THE ADVANCE.

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

Our low prices in DRY GOODS have made them sell.

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We have made the prices to suit the times.

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A new building, well furnished. Everything new and first-class. Only the choicest Wines, Liquors and Cigars kept in stock. Headquarters for Mining and Commercial Men.

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Commercial and Mining men should put up at the Fairview Hotel when in camp.
GOOD ACCOMMODATION, EVERYTHING EXCELLENT
Geo J. Sheehan - - - Proprietor.

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K. A. MATTHES, Proprietor.
At this establishment customers can get choicest cuts of BEEF, MUTTON, PORK and VEAL.
. . Refrigerator on the premises . .
Therefore Meats are always fresh and sweet Call and get a good joint for dinner to-day.
TELEPHONE 311. P. O. BOX 25.

Great Reduction
IN ALL LINES OF
Dry Goods, Notions,
Ladies' and Gents'
Furs, Jackets and Capes
FOR CASH
Clothing of all kinds at manufacturers' prices plus freight, for thirty days, to make room for Spring and Summer Wear.
We need the cash, and are willing to sacrifice profits.
FUR COATS from $12.50 to $20, former price $17.50 and $25
FUR CAPS worth $5 and $6, now selling at from $1.50 to $3.50
Now is the time to buy, as no such bargains will be offered again.
Rubber goods at greatly reduced prices, as we do not intend to carry them over for next season.
Come and inquire about our cash grocery prices. Everything cut down for cash.
HAIN & CO., General Merchants
POSTOFFICE STORE, MIDWAY.

PRESIDENT HILL IS INTERESTED

Will Build a Railway Up the Kettle River Valley to Midway.

THE VICTORIA, VANCOUVER & EASTERN

Will Also be Constructed by Jim Hill and Mackenzie & Mann---Nothing Left for the Government to do but Lend Assistance.

Before another year is over Midway will be enjoying exceptional railway advantages, better than any town in the Boundary district.

The fact that the Corbin charter to build a road from the south was defeated some time ago has been a great drawback to Midway. Had that charter been granted, Midway to-day would have been one of the best railway centres and commercial points in the interior, but the charter was refused and the town has passed through a very quiet time, but Jim Hill has now decided to build the road covered by the Corbin route, and this district will in a short time be the scene of lively railway construction. In speaking of this matter the Spokesman-Review of a recent date says:

It will branch off from the Spokane Falls & Northern at Meyers Falls, cross the Columbia at Kettle Falls and follow the Kettle river north into British Columbia and west back into Washington near Nelson, Wash., and thence south through Curlew Valley to Republic. It will have a length of about 200 miles, and engineers say the route will be an excellent one so far as grades are concerned. It is claimed the road will be constructed and in operation within six months.

It is a peculiar fact, notwithstanding all the rumors that the Republic branch was to go in via Wenatchee and up the San Poil river, that President James J. Hill never publicly spoke for other than the Kettle river route. Last August when in Spokane President Hill said:

"The Great Northern wishes to build that line as directly as possible from Spokane. That is the natural way. We now have surveyors at work seeking a route from the Spokane Falls & Northern and hope that one can be found. Understand this proposition: The bulk of ores in that camp are low grade. They must have a low transportation rate to move them. Railroads which have heavy grades can not make low rates. That is the situation exactly. It will accomplish nothing to build a line to Republic the operation of which will require such high freight tariffs as to prevent shipments. We have to get an easy grade into the camp, and that we will have if the engineers can find it, and I think they can."

A careful reading will show that at that time President Hill had the Kettle river route in view, which he has frequently said possesses the low grade desired. He would not speak of the Kettle river route then because he first desired to make arrangements for that part of the line which lies in British Columbia. This report has it he has done so. It was failure to get the British Columbia right of way which kept the Corbin road out.

But while Mr. Hill was "playing his game" to secure his Canadian rights the Warner Miller syndicate stole a march on him on the American side.

The only possible route down the Curlew valley from the international boundary will cross many Indian allotments. In these allotments the government is holding the title as trustee for the Indians for 25 years. No railroad surveys can be made over the lands without permission of the Indian bureau at Washington and the road can not be built until the right of way damages have been fixed and the amount paid to the Indian agent on behalf of the Indian owners.

