THE ADVANCE.

I, No. 11. MIDWAY, BRITISH COLUMBIA, MONDAY, JULY 16, 1900. $2.00 per Year.

D,
R, SOLICITOR, ETC.
GREENWOOD, B. C.

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Also in Gents' Summer Furnishings, in Suits, Light Coats, Shirts and Underwear, in Boots and Shoes, we have a complete stock and are offering some excellent values, especially in Mining Shoes. As space will not allow us to quote you prices, we ask you to call and see for yourself. Remember, everything sold at the reduced prices will be cash, if charged, at regular prices.

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Therefore Meats are always fresh and sweet for dinner to-day. Call and get a good joint

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Ladies' Straw Sailor Hats in all colors, White, Black and variegated.
Ladies' Straw Rough Rider Hats in Black, White and variegated colors.
Misses' Sailors and Flops in Plain and Fancy Straws, Genuine Italian Leghorn and Fancy Braided Straws.
Men's and Boys' Harvester and Fancy Straw Hats.
Tam O'Shanters in Velvet and Cloths.

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Now is the time for Summer Dress Goods. We show Fancy Organdies, Zephyrs, Ginghams, Plain and Striped Piques, Fancy Percales, and a large variety of colors and patterns of Calicoes from 8c a yard up. Torchon and Plain and Fancy Valenciennes Laces. Ready-made Skirts in White Pique, Blue, White and Drab Goods. Linen Bicycle Skirts for 75c each. Black Brocade, Striped and Plain Alpaca Dress Skirts. Underskirts in Fancy Stripes, Matalesse, Plain Black and Fancy Dotted Sateens with ruffles and fancy piping.

A fresh consignment of Blouses in all kinds of materials, from Plain and White Muslins to Silks and Satins, expected to arrive daily.

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Is well stocked. New arrival of Gents' Bicycle Hose and Sweaters, also a large assortment of Four-in-Hand Ties and Bows, Knots and Derbys.

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Groceries at lowest market quotations. Miners' Supplies and Builders' Hardware always in stock.

C. & W. RAILWAY

Have Commenced Ballasting to Midway.

At last the work of ballasting the line of the Columbia and Western Railway between Anaconda and Midway has been commenced. Although it was reported early in the week by officials of the road that work would be started within a few days no credence was given to the statement, as the people of Midway were getting used to that josh and no longer believed in the fairy tales spun by the representatives of that corporation in reference to the completion of the road, so when word reached here on Wednesday that a gang of over 100 men had started work that morning near Anaconda the residents of Midway were very much surprised. Early in the morning a train came down from Greenwood, but it was generally supposed that its mission was to take back a carload of ore, something that there would be some profit in.

There never was any trouble about getting freight out of here. The C. P. R. were always obliging enough to send cars as soon as enough freight had accumulated to pay them for running a train down. The track was always in good enough condition to haul freight up hill, but for some mysterious reason it could seldom be brought over the line downhill. Never for one moment was it thought that the train carried a gang of men to complete the buildings that were so nearly finished months ago, but we were informed by Mr. W. E. Sutherland, who had the work in charge, that his orders were to come to Midway and finish work on the buildings here, if possible by the end of the month, and by that time the ballasting would be completed and everything got in readiness to run a daily train by August 1.

The work here consists of finishing the interior of the large three-stalled engine house and erecting the smoke stacks, moving the pump house from its present position down to the river and the laying of pipes from there to the water tank. Last winter a large well was dug close to the water tank and a steam pumping plant installed, but it was found that the supply of water was inadequate and that it would be necessary to pump the water up from Kettle River. This done there will always be an abundance of water.

When the road is completed Midway will be the scene of great activity. We have within a radius of a few miles a number of mining properties that heretofore have had comparatively little work done on them, but now that means of transportation of the ore from the mines to the smelter will soon be provided work will be resumed, and in the course of a few months large quantities of ore will be shipped from here. Not only will there be shipments from the mines on this side of the line but there are a number of properties to the south and south east of us, on the other side of the international boundary line, that have already sent trial shipments to the Trail smelter, and have received very satisfactory results, and are now only waiting for the completion of the road to Midway to make other shipments. Take for instance the Zala M. in Sheridan camp. This is a valuable property running high in gold, but development has been retarded owing to the fact that the haul to any place other than Midway was too long to make it profitable to ship.

The completion of the railway will also be the means of bringing in supplies for a number of places that have formerly been getting them in by way of Penticton. Midway is so situated that it is the natural supply point for Camp McKinney, the West Fork country, Myers creek and Toroda creek. All trade will centre here. Freighters instead of passing through and only stopping to feed will make it their headquarters, and being the terminus of the road, will be the headquarters for the stage line from here to Penticton, and it is not unlikely that stages will be run from here to Chesaw and later on to Beaverton as soon as the wagon road is completed to that place.

How long Midway will be the terminus it is impossible to predict, but we are quite safe in saying that the road will not be extended for two years at least. There is nothing to induce the C. P. R. to extend its line at present. It would, no doubt, be a great convenience to the country to the west were it to have railway facilities, but the company knows full well that traffic can be carried on in no other way than over their line, and if the people in the various mining camps in this vicinity wish to ship the products of their mines or get in supplies they cannot profitably do it in any other way than to haul such products and supplies to and from Midway.

PROVINCIAL NEWS.

Accident at the Union Mines---A Defaulting Police Officer.

Lord Minto's Visit—Timber Lands Within the Railway Belt in the Province—Government Appropriation.

The Yorkshire Society of British Columbia will hold its first annual basket picnic at Goldstream on Saturday, 14th inst.

The "Outcrop" announces with much satisfaction that the Dominion Government has appropriated $7,000 to construct a telegraph line from Golden to Windermere.

Many Victorians resent the refusal of a Dominion subsidy to the proposed railroad to the north of Vancouver Island, which would open up a most promising mineral country.

Mr. Robert Powell of Victoria, son of Dr. I. W. Powell, has been appointed private secretary to Lieutenant-Governor Joly. Mr. Powell is at present a clerk in Molsons Bank.

Lord Minto is to be asked by the Mayor and City Council to visit Rossland during his stay in British Columbia, and it is hoped that the Governor-General may be induced to accept the invitation. If so, he will follow Lord Aberdeen's excellent example.

