THE ADVANCE.

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By All the Towns and Cities in British Columbia Interested in the Building of

THE COAST-KOOTENAY RAILWAY

When the House Re-Opens the Opinions of the People Will be Brought so Forcibly Before the Government That it Can do Nothing but Favor a Competing Line.

To-morrow morning the Provincial Legislature will again meet, and the *most important question that* will come before the House during its entire session will be that of the Coast-Kootenay railway, but important as it is there should be no time spent by the government in deciding upon what action should be taken in the matter. The House adjourned for the purpose of allowing the members to consult their constituents and obtain an expression of their opinion regarding the building of this line of railway. The government left it with the people to decide whether it should support the C. P. R. or favor a competing line of railway. The people have decided that nothing but the latter will satisfy their wishes, so there is no alternative for the government when the question comes before the House but to give its *support to a competing line.*

Midway is unanimous in favor of any line other than the C. P. R. building from here to the coast. We already have the C. P. R. running into here and our experience with it is such that we would rather see any other company, no matter who is at the back of it, build the line to the coast than to be at the mercy of the C. P. R. Midway, like all the rest of the towns and cities in the province interested in the building of this road, has passed strong resolutions in favor of the Coast-Kootenay railway being built by a competitive line, and these resolutions will be forwarded to both the provincial and Dominion governments.

Greenwood has taken a strong stand in favor of the V. V. & E. At a meeting of the Greenwood Board of Trade held a short time ago all the important business men of the town were present and there was not a dissenting voice when resolutions were passed in favor of the V. V. & E. building the Coast-Kootenay railway. In a report of the meeting referred to the Greenwood Times contains the following:

C. M. Crouse, editor of the Midway ADVANCE, addressed the board in reference to the V., V. & E. railway. He pointed out that public opinion had been so forcibly expressed elsewhere in reference to the necessity for competitive railways that the government had retreated from their position of favoring the C. P. R. and were willing to leave the matter to their supporters. For this reason the house had been adjourned for two weeks in order that the members might get an expression of opinion from their constituents. Mr. Crouse believed that this district should take further action and suggested that if Greenwood would appoint delegates Midway would do the same. After some discussion in favor of the scheme, Duncan McIntosh and C. Scott Galloway were appointed and the council were instructed to prepare a petition in favor of the V., V. & E to be signed by the residents of the district, also the secretary was instructed to write Phoenix and Grand Forks Boards of Trade asking for their co-operation.

Phoenix is very pronounced in its views regarding this matter and is strongly opposed to the C. P. R. building the line. Grand Forks favors a competing line, while the following despatch from Cascade gives that town's views of the matter:

Cascade, B. C., April 10.—At the regular monthly meeting of the Cas*cade Board of Trade, held on Monday,* April 1st, there was a large attendance, and the appended resolution was passed:

Whereas, The provincial government has seen fit to delay action in the matter of granting charters to a railway from the boundary line to Fernie, and to a railway from Cascade to the coast; and

Whereas, The construction of these railways will develop the mineral resources of South Kootenay and Yale; and,

Whereas, The people of this district are unanimously in favor of the immediate construction of both railways; therefore, be it

Resolved, That the Cascade Board of Trade presses upon the government *the urgent necessity of prompt action,* and that charters be granted to any railways which will compete with the C. P. R.; and, further be it

Resolved, That copies of this resolution be sent to Mr. Smith Curtis, M. P.P., to the provincial premier, to Mr. Galliher, M. P., to the minister of railways, and to the press.

Rossland, the most important town in the interior, held a meeting last Thursday evening and passed the following resolution.

Resolved, That it being assumed the provincial government will not build the direct Coast-Kootenay railway as a public work, but intends as declared in the speech from the throne, to subsidize a company to build it, then it is the emphatic opinion of this meeting that such subsidy should go only to a competitive line entirely independent of the C. P. R., with provisions absolutely preventing any amalgamation with or control by the C. P. R.; also that such railway should be extended at least as far as the Boundary at Cascade, and that it is the imperative duty of the govern*ment in the interest of the country to* have such railway begun this spring, and pushed to completion at the earliest possible date, and that copies of this resolution be forwarded to the members of the provincial government at Victoria forthwith.

The Rossland Miner in speaking of the meeting says: With no uncertain sound Rossland declared last evening for railway competition between the coast and the Kootenays, free from any entangling connection or alliance with the Canadian Pacific railroad. A large and enthusiactic audience attended the public meeting in the Miners' Union hall and the sentiments of the speakers were warmly applauded throughout.

Mr. Smith Curtis addressed the meeting. Mr. Curtis stated that the feeling in Victoria now was that the representatives should resign if they failed to support a competitive line. He expressed the belief that there was no doubt about the unanimity of sentiment on this question prevailing throughout the interior. To various deputations the premier in replying to them said that he proposed to make the best bargain in the interests of the country. He practically said that he was not out for competition, being *merely content to obtain what he con*sidered the best terms. Mr. Curtis argued that the C. P. R. had already obtained all that they were clearly entitled to from the people. The various bonuses and subsidies already paid to them exceeded $130,000,000. It should be borne in mind that while Mr. Dunsmuir agreed to use his best judgment he had more or less business relations with the C. P. R. Mr. Curtis considered this a very arbitrary method of disposing of so momentous a question. The people, after all, had to pay the subsidies and their wishes and representations should be listened to. It was his belief that Dunsmuir would have to give way, or else retire from office. This was not a party question and it gratified him to find out that some of his Conservative opponents were the sturdiest champions of railway competition. If the present government failed to do its duty these people he had referred to could consistently work for the establishment of a new government which would grant the relief sought for.