Warner Miller got a permit to make surveys and under the department rule prohibiting parallel rights within 10 miles a second permit was denied. But the Miller syndicate has gone no further than surveys; has not even filed map of definite location, and recently the department at Washington served notice on the syndicate to show cause why the permit should not be granted.

The result is that the Miller syndicate must at once build or show immediate intention of building or lose its rights. A private wire received yesterday indicates that to day the syndicate will turn over its rights to Mr. Hill.

All these reports come from reliable sources and have been confirmed and verified.

ST. PAUL, Minn., March 18.—The Great Northern official circular, signed by J. J. Hill, announcing the terms of the issue of $25,000,000 in new stock was issued to-day. The circular recites that the capital stock of the Great Northern will be increased to an amount not less than $25,000,000 for the purpose of "acquiring additional lines that will be more than 500 miles to the railroads controlled by the company, and to acquire control of the ocean steamships of the Great Northern Steamship company, of which two of large carrying capacity, designed for the carrying trade, are now under construction at New London, Connecticut."

The terms of the issue of the new stock are described thus: "Stockholders will be entitled to subscribe for $25 of new stock for each share of their holdings of the stock now outstanding, payments to be made as follows: Twenty per cent each on May 2, June 25, July 25, August 26 and September 25. Four dollars per share will be credited upon each instalment on account of the subscriber's interest in said bonds released to this company by the subscription."

It is generally believed the 500 miles referred to means the Great Northern lines to be built from Montana to the Crow's Nest coal fields and the line from Spokane to Midway.

Much speculation has been indulged in since the announcement has been made that Jim Hill was going to build a line to connect with Canadian territory, as to what object he had in view in building to the line when he had no charter to build on this side. Perhaps more attention was given to the matter in this immediate vicinity than in any other part of the district as the Corbin survey which Mr. Hill intends to follow crosses the International boundary line at Midway. But a recent telegram received at Victoria by E. V. Bodwell, from New York and signed by Mr. Hill explains everything. It is as follows:

"New York, March 21.— If you think it advisable you may announce that the Great Northern railway and Mackenzie & Mann are equally interested in the V. V. & E. railway company stock. (Signed.)

"J. J. HILL,
"WM. MACKENZIE."

The great cry at Victoria by those who have been opposed to renewing the subsidy to the V. V. & E., has been that they were totally ignorant as to who were behind the scheme, and therefore did not know if the promoters has sufficient capital to finance the building of the road, even if the subsidy were renewed. But if that was their only reason for refusing to renew the subsidy, there should now be no reason at all, for the above telegram should dispel from the minds of most skeptical any doubt about there not being sufficient capital behind the V. V. & E. to build the road, and as it is the opinion and desire of the Province as a whole that the V. V. & E. should be built, there is nothing left for the government to do but lend it their assistance.

WORK ON THE BRUCE.

Will Extend the Tunnel to Tap the Main Lead.

Work has been resumed on the Bruce. This property, which is situate close to Midway, has had considerable work done on it already. A tunnel has been run about 250 feet and the present work consists of extending it to a greater length. Some fine ore has been taken out of the tuunel, but as yet the main ledge has not been encountered.

Last week Mr. Sydney M. Johnson, P. L. S., of Anaconda, agent for the Stratford Exploration & Development company, an eastern syndicate owning a large interest in the Bruce, visited the property in company with S. W. Hall, a Rossland mining expert. Mr. Johnson was very much pleased with the result of the recent development, so much so that a force of men is likely to be kept at work until the main lead is tapped. Mr. Hall was also greatly impressed with the property and is of the opinion that the tunnel will only have to be run a short distance farther in order to strike the lead.

In speaking of Mr. Hall's visit to the Boundary country the Rossland Miner of a recent date has the following to say: "Mr. S. W. Hall returned on Sunday night from a visit to the Boundary country and the Norway mountain section. He went to the Boundary for the purpose of examining the Bruce group near Midway, and while there took advantage of the opportunity to inspect the mines in Phoenix camp. In the Bruce group he found a very fine showing of chalcopyrite ore. There has not been enough work done to determine the extent of the properties, although it is a fair looking prospect.