Tuesday morning a man whose name could not be learned lost his legs near Slocan Junction. The man had been at work on a steam shovel and tried to board a freight train. He slipped and fell under the wheels, severing both limbs. A special train took him to Nelson.

A despatch from Victoria says: Although Pinkerton detectives have been utilized for weeks in an effort to apprehend Sergeant Atkins, the defaulting Provincial Police Officer, no word has reached here regarding his whereabouts. He was last seen at Seattle.

At Nanaimo recently a feeder of gas exploded in No. 6 shaft, Union Mines, badly burning fire-boss Wm. Anthony about the head and face and also burning a Chinaman, the latter now being in a critical condition. Peter Burgland, employed in Protection Island shaft, Nanaimo, was caught by a fall of rock and badly bruised.

Lon French, a miner who had a contract at the Green Mountain mine, near Rossland, met a terrible death recently. He fell from the mouth of the shaft to its bottom, a distance of 300 feet, and was fearfully mangled. French wanted to go into the mine to give instructions to the men who were working under him. There was a strap around the windlass rope into which he stepped. He put his whole weight into the strap before he had taken a good hold on the rope and the strap broke and down he went, striking the side of the shaft in the descent. The deceased was about 33 years of age, a member of the Miners' Union, and leaves a wife and two children to mourn his loss.

A despatch from Ashcroft states that Indian Jonah, at his preliminary examination before Justice of the Peace Knight for stealing gold dust valued at $513 from the C. P. R. station at Spence's Bridge, was discharged for want of evidence, and E. G. Webber, the agent at Spence's Bridge, and in whose charge the gold was when stolen, and who was the chief witness against Indian Jonah, was arrested for stealing it himself, after he had finished giving his evidence against Jonah. Webber, who is also a special constable, arrested the Indian Jonah the second day after the robbery, and claimed to have found a portion of the gold in his pocket. This, with the gold found by Detective McKenzie, of the C. P. R. service, and Webber, near the Spence's Bridge Station, makes up the full amount stolen.

An order-in-council was recently passed in Ottawa, relative to the timber lands within the railway belt in this Province. Hitherto a licensee of a timber berth paid $5 a square mile except for lands situated west of Eagle Pass, for which the annual ground rental was five cents an acre. It has been represented that the rent for lands between Eagle Pass and Yale was excessive as compared with the rental of $5 per square mile for limits east of Eagle Pass, the timber in the former being inferior to the timber in the latter tract. The view is confirmed by the Crown timber agent, Mr. James Lemay, New Westminster, for the railway belt in British Columbia, and the Government has therefore ordered the annual rental of timber berths situated between Eagle Pass and Yale be reduced from five cents an acre to $5 per square mile.

DOMINION NOTES.

Increase in Wages---A Skelmorlie Man Appointed.

Canada at the Paris Exposition—C. P. R. Land Sales—Smallpox at Montreal.

The machinery in the new Eddy works at Ottawa has been set in motion.

Nearly 202,000 entries were made at the Montreal customs during the last fiscal year.

John Turner of Brockville, a deserter from "A" Battery, Kingston, is under arrest there.

Smallpox is spreading in Montreal. An hotel has been quarantined and the Royal Victoria hospital is closed.

The Canadian Liquor Company's premises, Montreal, were damaged to the extent of $25,000 by a fire last week.

During June, says the Winnipeg Tribune, the C. P. R. Land Department sold 52,800 acres in Manitoba for $88,780.

In consequence of the strike of the boiler-makers, 600 C. P. R. men are out and the C. P. R. has closed its works at Montreal.

Knox College directors, at Toronto, have decided to offer the chair of apologetics to Rev. D. W. Norris, D. D., United Presbyterian minister of Skelmorlie, Scotland.

"Count" Lautrec, who was brought from Chicago to answer to a charge of forgery, preferred by the Bank of Nova Scotia, has been committed for trial at the September assizes.

Nolan, Walsh and Dullman, the three Welland canal dynamiters, are to be placed in the isolation ward in the penitentiary at Kingston for safety and to prevent any relationships.

The Department of Public Works has issued plans and specifications of the ice house and cold storage buildings in various parts of the Province, for which the Government will give grants.

The enormous volume of 4,107,602 tons of freight passed through the American and Canadian canals at Sault Ste. Marie last month, an increase of more than 600,000 tons over June, 1899.

H. H. Sherwood, a C. P. R. brakeman, was recently killed at Souris, being crushed between two cars. He was 40 years old and leaves a wife and five children. He has relatives in Vancouver and Ottawa.

William Hospeler, liquidator of the defunct Commercial Bank of Manitoba, has tendered his resignation as joint liquidator of the bank, and upon his recommendation Hunter Cooper has been appointed sole liquidator by the courts.

Robert Kerr of Montreal, passenger traffic manager of the C. P. R., in an interview said that the railway is prepared to land 10,000 troops from Liverpool to Shanghai in 28 or at the outside 30 days, providing the Imperial Government placed tast transports in the service between Liverpool and Quebec.

C. R. Hosmer, the popular director of the Canadian Pacific Railway, and late manager of the company's telegraph system, has returned to Montreal from a two months' trip through England, France and Italy. While in Paris Mr. Hosmer visited the exposition, and was much impressed with Canada's building. It was one of the first objects to catch his eye on entering the grounds by one of the main entrances, and he thought on the whole it was a good advertisement of the Dominion.

Mr. J. R. Booth of Ottawa has decided on a general increase of from 6 to 12 per cent to his employees in the lumber business. Mr. Booth considered the recent fire a reason for more pay. Nearly every employe of the concern living in Ottawa or Hull was burnt out, and Mr. Booth thought it was hard for the men to rebuild and live on the same wages. The increase starts from last Monday, and will amount to about $17,000 more for the working men during the rest of the season.

An Ottawa despatch says: Figures prepared by the finance department show that Canada's revenue for the 12 months ending June 30th last was $49,034,597, as compared with $44,698,156, an increase of $4,336,441 over 1899. The difference between revenue and expenditure shows a surplus of $14,208,197, but there are yet large items of expenditure not to hand. However, when all are in it will be shown that, for the third time in the history of Canada, all expenses will be met out of the revenue without adding one dollar to the public debt.

