Eholt, came as far as Midway on Tuesday, repairing the telegraph line, which was badly damaged by the previous night's storm.

Wadda Bros, photographers, of Nelson and Vancouver, visited Midway during the past week and succeeded in doing considerable business in the photographic line.

Mr. and Mrs. R. J. Hamilton, of Nelson, accompanied by Mr. and Mrs. McCreath, of Greenwood, drove down from the latter town on Thursday and spent the day here.

P. Burns & Co. shipped seven carloads of horses from Midway this morning for Calgary. The horses were purchased in the neighborhood of Palmer mountain. Geo. Cawston was in charge of the drive.

P. S. Stanhope has purchased a three-quarters interest in the Alma mineral claim, from W. Edwards. The purchase price is reported to be \$500. Mr. Stanhope now owns the whole of the Alma.

The Masonic Order, of Greenwood, contemplate running an excursion to Midway on Coronation Day. The Masons are wise in selecting this place for a day's outing as it is the best place in Southern British Columbia in which to enjoy a recreation.

Eddie and Nicholas Munroe were both successful in passing the high school entrance examination held last month. The latter was well up in the list of the entire province. These were the only ones from Midway that tried the examination.

A large amount of freight consigned to the local merchants, arrived in Midway last week, which shows that, despite the coke famine and other hindrances to the district, the merchants of Midway continue to do a large volume of business.

Archie Davis, who has been acting in the capacity of engineer on the Columbia & Western ever since the service was first inaugurated, has left to perform similar duties between Revelstoke and Laggan. B. Stingley has taken his place on the run here.

The hot weather is rapidly lowering the waters of Boundary creek and Kettle river. It has been impossible as yet to ford the latter stream with any degree of safety, but in a few days crossings can be successfully made at most points. The high water has not remained so long for years as it has this season.

If your eyes do not perform the work required of them with entire comfort an appointment with Geo. L. Pedlar, Opt. D. Specialist, will insure the condition you look for. At Thomas' Drug Store, July 20-20.

"Amber" Plug Smoking Tobacco is winning on its merits. "Have you tried it?" Save the tags, they are valuable.

"Amber" Plug Smoking Tobacco is winning on its merits. "Have you tried it?" Save the tags, they are valuable.

MIDWAY MAILS.

Due	All Coast points Pta. Crow's Nest R.R. Eastern Canada Spokane Roseland Nelson Fairview Penticton Vernon, etc. Cascades Grand Forks Phoenix Eholt Greenwood All pts. East & South	Close
2.40 p. m.		2.25 p. m.
Wed., Fri. & Sundays 2.30 p. m.	Camp McKinney Rock Creek All West Fork points	Tues., Thurs. & Saturdays 8.30 a. m.

Mails for points farther west of Midway than Camp McKinney go via Revelstoke.

Money orders from 8 a. m. to 7 p. m. with the exception of one half hour before departure and after arrival of mails.

ED. A. HAIN,
Postmaster.

Death of Mrs. Norris.

It is this week our painful duty to speak of the death of Mrs. Norris, wife of W. H. Norris of Midway, which sad event occurred at the Sisters' hospital, Greenwood, last Monday evening.

But three short months ago we announced the marriage of the deceased lady, who was then Mrs. I. M. Macdonald, to W. H. Norris, and little did we think at that time the hand of death would so soon visit the new household and take away the wife that gladdened the fond home.

About six weeks ago Mrs. Norris was taken suddenly ill. Dr. Foster was called in but was apparently unable to diagnose her case. However he did all that was in his power to restore her to health, but his efforts were unavailing. A little less than two weeks before her death, finding that she was rapidly sinking, her husband removed her to the Sisters' hospital, and the assistance of Dr. Spankie, of Greenwood and Dr. Boucher, of Phoenix was obtained to work in conjunction with Dr. Foster, but all to no purpose.

Although the patient showed signs of weakening it was not thought by those in attendance that recovery was hopeless, but as she was unable to take scarcely any nourishment, the weakened constitution had to give away, and Monday evening, in spite of all that medical skill and loving hands could do, with her husband by her bedside, she passed away.

The body was removed to the residence of W. G. McMynn, from where the funeral took place to the C. P. R. depot, Greenwood, on Thursday afternoon, and the outgoing train conveyed the remains to the coast for interment.