The Concentration of Ores by Oil.

Much interest appears to have been aroused in connection with the new Elmore process for the concentration of ores by means of oil. The English technical papers have devoted a good deal of space to a consideration of its merits. It appears to have attracted more attention in England than in this country, for the reason that a practical plant has now been at work for about six months treating a very low grade copper-gold ore at a mine in North Wales. The ore from this mine only contains about one per cent of copper and one and one-half pennyweights of gold, contained in fine particles of iron and copper pyrites in slate, and it is claimed that this ore is being treated at a profit, whereas all sorts of mechanical concentrators had utterly failed owing to the heavy percentage loss of values in the tailings.

It is claimed that the figures from the books of the above mine show that the best works that could be accomplished, by a first class modern jig mill and vanners, under expert management, was a recovery of 20 per cent of the values. This plant has been entirely replaced by a plant under the Elmore patents and the recovery is now proved to be 80 per cent of the values, which is exceedingly good considering the very low grade rock treated.

The process has been thoroughly investigated by the well known expert, Mr. Charles M. Rolker, who read a paper on the subject at the London Institute of Mining and Metallurgy a short time ago.

His investigation of the process was undertaken on behalf of one of the best mining houses in London and the result of his report was the formation of a development syndicate. The business is introduced under the best of financial and technical auspices, hence no absurd claims are made as to what the process is capable of. The process depends for its success upon the discovery that heavy mineral oil possesses the extraordinary property of attaching itself to particles of sulphides and metallic surfaces, whereas it will not attach itself to particles of wet rock, thus providing a very perfect means of separation, quite independent of the relative specific gravities of the mineral and "gangue."

The operation consists of mixing the pulp from the stamps, Huntingdon mills or other crushing appliances with a small quantity of mineral oil, in a specially designed apparatus.

After the mixing the pulp and the oil run into a settling tank when the oil carrying the whole of the pyrites floats on the surface of the water. The tailings are run off at the bottom of the tank and the oil is run to a special form of centrifugal machine which separates the oil from the concentrates. The oil is then ready for re-use and the concentrates are ready for shipment.

It is claimed that the total loss of oil does not exceed one gallon per ton of ore treated.

The apparatus is of the simplest description, the wear and tear being reduced to a minimum. Mr. Rolker, in his paper above referred to, says:

"The mechanical contrivances brought into action by the inventor are excellently adapted to the work demanded, and bespeak very careful thought as well as patient, systematic and highly intelligent work. Seemingly insuperable mechanical difficulties in the initial stage have been ingeniously overcome and the process has arrived at a practical working stage."

Tests have recently been carried out on samples of British Columbian gold-copper ores, and have given excellent results, the extraction of gold, silver and copper being at the rate of 90 to 98 per cent of the assay values. It is claimed that such ores cannot be treated by the ordinary wet concentration process without heavy loss from the fine state of division in which the mineral exists.

In the Elmore process it is immaterial whether the ore slimes in crushing or not, as the oil picks up all the float mineral that would be entirely lost on a vanner.

The ore concentration syndicate which controls the patents is located at 4 Bishopsgate street (Within), London, E. C. They will be glad to receive samples which they will treat free of cost to mine owners and report results.

option of the subscriber.
Advertising Rates sent on application.

MONDAY, MARCH 25, 1901.

Vernon is rejoicing over the probability of having direct railway connection with the Boundary country. In speaking of the matter the Vernon News says: "It seems more than probable that after long years of weary waiting we are at last to obtain direct railway connection with the Boundary country, and everyone here realizes fully what that will mean for this city and district."

Last Thursday Joe Martin introduced a bill, in the Provincial House, to legalize champerty, which, he held, in a new country such as British Columbia, was perfectly legitimate, especially in mining districts, where men frequently had no assets beyond claims, and the only way in which they could secure a lawyer was by giving them an interest in their possessions. Had Mr. Martin taken the precaution to introduce this bill and been successful in passing it, some time ago before he was suspended from the B. C. Law Society for illegally practicing champerty it would have saved him much annoyance, but better late than never and no doubt the Hon. Joseph has found a chance to make an even swap of some of his legal information for an interest in a mineral claim and is endeavoring to introduce a little legislation to make the trade in keeping with the law. If every member of the legislator were working simply for their own interests, where would the people, they are supposed to be representing, get in on the deal?