C. M. CROUSE .....MANAGER

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Advertising Rates sent on application.

MONDAY, JULY 16, 1900.

Britain is the peace-keeper of the world, and her leading strings kept China in the paths of peace. Britain's aim was to help China to stand on her own feet. The aim of the other powers is to knock China down and divide her territory. Russia, France and Germany have striven to undermine British supremacy in China and the results of their success are written in murder, ruin and anarchy. If British supremacy throughout the world could be likewise destroyed, the nations would degenerate into one vast menagerie, with all the animals turned loose.

Canadian poetry might stand higher in the markets of the world if mere magazine rhymesters were not pushed forward as the only representative singers of this country. Verse writers who are given a high place by technical experts may be poets, but they are not Canadian poets in the sense that J. K. Kernighan is a Canadian poet. They labour their thoughts into conventional moulds, but they do not reflect the meaning of Canadian life or echo the hopes of Canadian hearts. The correspondent who wishes to know whether Clive Phillips-Wolley cannot compare with Kipling as a poet does an injustice to Mr. Wolley. Mr. Wolley is not a Canadian except by accident or residence, and he is not a poet entitled to rank with the Khan, whose warmest admirers do not regard him as the equal of Rudyard Kipling. Genius has nothing to fear from criticism. All the censure of the London critics cannot blow the divine fire out of the Canadian poets. Nor can the enthusiasm of Canadians kindle the divine flame if it be lacking in the work of their poets, and Canada does not require any of her sons to sacrifice his judgment by exalting the verses of Phillip-Wolley to equal with the poems of Rudyard Kipling.—Toronto Telegram.

In another column appears an advertisement for the ball, which is to be held to-morrow night in aid of the Midway Brass Band. Already the town has been canvassed for subscriptions, and the hotels and business houses have very generously contributed to the fund for this worthy object. This, together with the amount left over from the 24th of May celebration, makes a very creditable showing, so now all that is required to provide sufficient funds for the purchase of the instruments is a good attendance at the dance. If you take an interest in the town in which you live it is your duty to aid in anything that is a benefit to that town. The band will be a decided benefit to Midway, and it is therefore your duty as a resident of Midway to attend the dance. If you never before attended a place of amusement, if you never before loosened your purse strings to help a good thing along, begin now. There never was a better opportunity, an opportunity that does not present itself every day. If you are a delinquent to morrow night you cannot proudly say, when the Midway Band has become famous, that you helped to make it what it is, that you were instrumental in bringing about its existence. The committee has spared neither time nor expense in providing every convenience that will help to give those present a good time, and we trust that their efforts will not go unrewarded. The price of admission is very modest, quite in keeping with the hard times and within the reach of all. Come and enjoy the pleasure that to-morrow evening will afford.

"Scotty."

Yes! ca' me "Scotty" if you will,
For sic' a name can mean nae ill,
O' a' nick names just tak' yer fill—
I'm quite content wi' "Scotty."

To be a Scot is nae disgrace,
Maist folks can trust a guid Scotch face,
He's never lang oot o' a place—
The honest, faithful "Scotty."

A Scotchman has the knack to plod,
Through thick and thin he'll bear his load,
His trust is aye in richt an' God—
The perseverin' "Scotty."

He's 'tentive baith to kirk an' mart,
To friends he's true an' hard to part,
In life's great race he needs nae start—
I'll win or die, says "Scotty."

An' if he meets with ane or twa
O' Scotland's sons when far awa',
They'll 'gree like brithers ane an' a'—
A "clannish" man is "Scotty."

Though oft he travels far frae hame,
He aye a Scotchman a' the same,
An' proud to crack o' Scotland's fame—
A loyal son is "Scotty."

Should Scotland ever need his help,
He'll gie her enemies a skelp,
An' make them rin like frichted whelp—
An' give respect to "Scotty."

Then ca' me "Scotty" if you will,
Nick name like that can work nae ill.
I'll shake your han' with richt guid will
Whene'er ye ca' me "Scotty."

Orient.

The announced plans of President James J. Hill of the Great Northern Railroad will probably precipitate one of the hottest and longest freight rate wars ever known in the history of railroading. He is carefully making his plans and says that as soon as his two gigantic steamships are finished and in the transpacific service he will establish a through freight-rate of not more than $8 a ton from Buffalo and other points on the Great Lakes to Yokohama, Nagasaki, Hong Kong, Shanghai and other places on the coasts of Japan and China, and that this rate may be cut to $7, half in either case to go to the railroad end of the business, and the other half to the steamship lines.

No statement has been made in years that is considered so seriously by the officials of other railroads as this, for if it is carried into effect it will probably mean that many of them would be forced to stop the handling of through freight. It is even said that such low charges would give the Great Northern Railroad a practical monopoly of all freight bound from the east to transpacific ports, unless the Northern Pacific and Canadian Pacific railroads, which practically cover the same territory, and both of which have Oriental steamship lines, should meet the rate. In any event, it is not seen how the railroads to the south could compete, as they have much longer hauls, and none of them, with the exception of the Santa Fe (which, however, does not reach the iron districts of the Great Lakes and contiguous territory) has a through route of its own to the districts that furnish most of the commodities that are used by the Mongolians.

One of the reasons Mr. Hill gives as why he is able to make this reduction is that he has his own line of steamers running from Buffalo to Duluth, his own road from there to Puget Sound, and with the completion of his ocean vessels his own route across the Pacific, thus giving him all the revenue from the handling of the goods, which in other cases has to be apportioned among several lines en route. He also will be enabled to move the consignments with only two transfers—at Duluth and Seattle.

The problem of transportation that is bothering roads entering the west-coast traffic is how to get loads both ways, as it is a well known axiom of railroad freight business, as well as steamship business, that there is no money in hauling empty cars one way, making it necessary to have loaded trains all the time or else the work is done at a loss. This question is settled in an important measure by the demand in the East for the fir, spruce and cedar of Washington and Oregon, which has reached such a stage that it is now impossible for the lumber and shinglemen to get cars enough to handle all their orders. As a result of putting on this new line of vessels to the Orient, there will be hundreds of cars with goods for the Far East, which, instead of having to be returned empty, will be loaded with lumber and shingles, leaving a good margin of profit on the total transaction.