The services at the house were conducted by Rev. J. D. P. Knox. The pallbearers were: T. McAuley, J. McNicol, E. A. Hain, C. L. Thomet, C. M. Melville and R. D. Kerr.

A large number from Midway attended the funeral.

The deceased was the second daughter of the late John Kirkland, of Ladner. Her mother, sister and two brothers constitute the surviving members of the family.

The late Mrs. Norris was highly respected by all who had the pleasure of her acquaintance, and her untimely death has cast a gloom over the entire community. The bereaved husband has the sympathy of the residents of the district in this his hour of deep affliction.

J. H. Tyrrell will run a stage line between Westbridge and Beaverdel. He was in Midway last week outfitting for the undertaking. With McKenzie's stage running from Midway to Westbridge, there will be a through stage line between here and Beaverdel.

J. H. East brought to Midway last week several crates of strawberries from his ranch, a short distance from the town. They were of the Sharpless variety, and were the finest lot of berries ever seen in Midway. There was scarcely a berry in the entire lot but looked as if it were a picked specimen from the pet dump of a very rich strawberry claim. Mr. East's ranch, on which the berries were grown, is situated on a bench, which demonstrates the productiveness of even the bench lands in this highly favored part of the Kettle River valley.

Knights of Pythias Convention, Aug. 1st. to 5th.

For the above the C. P. R. will issue tickets from Kootenay common points, at \$50 for the return, good all rail, or via steamer, including meals and berth, from Portland, Victoria, or Seattle. For full particulars apply to local agent.

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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 Roseland with the Canadian Pacific Railway for Boundary Creek points.

Connects at Meyer's Falls with stage daily for Republic.

Buffet Service on Passenger Trains between Spokane and Northport.

EFFECTIVE NOVEMBER 10, 1901:

	DAY TRAIN.	
	Leave.	Arrive.
SPOKANE.....	9.30 a.m.	7.15 p.m.
ROSLAND.....	12.25 a.m.	4.30 p.m.
NELSON.....	9.40 a.m.	6.45 p.m.

E. A. JACKSON,
General Passenger Agent.

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COLUMBIA & KOOTENAY

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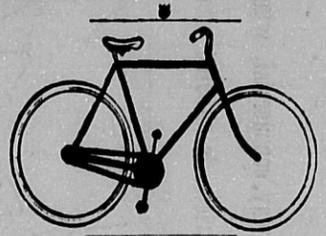
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Hay and oats for sale. Bus meets all trains.
Freight and express delivered to any part of the town.

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S. T. LARSEN, Prop.

Stopping place for Stages to
and from all Boundary
Creek points.

Good Accommodation for the Traveling Public.