There now seems to be no plausible reason why the V. V. & E. railway should not receive the provincial subsidy. The telegram from New York to E. V. Bodwell announcing that the Great Northern, and Mann, Mackenzie & Co. were behind the scheme, has had the effect of quieting a number of provincial newspapers that of late have been devoting columns of editorials to pointing out that it would be foolish for the government to grant the subsidy to the V. V. & E. when the public were totally ignorant as to who were the promoters. They claimed that the proposal to build the V. V. & E. was simply a scheme to make money, and they felt more positive of this fact because it was not made known who was going to build it and, not knowing this, it was doubtful if there was sufficient capital backing it to insure its being built even if the government gave a helping hand. But since it has become known that J. J. Hill is backing the scheme, the papers that heretofore have been crying down the V. V. & E. are now mum. They can no longer doubt the financial backing of the road and as that was the only reason given why it should not receive the government's aid there is now nothing left for them to do but support its cause or remain silent. The same exception that was taken by these newspapers was also shared by a number of the members of the Legislature and they, too, can now do nothing but support the bill to subsidize the road. The report that was issued to the effect that the C. P. R. had offered to build the road without a cent of subsidy seems to have been entirely without foundation, why such a report should have become circulated is decidedly surprising, it certainly did not originate from the fact that that corporation is in the habit of adopting such a policy. Following their past record, there cannot be found a single instance, since the C. P. R. became a company, where they have built a foot of line without being over-subsidized by the government. Of course if they have adopted a new policy and decide to build the Coast-Kootenay railway, without receiving any financial assistance and the V. V. & E. refuse to build unless they be given a subsidy, then there is nothing left for the government to do but allow the C. P. R. to build. But if on the other hand the C. P. R. still want a subsidy (which is altogether probable) there is no reason in the world why the V. V. E. should not receive the preference, and why? Because it is the wish of the entire province; it is the wish of the people that the members of the government are representing, they were elected on the understanding that each member would look after the interests of the constituency which he represents, the people have their pledges that any bill that came before the House, the passing of which was likely to prove of benefit to that constituency, would receive their support, then how can the individual members of the government do other than give it their support? No better proof of how general is the desire of the people of this province to have the V. V. & E. constructed than to notice the number of delegates that have visited Victoria for the purpose of impressing upon the government the fact that the district or town which they represented were in favor of subsidizing the V. V. & E. in preference to the C. P. R. It is not as if only a few towns and districts were represented by these delegates, but nearly every town and district in the province contributed to the province. There is no denying the fact that the building of the V. V. & E. will prove of great advantage to the entire province. There is no doubt that the building of that road would prove of vastly more importance to British Columbia in general and southern British Columbia in particular, than the extension of the Columbia & Western from Midway to connect with the main line of the C. P. R. What the people of this province wants is competition in railways. It has been too long already under the iron hand of one company and the sooner it is freed from this state of bondage the better. The old saying that competition is the life of trade, applys to railways as well as to any other line of business. Why there should be any doubt as to how the Legislature should act in the matter, we cannot understand, and it is sincerely hoped that it will not go contrary to the wishes of the people and enter into some contract with the C. P. R., which, according to the ordinary run of government contracts with that company, would contain some loophole through which that company would get out of building until such times as it suited it to do so.

Foreign Trade of Canada.

The following circular has been issued by John McDougald, commissioner of Customs at Ottawa, for the benefit of Canadian business men and others who may be interested:

Your attention is hereby respectfully directed to the new statistical report of imports and exports of the Dominion, which is being published monthly by the Customs Department,

This report gives practically the same detailed information, by articles and countries, of imports and exports, as has heretofore been contained in the annual volume of the trade and navigation returns.

For the past ten years these annual returns were not published until on an average of about six months after the close of the fiscal year. The information therein contained was, therefore, from eighteen down to six months old when the report was available for the public.