Fully to appreciate what this prophesied reduction means, it is necessary to consider the present prevailing rates On cargoes from the Pacific coast states to the Orient the charge ranges from $6 a ton for flour to $9 for merchandise, practically the same rates being quoted from Vancouver, Seattle, Tacoma, San Francisco and Southern California. From all points between New York, Chicago, St. Paul and Minneapolis to the Pacific coast the prevailing rates are about as follows. the second column of figures showing the through rates from the Eastern states to the Orient. the statement being so much a ton :

	To the Coast.	To the Orient.
Machinery	$25	$27 50
Locomotives and tenders.	32	48 00
Steel rails and iron or steel ties	15	22 50
Flour	12	18 00
Corn and Oats	12 00	18

The rate on pig iron from Alabama to the coast is $12 a ton, to the Orient $18.

Thus the cut to be made by the Great Northern will be in no case more than half of the present charges, and in some it will be less than one-fifth, and even one-sixth.

"The only way we can give these rates is to get dispatch," said Mr. Hill recently, "and to aid us in getting that we must have appliances that will simplify to a marked degree the methods now in vogue in handling freight on the coast. We have conveyors on our new vessels that instead of sending the coal to the bottom of the ship will leave it near the top and let it distribute itself by gravitation, apparatus that feeds the furnace automatically, instead of the fuel having to be shoveled by stokers. No more can we follow the custom of unloading the goods from the cargoes into warehouses, and then transferring them into the steamers, but they must be put directly from the cars to the holes of the boats. It costs $1,800 to $2,000 a day to run such steamships, and to detain them unnecessarily means much money thrown away."

The astute railroad president has made a careful study of the cost of handling on his line and on those to the south. He estimates that it takes $85 to take an empty car from the Orient to the coast, and take it back loaded with lumber from the Northwestern States or shipments from Asia. On the basis of $4 revenue per ton, in cars of 20 tons capacity this means a loss on the westward trip of $14 to the car; but as there is no change in the eastbound rates and lumber will still pay 40 cents per 100, or $8 a ton, the gross receipts of the round trip will be $280 (the car hauling 25 tons of lumber) or a profit of $92.

Owing to the topographical conditions, the expense of handling railroad business from Chicago to San Francisco is greater, amounting to $182 a loaded car or $2[illegible] for the round trip. If the roads in that territory should meet the cut it means that they will get $179 on the westward trip, but as they lack the eastbound business, having only fruit and comparatively slight shipments of lumber, with a little refined sugar, it means that they will lose heavily on every car of goods handled.

There is a wide significance to the country in this projected movement of the Great Northern, for it means such a close competition with the shipping business from Europe to the Orient by by way of the Suez canal that the United States would be in a position at once to offer cheaper products. The present rate from Antwerp to Eastern Asia is about $8 a ton and the commodities must first be got to Antwerp before they can be taken even at this rate. With a charge of only $8 from the very heart of the producing region and the quicker transportation that can be made from the United States, it is, therefore, considered that the establishment of the new transpacific line of vessels, each capable of carrying 28,000 tons, or nearly 1,000 carloads at a trip, and the cheaper rates will mark the beginning of a new era in American commerce with the Orient.

A Bunco Mining Game.

From the land of the midnight sun comes a story which reveals that all of the Dawson miners are not honest. There was one miner there who had a claim who had a claim on his hands, and was so profitless that he desired to unload it. He soon hatched a scheme that proved successful, and which yielded him a large sum. He hied himself to the gold commissioner and told him that he wished to pay the royalty on the output of the claim, and after stating that he had taken out $60.000 in gold dust from the property paid the official the royalty of ten per cent on that amount, consisting of $6,000. For this he received a receipt, which stated that the royalty on claim numbered so and so and on such a creek had been paid for in the sum of just $6,000. Soon an unsuspecting Englishman came along and asked the claim owner if he had anything to sell. The receipt on the royalty paid on the worthless claim was shown to the Englishman, and the result was that the valueless claim was sold to him for $125,000. The Englishman, after he had done two or three days' work, realized that he had run up against the worst kind of a bunco game, while the "honest" miner had left for scenes of civilization in order that he might there enjoy the fruits of his fraud.

Grave fears are entertained that the smooth prospector who worked the above game was a former Montanian, for the reason that a similar transaction was perpetrated on Mr. Edgerton, some years ago, while he was president of the Second National Bank of Helena. A prospector residing in Jefferson county for three years paid taxes on a band of cattle which had no existence, and upon the strength of the tax receipts he secured a credit of eight hundred dollars from the bank and then departed north. — Western Mining World.

He Wanted To Know.

He sat next to me in a cable car—an innocent looking old man, with a satchel between his feet—and I knew that he was wondering about the motive power of the car. He looked up and down and around and finally said to me:

"Waal, I can't make it out. What kind of a car is this anyhow?"

"This is a cable line."

"Oh, it is! Got a cable somewhere, Eh?"

"Yes, it runs between the tracks and each car has grips on it to catch the cable."

"But what runs the cable?"

"Big engines in the power houses."

"That's it, eh? Lemme put it down in my book."

He got out pencil and memorandum book and jotted down the facts, and as he finished I remarked that he seemed greatly interested in the cable system.

"No; not so much," he replied. "I put them figgers down because when I get home I'll be asked what I saw in New York. When I come to tell about the cable cars, there's as many as seven men in my town who'll stand up and say I was drunk."

"Are cable cars new to your people?"

"Nobody in our town ever heard of 'em, and I shall probably be called a liar 40 times while telling 'em. I am a-carrying home one of those patent egg-beaters what turns with a handle, and between showin' that off and tellin' about the cable cars I'll likely be expelled from the church and driven out of society."

A Record Gold Brick.

A despatch from Ashcroft states that Parker's Cariboo stage line brought down recently what is said to be the largest gold brick that has ever been made. It is the first cleanup of the season from the Consolidated Cariboo mines. J. B. Hobson, manager of the Quesnelle Forks mine, more commonly known as the Cariboo mine, says it is worth just $135,000. It is the result of about 60 days' work. The outlook for another big brick this fall is of the best, and the net result of the season's work should not be less than $335,000.

Applications for Certificates of Improvements.