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SPOKANE**

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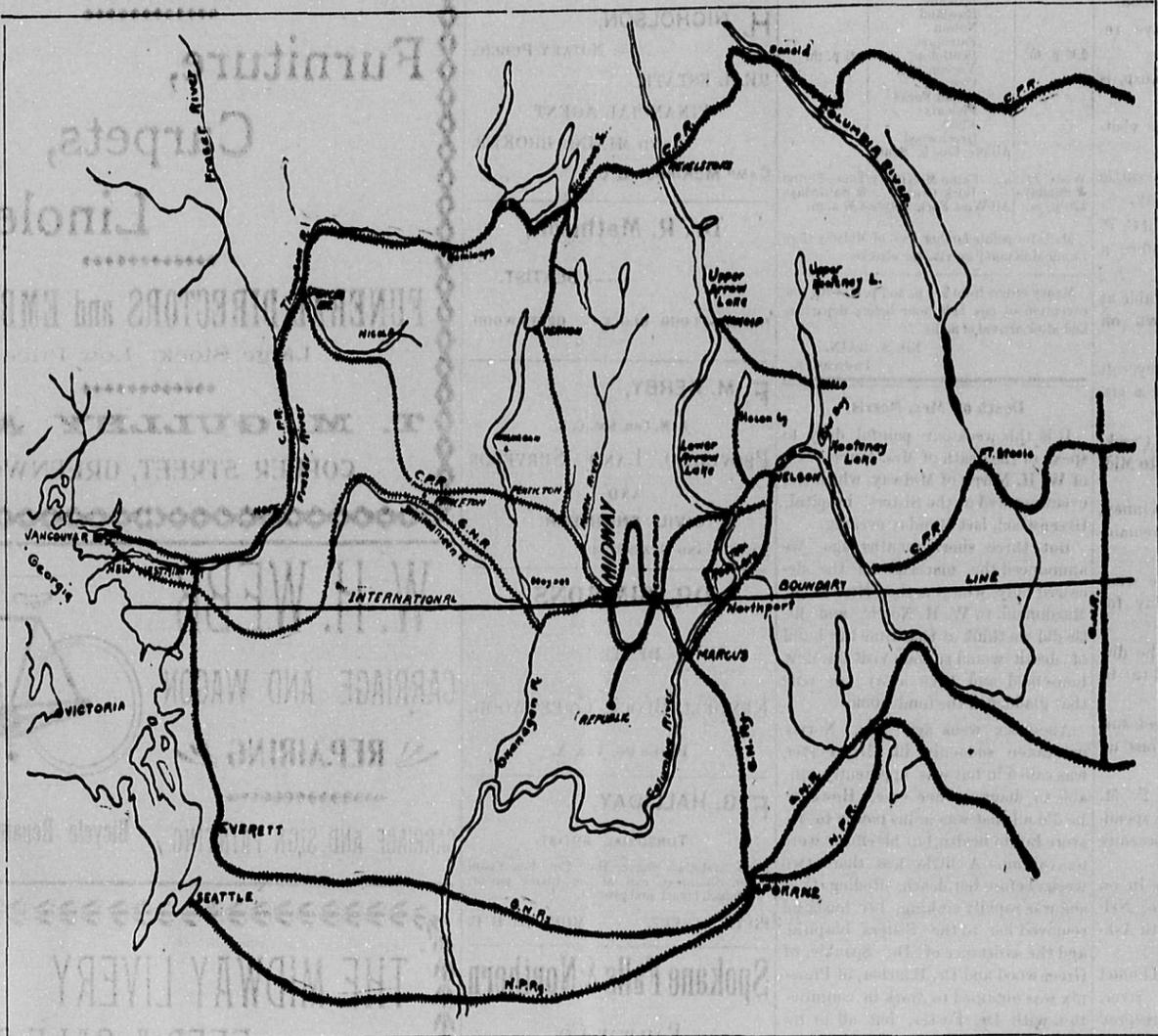
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A new building, well furnished. Everything new and first-class. Only the choicest Wines, Liquors and Cigars kept in stock. Every convenience furnished the traveling public. Bus meets all trains.

NO CHINESE EMPLOYED.

MIDWAY IS ON THE MAP TO STAY

Midway, the coming railway, commercial, wholesale and manufacturing centre of the Kettle River and Boundary Creek Districts, is situated at the confluence of Boundary Creek and Kettle River.



The leading residence town in the country, with an excellent climate, pure water supply, and surrounded by rich agricultural land.

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.

After the Dunsmuir Millions.

VICTORIA, July 17.—Edna Wallace Hopper, the famous actress, and daughter of the late Mrs. DeWolf Hopper, is here, to institute in the courts of British Columbia proceedings against Premier Dunsmuir for a portion of the Dunsmuir millions, to which she claims she is entitled, because of the marriage of her mother to Alex. Dunsmuir, the premier's only brother, a short time before the latter's death.

Alex. Dunsmuir left the great bulk of his estate to his wife, but the wife, on a death bed agreement reached between her and the premier, agreed to set aside her claims in consideration of a certain sum.

Edna, who is accompanied by her legal adviser, Judge Coyne, holds that her mother was not in full possession of her faculties, being near dissolution when the agreement was reached, and that the fact that the premier retained her lawyer to draw up and execute the agreement precluded her from uninterested advice, which she would otherwise have had. She is entering suit in the courts of British Columbia to recover the widow's share, namely one-third of Alex. Dunsmuir's estate.

The Victoria firm of Drake, Jackson & Helmcken have been retained to undertake the prosecution.

Mrs. Joan Dunsmuir, mother of James and Alexander Dunsmuir, is also suing James for Alexander's share of the estate, on the ground that it is hers, Alexander having simply held it in trust for her.

A Scotchman's Prayer.