The Government being of opinion that the long delay in publication, which seemed to be unavoidable under the existing system of compilation, minimized the value to the business public of the statistical information, decided, with the object of furthering the business interests of the country, to change the system of compilation, and to issue a monthly report in addition to publishing, as formerly, the annual volume of the trade and navigation returns.

The new monthly report gives the following information:

1st. The quantity and value of goods imported and passed through the Customs for consumption monthly under 1449 separate heads, and sub-divided so as to show the countries of export.

2nd. The quantity and value of exports, home and foreign produce separately, per month, under 326 separate heads, and sub-divided so as to show the countries to which the goods are exported.

3rd. In addition to the information as to imports and exports for the month to which it refers, the report also contains information for the fiscal period ending with each month; for instance, the January report will give the imports and exports for that month, and, as well, the totals in detail by articles and countries for the seven months ended January of the fiscal year, which commences on July 1st and ends June 30th.

The classification of the imports and exports followed in the report was designed to afford as much information as possible, respecting the movements of foreign trade in the different lines of business engaged in in Canada, and it is believed that it satisfactorily meets the requirements.

It is the intention to publish the report as promptly as possible after the close of each month, and every effort will be made by the Department towards that end.

The compilation of the statistical information is made by a special branch of the Department at headquarters, Ottawa, direct from the entries passed and filed at Customs throughout the Dominion, and the greatest care is taken to secure accuracy.

The price of the report has been fixed by Order in Council at the very low sum of 10c per copy, in order to ensure the widest possible distribution thereof.

It is believed that the publication of the report will be of much service to the Canadian business public, which is the object the Government had in view in authorizing it.

The distribution of the report is made by Dr. S. E. Dawson, King's Printer, Ottawa, to whom application should be made by intending subscribers.

To Let.

The Lancashire House, Midway. This is a popular hotel, and is a good opening for a first class hotel man. The furniture can be purchased reasonably. Possession given at once.

For terms, etc., apply to

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Midway, B. C.

Nelson & Ft. Sheppard
RAILWAY CO.
Red Mountain
RAILWAY CO.

The only all rail route between all points East, West and South to Rossland, Nelson and all intermediate points; connecting at Spokane with the Great Northern, Northern Pacific and O. R. & N. Co.

Connects at Nelson with the steamer for Kaslo and all Kootenay Lake points.

Connects at Meyer's Falls with stage daily for Republic, and connects at Bossburg with stage daily for Grand Forks and Greenwood.

DAY TRAIN.

	Leave.	Arrive.
SPOKANE	8.00 a.m.	6.40 p.m.
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.

H. A. JACKSON,
General Passenger Agent.

C. F. COSTERTON
VERNON B. C
General Real Estate & Financial Agt.
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THE ROYAL INSURANCE COY.
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B. H. HURST & CO.,
16u Victoria.

NOTICE.
$25 REWARD will be paid by the unsigned to anyone furnishing information that will lead to the conviction of the party or parties who poisoned my Gordon Setter Bitch.
F. W. McLAINE.
Midway, Feb. 14, 1901.

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Direct Route Unequalled Service
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EAST and WEST
First-Class Sleepers
Dining Cars Tourist Cars
Steamship Service from Vancouver to
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Through tickets to and from
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J. S. CARTER, D. P. A., Nelson, B. C.
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Try a Bottle of
SYRUP OF WHITE PINE
and
TAR COMPOUND
For that Cough of yours.
Agent for Stuart's Map of the Boundary District.
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Seventh St., Midway,
One Block West of Customs Office.
This is a first-class building, being hard finished throughout. The dining room is run under the personal supervision of Mrs. Crowell, and is supplied with the best on the market. Choice stock of Wines, Liquors and Cigars at the bar. Large Stable in connection.
The Patronage of the Public is Solicited and Satisfaction Guaranteed.
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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 o'clock.
The best of accommodation for the convenience of the travelling public.
R. MEYERHOFF, PROPRIETOR.

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Practical Wagon and Carriage Builder,
MIDWAY, - - B. C.
Repairing of all kinds promptly and neatly executed.
Carriage Painting a specialty.