Notices advertised in this week's ADVANCE are those of :—

Sunny Side, near to Eholt Creek, (formerly called Prior Creek), lying partly upon and Northerly of and adjoining Lot 252, Township 79.

Lake View and Orient, Kruger Mountain.

Copper King, Kruger Mountain.

St. John Mineral Claim, Camp Fairview.

Opulence, Kruger Mountain.

Ecuador, Camp McKinney.

White Knight, Kruger Mountain.

CANADIAN PACIFIC

"Imperial Limited"

Service for the year 1900 will be commenced JUNE 10th. The "Imperial Limited" takes you across the Continent in four days without change. It is a solid vestibuled train, luxuriously equipped with every possible essential for the comfort and convenience of Passengers. Ask your friends who have travelled on it, or address

E. J. COYLE, A. G. P. A., Vancouver, B. C.
W. F. ANDERSON, T. P. A. Nelson, B. C.

TIMBER NOTICE.

TAKE NOTICE that I, Frank Bailey, 30 days from date hereof intend to apply to the Chief Commissioner of Lands and Works to cut and carry away timber from the following unreserved and unoccupied Crown Lands, starting at a post marked A on the north bank of the Similkameen River adjoining Proctor's land on the west, thence 40 chains north; thence 120 chains west; thence 80 chains south; thence 120 chains east; thence 40 chains north across the Similkameen River to point of commencement, and containing 1,000 acres more or less.

FRANK BAILEY.

Dated this 11th day of May, 1900.

A Full Line of Fishing Tackle.

New Novels.

J. A. Unsworth, Druggist, Midway.

C. F. COSTERTON

VERNON B. C

General Real Estate & Financial Agt.

NOTARY PUBLIC.

Agent For—

THE ROYAL INSURANCE COY.
THE LONDON AND LANCASHIRE FIRE INSURANCE COY.
THE INSURANCE COY. OF NORTH AMERICA.
THE LONDON AND CANADIAN FIRE INSURANCE COY.
THE SUN LIFE ASSURANCE COY OF CANADA.
THE DOMINION BUILDING AND LOAN ASSOCIATION.
APPRAISER FOR THE CANADA PERMANENT LOAN AND SAVINGS COY

J. L. TERRY'S STORE

Seventh Street, and see our stock of

Men's, Youths' and Boys' Suits

At Bed Rock Prices.

Also a Fine Line of Millinery Goods Being Opened.

CROWELL'S HOTEL

S. A. CROWELL, Proprietor. Seventh Street, Midway, B. C. One Block West of Recorder

THIS is a new building hard finished all through furnished in first class style. The dining is supplied with the best on the market. The bar furnished with a choice stock of Wines, Liquors Cigars. : : : :

Patronage of the Public is Solicited and Satisfaction is Guaranteed

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 Fishing -:- Good Hunting -:- Best of Accommodation

S.T. Larsen, Proprietor.

ESTABLISHED 1883.

MAINLAND NURSERY COMPANY

- LADNER'S, - BRITISH - COLUMBIA

OUR SPECIALTIES—Varieties Profitable in British Columbia. Trees Free from Pests.

FRUIT AND ORNAMENTAL TREES, PLANTS AND VINES

Send for Free Catalogue. | E. HUTCHERSON, Manager

The Boundary Hotel

...MIDWAY, B. C...

Strictly First-class Throughout, Excellent Accommodation

GOOD STABLING.

Large Sample Room for Commercial Men

THOS. McAULEY, - - Proprietor

FAIRVIEW - HOTEL

Commercial and Mining men should put up at the Fairview Hotel when in camp.

GOOD ACCOMMODATION. EVERYTHING EXCELLENT

Geo J. Sheehan - - - Proprietor

Lancashire House,

: : MIDWAY, B.C. : :

The undersigned having taken 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.

Thos. D. Banbury, Proprietor.

ins was over to Chesaw

morrow night promises to ver held in Midway.

. Rickards has returned weeks vacation to the

et the grand ball tomor- aid of the Midway brass

laze who is doing assess- t Myers creek spent Sun- . He returns today.

. Mathes is at present con- bed suffering from a severe akes is in attendence.

cobs has returned from a saw and Molson. He re- ss as being quite brisk at lace.

gman is down from Beav- will return tomorrow. Mr. who is a notary public, is office at Beaverton.

armoth's cottage near the House is nearing comple- a neat structure and will be nt to that portion of the

. Cunningham has returned after an absence of several ng which time he has been is claims in the West Fork

McLaine has returned from . While away Mr. McLaine unate in losing his chest- e horse. It strayed from ng the night.

. F. Moxley has gone to d to relieve the operator of ne & Northern Telegraph at that place. Ed. Melville Miss Moxley's place during e.

k while Leonard Hosier and ay of Hosier were out hunt- shot a cinnamon bear, a nce from the house. This bear of that kind found in ty.

nnell and H. Noble of Mid- J. Blackburn of Greenwood, rday for the Okanagan Mis- Pannell will return in a few Messrs. Noble and Blackburn ent several weeks.

ley leaves today for a few o Copper Mountain to look mber of mining properties e is interested. Before re- e will visit a number of the s on the other side of the nal boundary line.

utherland of Nelson, who is of the gang of men at work C. P. R. buildings here, was n by the writer when he was perintendent for McFarlane the C. P. R., when that road ling into London, Ont. some

Murray is down from Tel mp where he, in campany McMynn, are working on the claim. This claim is owned y, McMynn and N. Bailie. sixty-foot tunnel has been a distance of 54 feet the encountered which proved feet in width. It is a white rrying gold and copper, and no assays have yet been thought, from the character , that it will give very good The Bryfogle is situated close ernational boundary line and e famous Southern Belle.

lowing, which refers to the C. W. Bubar, father of Stan- rank Bubar who own a ranch way, is taken from a Golden The people of the town were o learn that Mr. C. W. Bu- ager of the Columbia river amps, had been accidentally while attending to his duties creek on Wednesday evening. Mr. Bubar was not only steemed by his own staff, but very popular with the people n and neighborhood. The un- e affair, which has cast quite over the whole district, caused ponement of the compliment- quet which was to have been to Hon. C. W. Wells, Chief sioner of Lands and Works, by ituents on Thursday night."