The following prayer is said to have been delivered some years ago by a Scotch minister at Caledonia: "O Lord, we approach thee this mornin' in the attitude o' prayer, an' likewise o' complaint. When we came to the lan' o' Canady we expectet tae fin' a lan' flowin' wi' milk an' honey, but instead o' that we found a lan' peopled wi' ungodly Irish. O Lord, in thy great mercy, drive them tae the uttermost parts o' Canady; mak' them hewers o' wud and drawers o' watter; gie them nae emoluments, gie them nae place o' abode, ne'er mak' them magistrates or rulers among thy people, but if ye hae ony favors to bestow on ony guid lan' tae gie awa' gae it tae thine ain, thy peculiar people, the Scotch; mak' them a' members o' parliament an' magistrates an' rulers among thy people. But as for the ungodly Irish, tak' them by the heel an' shake them over the mouth o' hell, but dinna let them fa' in an' a' the glory shall be thine. Amen."

D. R. McELMON,
Practical Watch Maker,
EHOLT, B. C.

—o—

Good Tools, Plenty Material,
and 30 years experience to do
work correctly.

Mineral Act, 1896.

Certificate of Improvements.

NOTICE.
AJAX MINERAL CLAIM,
Situate in the Kettle River Mining Division of Yale District. Where located: In Deadwood Camp.

TAKE NOTICE that I, Forbes M. Kerby, free miner's certificate No. 44287, 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 18th day of May, A. D. 1902.

FORBES M. KERBY.

MINERAL ACT.

Certificate of Improvements.

NOTICE.
MOLTKE, ROHRE FRACTIONAL, AND BERTHA FRACTIONAL MINERAL CLAIMS,
Situate in the Osoyoos Mining Division of Yale District. Where located: Kruger Mountain.

TAKE NOTICE that I, C. Deb. Green, as agent for Jacob Ruck, free miner's certificate No. 45382 and for Louis Ernst free miner's certificate No. 45287 and for H. W. Buckholy, free miner's certificate No. 45322 and for Herman Linke, free miner's certificate No. 45705 and for J. Smith, senior, free miner's certificate No. 45597, and for J. Smith, junior, free miner's certificate No. 45598, and for G. W. Turner, free miner's certificate No. 45304, and for A. Wurzburg, free miner's certificate No. 45016, and for F. Zell, free miner's certificate No. 45620, and for A. A. Bracka, free miner's certificate No. 44282, and for G. H. Carson, free miner's certificate 461704 and for J. Kreller, free miner's certificate No. 1918, intend, 60 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 claims.

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

Dated this 25th day of May, 1902.

C. DEB. GREEN.

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Young G. M. Patchen JUNIOR.

This celebrated horse will stand for the season at
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Terms for the season \$10, or will insure for \$10 if paid for in advance, money to be returned if mare is not in foal. Pasturage \$3 a month.

Young G. M. Patchen, Jr., is a bright bay with black points, stands 16 hands high and weighs 1250 lbs.

The pedigree of this horse can be seen by applying to the undersigned,
(Signed) ZEB. KIRBY,
5th Sidley, B. C.

MINERAL ACT, 1896.

Certificate of Improvements.

NOTICE.
JEFFERSON MINERAL CLAIM,
Situate in the Kettle River Mining Division of Yale District. Where located: On Grass Mountain, Camp McKinney.

TAKE NOTICE that I, Henry Nicholson, free miner's certificate No. 44182, as agent for F. A. Doly, free miner's certificate No. 44189, 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 5th day of July, 1902.

HENRY NICHOLSON.

BOUNDARY ORE SHIPMENTS.

The tonnage of ore shipped by the mines of the Boundary District during 1901, and for first three months of 1902, is as under:

	1901	1902
Old Ironsides and Knob Hill group	231,762	68,366
Mother Lode	99,548	33,089
B. C.	47,517	
Sunset	800	150
Winnipeg	1,040	385
King Solomon	850	
Snowshoe	1,731	757
No. 7	665	250
Jewel	325	1,115
Golden Crown		420
Sundry small shipments	2,500	100
Totals	386,738	104,632

Shipments during 1900 totalled 97,837 tons; during the year 1901, to December 31st, 386,738 tons, and during three months of 1902, 104,632 tons, making an aggregate of 589,207 tons.

THE PIONEER HOTEL

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One of the Best Equipped Hotels in the Boundary. Everything First Class.

J. W. NELSON, Proprietor.

J. H. BUSH

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All Kinds of Work Executed to the Satisfaction of Customers