MIDWAY HORSE PASTURE
J. H. TYRRELL, Proprietor.
HORSES TAKEN TO PASTURE ON APRIL 1
TERMS FOR PASTURING.
$3.00 per month. Single Horses, delivered in Midway, $5.00 per month. Two or more, delivered in Midway, each $4.00 per month.
Pack and Saddle Horses for Sale or Hire
If you have lost a Horse send me the brand, and if it is in the country it will be found.

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...MIDWAY, B. C.,..
Strictly First-class Throughout, Excellent Accommodation.
GOOD STABLING.
Large Sample Room for Commercial Men.
THOS. McAULEY, - Proprietor.

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OUR SPECIALTIES—Varieties Profitable in British Columbia
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FRUIT AND ORNAMENTAL TREES, PLANTS AND VINES
Send for Free Catalogue. | E. HUTCHERSON, Manager

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Furnace-heated and comfortably furnished rooms.
FIRST CLASS MEALS WELL SERVED.
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The Riverside Hotel
Is situated at Rock Creek, B. C., on the main route of travel between Penticton and all Boundary Creek points.
STOPPING PLACE FOR STAGES.
Good Hunting. Good Fishing.
Best of Accommodation.
S. T. LARSEN, Proprietor.

THE ADVANCE
The Pioneer Newspaper of the Boundary District—only $2.00 per year.
Is prepared to fill all orders for Job Printing at lowest rates consistent with good work.

[illegible]n, of Volcanic and Sunset, [illegible] town on Saturday.

[illegible]son is greatly improving [illegible] by setting out a number of [illegible]

[illegible]rris, of Greenwood, who has [illegible]ding a few days in Midway, [illegible] on Saturday's train.

[illegible] Cook went up to the Ruby [illegible] week, where he is engaged [illegible] shaft on that property.

[illegible] Harris, M. E., of Greenwood, [illegible] to Mossamades, Angola, [illegible]rica, on mining business.

[illegible]e, route agent for the Dom[illegible]ress company, was in Midway [illegible]y looking up trade for the [illegible].

[illegible] Kerby and his assistant, A. [illegible]ft last week for Carmi, where [illegible] be engaged for some time [illegible] the Carmi townsite.

[illegible]der wishes to extend his sin[illegible]nks to the many friends who [illegible]y lent their assistance and [illegible]y during his recent bereave[illegible]

[illegible]gers from Boundary points to [illegible]re just now required to pro[illegible]ctor's certificate to the effect [illegible]y have not been in danger of [illegible] from smallpox, otherwise [illegible]l not be permitted to leave the [illegible] Nelson.

[illegible]t Jaffray, of Toronto, vice[illegible]nt of the Crow's Nest Pass Coal [illegible]y, is expected to visit Midway [illegible]. He will come in from the [illegible]ia Camp McKinney, where he [illegible]nd a day or two at the Cariboo [illegible]ney gold mine in which he has [illegible]derable interest.

[illegible]. Thomet and C. M. Melville [illegible]nced to-day to do an assessment [illegible] Hester mineral claim, situate in [illegible]y camp. This property is near [illegible]owdrop, one of the Highland [illegible] Consolidated Mining & Milling [illegible]ny's properties, which has an [illegible]ent showing of mineral assaying [illegible]ighly in gold, silver and copper.

[illegible]srs. H. M. Keefer, C. W. Vedder, [illegible]. H. Belt and R. Liden, of Green[illegible], were in Midway one day last [illegible] on their way to Rock creek [illegible]isit the scene of the recently [illegible]ed placer company's intended [illegible]tions. They found that the con[illegible]ion of the dam was in hand and [illegible]all the timber needed for it was [illegible]he ground. It is expected that [illegible] by the "booming" system will be [illegible]ogress before the end of the cur[illegible] month.

[illegible]hn J. Flood, formerly of Phoenix, [illegible] opened a livery, feed and sale [illegible]le in the building formerly occu[illegible] by Barcklay & Harris. Mr. Flood [illegible] a first class outfit of horses and [illegible], and parties travelling to Midway [illegible] train, and wishing to visit any of [illegible] surrounding towns or camps, can [illegible]pend on getting first class horses and [illegible]s at reasonable rates. Mr. Flood [illegible]ll also conduct a dray and transfer [illegible]siness, and a bus will meet all trains. [illegible]ok out for his advertisement else[illegible]ere in this issue.