BEAVERTON NOTES.

own presents quite a lively ap- e this week, as the contracts en let for the clearing of the nd grading of Broadway, and is in course of erection over Creek.

s. McKay & Matheison, our terprising merchants, have laid ndation for their new store on rner of Broadway and Main

mber of lots have been sold k and buildings will be erected at once.

petition for the postoffice has rgely signed and will be for- to Ottawa in a few days, and e that the powers that be will r request at once as there are hree hundred people accommo- y it.

is progressing very favorably Carmi and Sally groups, and finding rich ore on both.

el the want of the wagon road estbridge very much, and hope new Government will order ding of it at once.

Some Interesting Accounts of Canadian Bravery and Endurance.

One of the finest things that has appeared in news-paper literature comes from the pen of Mr. Garnet Odlum, son of Mr. E. Odlum whose descriptive accounts of travel have from time to time appeared in the Vancouver "World." Mr. Odlum in writing to an eastern paper describing the march to Paardeberg, and the fatal but glorious charge of the Canadians, in which a score of them went to their death and to immortal fame says:

"The ceaseless rumble of the transports at length is stilled. The heavy tramp of feet is silenced as the long line of tired and thirsty men comes to a halt. Twenty three sandy miles of veldt have been covered, but they know their errand, and are eager to press on. Small rations of coffee, biscuit and rum are served the men. Hark! Boom! Boom! 'Tis artillery! watch the men now. No sign of languor or weakness. Every one is alert and active. No need of the order 'shun.' Every man is in his place. Quick march! They step off, but their spirit cannot be hushed. Even as they marched, some to their death, many to suffer painful wounds or the loss of limbs or health, the laughter and mirth and light-heartedness, almost careless, resound along the lines."

"'Cheer up, you'll soon be dead!' one lad is heard saying to a comrade. "'Well, if I am 'twill help this to live,' was the reply, as he touched the maple leaf on his helmet. That was his last speech."

Here are words which should live in Canadian history as the deeds which they record. "If I die, 'twill help the maple leaf to live" is the language of a true Canadian. It is the watchward, the battle cry of patriotism. It is the patriot's version of the watchword of the cross, of Christianity. "He died that you may live." Were there ever nobler words spoken? Were there ever words that more truly express the feelings of Canadian hearts? In this case they were the death song of a young and ardent life. Could any soldier wish that sublimer words would be his last? "If I die, 'twill help the maple leaf to live." This is the spirit in which the Canadian boys left home. It is the spirit in which they marched to battle in many an action which has brought new glory to British arms. It is the spirit in which they all fought, in which some of them died for their country and their Queen. It is beautiful; it is glorious. Brave boys are dead, but the maple leaf lives, and the British flag floats over new lands that will henceforth be the home of freedom and of justice. The maple leaf has earned a place on the Union Jack.

The Rev. E. P. Lowery, senior Wesleyan chaplain with Lord Robert's army in writing from Jacobsdall says in reference to the Canadians: "I was struck most of all by the number of noble-looking Canadians among this big batch of wounded soldiers, all of them proudly glorifying in being permitted to serve and suffer in the name of so great a Queen, and in defence of so great an Empire. Among them I found Color Sergeant Thompson, the son of one of our American Methodist ministers, the Rev. James Thompson. Resting against the inner side of a wagon wheel was a most gentlemanly Canadian shot through the throat, and quite unable to swallow any solids To him, as to several others, I was privileged to carry a large cup of life-renewing milk. Lying on another wagon was a middle-aged Canadian, shot through the mouth, apparently unable at present to swallow anything without pain; but he begged me, if possible, to buy him some cigarettes that he might have the solace of a smoke; but there is nothing of the kind on sale within miles of this camp, and cigarettes of my own I have not yet begun to carry; though I always have with me the silver match-box thoughtfully given me by an Aldershot jeweller that I might now and then light a weary soldier on his way. The cigarette, however, was not long sought for in vain; and a word of Christian greeting was made none the less welcome by the gift. Lying by this man's side was a wounded French-Canadian, who could scarcely speak in English, but had come from far to defend the Empire that claimed him also as a loyal son; and yet another sufferer told me that he had come from Vancouver, a distance of eleven thousand miles, to risk or if need be, to lay down his life for her who is his Queen as well as ours. As, in the name of the Motherland, I thanked these men for thus rallying around our common flag in the hour of peril, and tenderly urged them to be as loyal to the Christ as to their Queen, the meaning look and hearty handgrip spoke more eloquently to me than any words. In almost every case the responsive heart was there. Of these Canadians—the first contingent—our generals speak in terms of highest praise; but already some twenty have been killed and nearly seventy severely wounded. The Dominion mourns to-day her heroic dead as we mourn ours. They sleep side by side beneath these burning sands; but thus are forged the hearts of a widely-sundered race to the common throne around which we all are rallying.

GRAND BALL

A Grand Ball will be held under the auspices of the

Midway Brass Band

— IN —

NOBLE'S HALL, MIDWAY,

— ON —

Tuesday, July 17th

The object of the Ball is to assist in purchasing instruments for the Band, and as this is an object that should have the support of every public-spirited resident of Midway and vicinity, a large attendance is requested.

Commodious Hall
Excellent Music
Good Supper

Which will be served upstairs by W. ST. QUINTIN, Caterer.

Grand March, 8 p.m.

Come and have a Good Time.

Admission, including Supper, $2.00

By order of Committee,

W. H. WEBB, President. J. O. THOMPSON, Secretary.

G. E. RICHARDSON, Musical Director.

DEATH OF FRANKLIN McLEAY.

The Eminent Young Canadian Actor Taken Off by Brain Fever.

Had Made His Mark in London.

In the loss of Franklin McLeay, who died of brain fever at London, England, on the 6th inst., Canada has lost one of her most eminent men. Mr McLeay was of Scotch parentage, born at Watford, Ont. He was educated at Woodstock Baptist College and afterwards took a course at Toronto University, obtaining a scholarship. Before graduating he accepted the mastership of modern languages at the Woodstock Collegiate Institute, but during a vacation tour he met the veteran actor, James E. Murdock, and this meeting changed his whole future career. Murdock induced him to attend the School of Oratory in Boston, and on leaving there he adopted the stage as a profession. He first joined Wilson Barrett's company, taking small parts, but soon worked himself up to the front rank. Mr. McLeay made a special study of English literature, and was a Shakespearean scholar of some authority. He had played altogether in over forty roles, the most conspicuous of them being Iago, the Bishop and the Deemster; in "Ben Machree"; the Tetrarch in "Claudian"; Dalatus and Claudius in "Virginius"; Father Christmas in "Silver King"; and Nero and the Bat in "Pharaoh". Mr. McLeay had written for The Forum and other magazines. His last visit to Canada was two years ago, when he appeared in Wilson Barrett's company. Recently he was playing with Beerbohm Tree in London, and on the occasion of the Ottawa fire Mr McLeay organized a benefit performance in London, a number of the most noted members of the theatrical profession tendering their services for the event.

M. A. P. has the following regarding Mr. McLeay: Mr. Franklin McLeay is a Simon Pure Canadian, the only one on the English stage. His grandfather is a superannuated official of the Hudson Bay Company. As a scholarship man, Mr. McLeay had four years at Toronto University. Athletics and politics were his hobbies, and he was a politician until he became an actor. In his own country he is well known as a famous athlete. He still holds the championship of the quarter mile in intercollegiate sports and has also cross-country and half-mile medals. When he left Canada he was captain of the champion Association football team of America, and also of the University baseball team. Off the stage Mr. McLeay is a tall, fair man, with a smooth face, keen blue eyes and curly blonde hair. His manner is exceedingly mild and amiable, and he is the sort of man who gets on with every one. He is an adept in the art of make-up, and on the stage is invariably disguised out of all recognition. At present he is playing the quaint and amusing role of Quince, the carpenter, in "A Midsummer Night's Dream."

Last year he took a leading part in "King John," and won the unstinted praise of the critics. He occupied a foremost place in the theatrical world, and theatre-goers will feel his loss keenly.

$10 Reward.

The above sum will be given to any person returning to R. Gardom or F. W. McLaine, Midway, a dark chestnut mare with small blaze in face, branded B X on left side of neck under mane, large scar on right side of face, which strayed from Beaverton on Wednesday the 11th inst. Or $5 will be given to any person giving information that will lead to its recovery.

Address F. W. McLaine, Midway, B. C.

WESTERN

Assurance Co.

Financial Statement, January 1st, 1900.

ASSETS.

Municipal Bonds and Debentures	$ 753,773 46
Government Bonds	343,081 25
Dominion of Canada 4 per cent stock	67,637 25
Bank, Loan Company and other stocks	287,414 85
Company's Building	65,000 00
Cash on Hand and on Deposit	120,239 71
Bills Receivable	53,067 73
Mortgages	32,550 00
Due from other Companies—Current Accounts	187,155 76
Interest Due and Accrued	8,230 50
Agents' Balances and Sundry Accts.	402,703 34
	$2,321,762 85

LIABILITIES.

Losses under Adjustment	$ 171,382 35
Dividend Payable January, 1900	50,000 00
	$ 221,382 35
Net Cash Assets	$2,100,380 50
Capital Subscribed but not called in	1,000,000 00
Security to Policy Holders	$3,100,380 50
Income for the year ending Dec. 31, 1899	$ 2,532,741 50
Losses Paid Since Organization of Company to Date	$28,748,388 30

Board of Directors:

HON. GEO. A. COX, President.
J. J. KENNY, Vice-President.
HON. S. C. WOOD.
MESSRS. ROBT. BEATY, GEO. R. R. COCKBURN, GEORGE McMURRICH, W. R. BROCK, HUGH N. BAIRD, JAMES KERR OSBORNE.

W. B. RICKARDS,
Agent, Midway, B. C.

D. R. McELMON.

Practical Watch Maker,

COPPER ST
GREENWOOD B.C.

—o—

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

NOTICE.

HAVING retired from business in the Oakland Hotel, Midway, B. C., I have placed all debts due to me with Mr. James Sutherland, Notary Public, of Midway, for collection, who is hereby authorised to receive payment of the same, and give receipt.

8 D. R. TAYLOR.

NOTICE OF DISSOLUTION OF PARTNERSHIP.

NOTICE is hereby given that the partnership heretofore existing between James M. Lynch and D McDuff, Hotelkeepers, at Camp McKinney, B. C., under the firm name of Lynch & McDuff, has this day been dissolved by mutual consent, the said James M. Lynch retiring therefrom.

The business will be continued by the said D. McDuff, who assumes all assets and liabilities.

JAMES M. LYNCH.
D. McDUFF.

Dated this 15th day of May, 1900.

NOTICE.

60 DAYS after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 320 acres of land as follows: Commencing at a point on the North bank of the Similkameen River, thence North 40 chains to South boundary of Indian Reserve No. 2, Chuchwayha; thence along said boundary 80 chains east; thence South 40 chains along West boundary line of Indian Reserve; thence West 80 chains to boundary commencement, and containing 320 acres more or less.

This notice was posted on the 16th day of June, 1900.

8p C. E. OLIVER, Applicant.

NOTICE.

Sixty days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 160 acres of unoccupied unreserved crown lands, viz.: Commencing at a post at S. W. corner post Lot 1968G], on the bank of Similkameen River, thence North 20 chains, thence West 80 chains, thence south 20 chains to the Similkameen River, thence along the Similkameen River to point of commencement, and containing 160 acres more or less.

This notice was posted up on the 11th day of May, 1900.

A. F. PROCTOR.

Spokane Falls and Northern Railway Company—Change of Time.

Effective Sunday, June 3rd. The Spokane Falls & Northern will change time and inaugurate new service as follows:

Day train will leave Spokane 10:35 a. m., arrive Nelson, 6:00 p. m., arrive Rossland 5:30 p. m.; will leave Nelson 9:30 am., leave Rossland 12:05 p.m., arrive Spokane, 7:10 p. m.

Night train (new service) will leave Spokane 9:45 p. m., arrive Rossland 6:30 a. m.; will leave Rossland 11:00 p. m., arrive Spokane 7:05 a.m.

Great Northern standard sleeper will be attached to the night trains.

H. A. JACKSON,
6b General Passenger Agent.

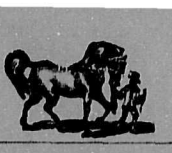
BUSINESS LOCALS.