The most daring theft that was ever [illegible]mmitted in Midway took place last [illegible]ght, when some one stole a horse and [illegible]ddle tied to a post on Seventh street. [illegible]he animal, which belonged to James [illegible]nch, of the reservation, but was [illegible]ought to town by Frank Black, was [illegible]ed to a telephone pole in front of [illegible]rowell's hotel at the time it was [illegible]olen. In his great haste to escape [illegible]nnoticed the culprit did not even wait [illegible]o untie the halter rope from the pole, [illegible]ut cut it in two with a knife. The [illegible]rovincial police were at once notified [illegible]f the theft, but have as yet been un[illegible]able to get any clue as to who the [illegible]uilty party is.

Norman McMillan, of Brandon, Manitoba, arrived in Midway to-day. Mr. McMillan has decided to leave the prairie province and try his luck at farming in British Columbia, where the climate is milder. He has visited a great many towns in the district, but none of them gave him such favorable impressions as Midway. The climate, he says, is all that can be desired, and it is altogether likely he will locate close to the town. Mr. McMillan says there is much talk about the Boundary country in Manitoba, and more particularly about Midway. That the people of Brandon have heard much about Midway and this locality through the columns of THE ADVANCE, which is largely read in that town.

R. J. Day, a blacksmith lately from Cranbrook, East Kootenay, and who worked at his trade for a few days at the Deadwood saw mill, died last week in the Greenwood hospital. Before going to Deadwood he complained that he felt unwell and shortly afterwards was taken to the hospital where after two weeks illness with typhoid he died. His relatives at Sebright, Ont., were informed of his death and on Monday last his body was interred at Greenwood, a number of friends of the family from Phoenix and this city attending the funeral, at which Rev. J. R. Davies, Baptist minister, performed the burial rites. Deceased appeared, from bank pass books, etc., found with his personal effects, to have been a man of thrifty habits.—Greenwood Times.

Last Wednesday a syndicate operating for gold on Boundary creek, a short distance from the town, made their first cleanup of the season. of the nugget is alone worth about $17, but owing to its being mixed with such a rare sample of quartz is worth considerable more, as it can be cut, polished and used for ornaments. This is the most valuable specimen that has ever been taken from Boundary creek, although specimens containing more gold were found years ago. Many offers have already been made for the nugget, some of which were for quite large sums of money, but the owners have as yet declined to part with it.

Last Tuesday morning J. R. Brown, of Kamloops, Grand Chancellor in British Columbia of the Knights of Pythias, who was paying an official visit to a number of K. of P. lodges in the district, visited Midway. He was accompanied by J. Graves another knight of this popular order. They spent the forenoon in looking over the town and making acquaintances, and left for Kamloops by the afternoon train. Both gentlemen were greatly impressed with the beauties and possibilities of the town and are of the opinion that Midway will have a prosperous summer. Mr. Brown is very enthusiastic regarding Kamloops. He reports that rich placer finds have been made quite close to the town, and the quartz claims, that have had much development work done on them, are looking excellent. He believes that the time is not far distant when the Kamloops mining district will rank among the best mineral producing sections of the Province.

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

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

Fruit Growing at Midway.

Midway and vicinity will in time become a great fruit producing district. Up to a few years ago the country was but sparsely settled and those who were here at the time paid but little attention to the planting of fruit trees. However, a few years ago a number of trees of various kinds were planted in Midway, when it was but a ranch. These trees flourished and now produce annually enormous yields of apples, pears, plums and cherries, so it may easily be seen that the more tender varities thrive and produce as well as those of a more hardy nature.

Encouraged by the success of the few trees planted in the district, other people were induced to plant a few trees and in every instance, where proper attention has been given to the planting and cultivation of them, have grown beautifully, and many of them will soon have reached the bearing stage.

Perhaps no better example of the suitability of the soil and climate in this vicinity for the successful cultivation of fruits can be given, than the beautiful orchard, of W. H. Norris, adjoining the townsite. About two years ago Mr. Norris set out a large number of trees, and owing to the favorable conditions for their growth, last year produced some fruit.