JOB PRINTING—Get your printing done at THE ADVANCE office. Good work, reasonable prices.

JUST RECEIVED—Something neat in Invitation Cards and Ball Programmes, at THE ADVANCE Office.

TO LET, the cottage near the School House recently occupied by Mr. D. G. Munro. Rent $7 per month.
E. JACOBS.

H. L. SAWYER. C. A. SAWYER.



At the Sawyer Brothers livery barn will be found good single and double drivers, ladies' and gentlemen's saddle horses, and complete packing outfits. Parties to the West Fork country given special attention.

Daily stage to Greenwood carrying passengers & Express

SAWYER BROS., LIVERYMEN, MIDWAY, B. C.

T. M. GULLEY & CO.

Furniture,
Carpets,
Linoleums.

FUNERAL DIRECTORS and EMBALMERS.

Large Stock. Low Prices.

T. M. GULLEY & CO.,
COPPER STREET, GREENWOOD.

The Travellers Insurance Co. . .

. . . . Of Hartford. Conn.

Chartered 1863.
Stock Life and Accident Insurance.

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

ASSETS, ...
January 1st, 1897, $20,884.53
LIABILITIES, . . 17,920,260.29
SURPLUS 2,976,424.36

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

Death Benefit	$5 000	Loss of Right Hand	$2,500
Loss of Sight of Both Eyes	5,000	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.

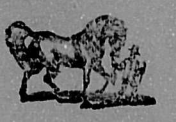
Cost $52 A YEAR TO PROFESSIONAL AND BUSINESS MEN, AND COMMERCIAL TRAVELERS.

Other sums at proportionate rates

W. H. Norris,

AGENT FOR SOUTHERN BRITISH COLUMBIA, MIDWAY B. C.

Midway Horse Pasture,



T. M. GRAVES, Prop.

Pack and Saddle Horses for Sale.

If you have lost a horse, send me the brand and if is in the country it will be found.

TERMS FOR PASTURING $3.00 PER MONTH.

Single horses delivered in Midway, $5.00 per month. Two or more, delivered in Midway, each $4 per month.

BOUNDARY FALLS HOTEL . . .

THOS. WAKE
PROPRIETOR.

The hotel is centrally located and is a stopping place for stage lines

Good fishing in the vicinity. Good stabling.

A variety of the choicest brands of liquors and cigars at the bar

SITUATED AT - - - - - - - - BOUNDARY FALLS, B. C.

THE PIONEER - HOTEL

GREENWOOD CITY BOUNDARY CREEK, B. C.

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

J W. NELSON - - PROPRIETOR

Notice.

COPPER KING MINERAL CLAIM.

Situate in the Osoyoos Mining Division of Yale district. Where located:— On Kruger Mountain.

TAKE NOTICE, that I, Chas. de B. Green as agent for Spencer Cosens, free miner's certificate No. B566l, 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 11th day of April, 1900.

CHAS. DEB. GREEN.

MINERAL ACT 1896,

Certificate of Improvements.

NOTICE.

MICAWBER MINERAL CLAIM.

Situate in the Osoyoos Mining Division of Yale District. Where Located: Kruger Mountain.

TAKE NOTICE that I, Chas. DeBlois Green as agent for C. H. Arundell free miner's certificate No. 62182 A. 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 17th day of April, A. D. 1900.

CHAS. DEB. GREEN.

Mineral Act 1896.

Certificate of Improvements.

NOTICE.

LAKE VIEW AND ORIENT MINERAL CLAIMS.

Situate in the Osoyoos Mining Division of Yale District Where located: On Kruger Mountain.

TAKE NOTICE that I, Chas. deB. Green, as agent for Benjamin Anderson free miner's certificate No. B5712, and H. A. Bowerman free miner certificate No. B5711, 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 claims.

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

Dated this 27th day of March, 1900.

CHAS. DEB.GREEN.

MINERAL ACT, 1896,

Certificate of Improvements.

NOTICE.

OPULENCE MINERAL CLAIM.

Situate in the Osoyoos Mining Division of Yale District. Where located: Keremeos Creek.

TAKE NOTICE that I, Chas. deBlo's Green, as agent for A. J. McDougall, free miners certificate No. B5894, 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 10th day of June, 1900.

7c CHAS. DEBLOIS GREEN.

MINERAL ACT, 1896.

Certificate of Improvements

Notice

ECUADOR MINERAL CLAIM.

Situate in the Kettle River Mining Division of Yale District. Where located: Camp McKinney.

TAKE NOTICE that I, Chas. de B. Green, as agent for Duncan Donald, free miner's certificate No. B30735, 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 12th day of June, 1900.

7c CHAS. deB. GREEN.

NOTICE.

THE SUNNY SIDE MINERAL CLAIM.

Situate in the Kettle River Mining Division of Yale District. Where located:—Near to Eholt Creek, (formerly called Prior Creek,) lying partly upon and northerly of and adjoining Lot 252, Township 79.

TAKE NOTICE that I, William Graham McMynn, free miner's certificate No. B6301, 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 27th day of March, 1900.

WILLIAM GRAHAM McMYNN.

MINERAL ACT, 1896.

Certificate of Improvements.

NOTICE.

WHITE KNIGHT MINERAL CLAIM.

Situate in the Osoyoos Mining Division of Yale District. Where located: On Kruger Mountain.

TAKE NOTICE that I, Chas. deBlois Green, acting as agent for Frank H. Wollaston, free miner's certificate No. 28893, 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 12th day of June, 1900.

7c CHAS. DEB. GREEN.

MINERAL ACT, 1896.

Certificate of Improvements.

NOTICE.

ST. JOHN MINERAL CLAIM.

Situate in the Osoyoos Mining Division of Yale District. Where located: Camp Fairview.

TAKE NOTICE that I, Robert Story Hall, as agent for Edward Cook, free miner's certificate No. B30,571, and Charles Nelson, free miner's certificate No. 1153, 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.

ROBERT STORY HALL.

Dated this 14th day of May, 1900.

W. H. WEBB,

Practical

WAGON AND CARRIAGE

BUILDER.

Midway, B. C.

Repairing

OF ALL KINDS

Promptly and Neatly Executed.

CARRIAGE PAINTING A SPECIALTY.

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

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