There are some beautiful tracts of land held by people, who have purchased them from the Midway Company, water being furnished by that company's irrigation ditch, and if they were now set out to trees, would, in a very few years yield a handsome income to the owners. The Midway Company still have a number of these five acre tracts for sale, at a low figure on easy terms of payment, convenient to water, and we know of no better speculation than the purchase of one or more of these tracts, set them out to fruit trees of some standard varieties, and in a few years they would return good interest on the amount invested.

But fruit growing is not confined to the valley land. Trees planted on the benches have given excellent results, and it is only a matter of time until nearly every ranch on the benches above Midway will have several acres devoted to this profitable industry, and finding, as they will, that a few acres into fruit will give larger returns in proportion to the expense of production than most other crops, will increase their acreage devoted to orchard, until this district will eventually become famous for its fruits.

The Buckhorn.

It is announced that arrangements are in progress for an early resumption of work on the Buckhorn, in Deadwood camp. F.H. Moore, of Stewartstown, New Hampshire, has been in Greenwood for the past three weeks endeavoring to straighten out the tangle the affairs of the Buckhorn were left in at the time work was suspended several months since. He will leave tomorrow on his return east. He will lay before the management of the company the result of his investigations and will report favorably as to the promising nature of the mineral showings he has seen on the property. Altogether about 1,000 feet of work have been done underground in development of the Buckhorn, including a 220-foot vertical double compartment shaft with about 240 feet of crosscutting at the 100-foot level and nearly 300 feet at the 200. The power plant includes half of a 10 drill Rand duplex air compressor, 20-horse power hoisting engine, station and sinking pumps, machine drills, etc.

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

IONEER 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 2,076,424.36

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

ST. QUINTIN & McBOYLE, Props.

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

Restaurant in Connection.

First-class Meals served at all hours. Give us a call and be convinced.

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 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.

A NEW FREIGHT TARIFF.

New Schedule on C. P. R. Between Okanagan Valley and Nelson.

The C. P. R. freight department is distributing copies of a new tariff between the Okanagan Valley and Nelson, which is expected to make a very material difference in the volume of business between the Kootenays and the section that is frequently described as the garden of the province. The Okanagan valley is famous for the quantity and quality of the vegetables and small fruit raised by its ranchers, and the fact has been notorious that the percentage of these products marketed in the Kootenays has been infinitesimal heretofore, although a glance at the map will indicate that the natural market for the products of the Okanagan lies in the district of which Nelson is the distributing center. While the ranchers have shipped their produce east and west on the mainline of the C. P. R., extending their operations as far into the territories as Regina, practically none of the output has come into this section; and the Kootenays have depended upon products of the Palouse and Colville valley for their supply, even in seasons when crops were heaviest in the Okanagan country. The reason for this has been ascribed to the fact that the C. P. R. charges for goods shipped to Nelson were so large that no margin was left for the ranchers after they had cut their prices to meet the competition from the south. Apparently the railroad people have risen to the situation and are determined to give the Okanagan ranchers such concessions in rates as will enable the road to secure a slice of the fruit carrying trade, which is now practically a monopoly for the N. & F. S., tapping the American fruit growing sections. The new C. P. R. schedule is figured on a basis which will permit the ranchers to deliver their product in Nelson at a small advantage over the American producers, exclusive of the charges for customs and examination which gives the Canadians a further advantage. It now remains to be seen whether the new schedule will answer the purpose of inducing the Okanagan growers to ship into the Kootenays. The new rates were effective on the 20th inst., but the shipping season does not commence for several months. A representative of the Kelowna Shippers' association was in the city recently for the purpose of opening a connection with the local produce men, and this gentleman is expected to return a few weeks hence to go into the matter.—Nelson Miner.

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. B29922, 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, 1901.

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 10th day of December, 1900.

HIGHLAND QUEEN CONSOLIDATED MINING AND MILLING CO.

C. L. THOMET, Manager.

6re J. A. UNSWORTH, Secretary.

50 YEARS' EXPERIENCE

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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.