The Vancouver World, in speaking of the meeting held in that city recently for the purpose of discussing this important question, says:

Vancouver has joined hands with the Kootenays, Similkameen, Victoria and other parts of the Province in protesting against the construction of the Coast-Kootenay line by any other than a direct competitor of the C. P. R. Thursday night's mass meeting was called and presided over by the Mayor, in response to the public sentiment of the city. The meeting was free and open to all who cared to speak on the railway question. But not a single advocate appeared on behalf of the C. P. R.—at least not openly. There was a shrewd suspicion that some of those who spoke in favor of government railways—who said it would be better to have no railway at all if the government itself would not be the builder—were in reality appearing in the interests of the C. P. R. Some of these men appeared openly against the advocates of government railways last June, when the question was put to the people for a decision. In the present contest for a line to the Kootenay it is not remarkable that one side

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NEWS OF THE MINES.

Steady progress continues to be the order of the day in the Boundary district, says the B. C. Mining Record. The three chief ore producers, viz., the Old Ironsides and Knob Hill group, the Mother Lode and the B. C. are now, together, turning out about 1,100 tons of ore daily. Of this quantity, *nearly 650 tons comes from the Old* Ironsides and Knob Hill group; about 350 tons from the Mother Lode and rather better than 100 tons from the B. C. At present no other property in the district is maintaining a regular output, although several other claims are approaching the stage of regular production. As, however, the total daily treatment capacity of the local smelters at work averages rather less than 1,000 tons, as yet nothing is lost by the output being restricted to the quantity mentioned. Of course, more mines could do as the B. C. is doing, and send their ore to Trail, but the general disposition appears to be to have it treated by one or other of the local smelters.

There is really little that is new to chronicle in *connection with the Old* Ironsides and Knob Hill group, the several mines of which are by far in lead as regards output, and are likely to continue a long way ahead in this respect of all others in the Boundary country. Official announcement has been made that this group will, before the close of next summer, be required to maintain a daily output of about 1,200 tons, in order to supply the Granby smelter, which, by that time, will have facilities for treating that quantity daily. The reported offer of $15,000,000 for the Miner-Graves properties, which include the Granby smelter, the Old Ironsides, Knob Hill, Victoria and Grey Eagle mines, and other interests, has emphasized the importance of these properties, and attracted *fresh attention to them.* The enormous quantity of ore already opened up in the mines, its singularly suitable nature for economical smelting, and the marked success that has attended and is still attending the operation of the Granby smelter, combine to greatly impress capitalists with the big possibilities of this industry. It appears, though, that its present owners fully appreciate its great promise, and are taking advantage of the opportunities it affords them for building up copper mining and smelting business of large proportions.

Some particulars of progress on the Snowshoe group, situate in the vicinity of Old Ironsides and Knob Hill, were given last month. There is nothing fresh to add just now, the work on this property continuing on similar lines of development to those followed for the greater part of the past year. Mr. Anthony J. McMillan, managing director of the British Columbia (Rossland and Slocan) Syndicate, which owns this group, will probably return shortly from England, and it is expected that, as a result of his conference with his co directors in London, development operations will be enlarged.

The Brooklyn and Stemwinder group is another neighbor of the Old Ironsides and Knob Hill that is not likely to suffer from either lack of capital or experienced, practical management. This group, which is owned by the Dominion Copper company, Ltd., of Toronto, consists of the Brooklyn, Stemwinder, Idaho, Rawhide and other mineral claims near Phoenix. The company lately closed a contract with the James Cooper Manufacturing company, limited, of Montreal, Quebec, under which the latter has undertaken to supply a Corliss cross compound Ingersoll-Sergeant air compressor, steam cylinders, 18 inch and 34 inch diameter, by 36 inch stroke, air cylinders 18 inches diameter by 36 inch stroke; 10 Ingersoll-Sergeant 3½ inch drills, with double screw columns, hose and fittings complete; an air receiver 54 inch by 12 feet, and a feed water heater of a capacity of 200-horse power. This constitutes a 20 drill plant, and it is to be shipped in about three months. For immediate shipment other plant has also been contracted for between the same parties, including a Bullock diamond drill equal to drilling a 1,000-foot hole, and 1,000 feet of rods; a 5-drill Ingersoll Sergeant air compressor; a 60 horse power locomotive boiler; an air receiver, 42 inch by 8 feet; a boiler feed pump and a quantity of supplies. This latter plant is for the Stemwinder, there already being a plant of similar capacity, excepting the diamond drill, at work on the adjoining Brooklyn claim. The larger plant will be for the joint use of the Brooklyn, Stemwinder and Idaho. Very little information is available just now as to what development work is in progress on this group, which is reported to be employing from 100 to 130 men. When work was resumed

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MONDAY, APRIL 15, 1901.

The last issue of the Vancouver Daily Province that reached this office contained no C. P. R. ad in the form of lengthy editorials devoted to pointing out why the V., V. & E. should not build the Coast-Kootenay railway. The Province didn't even mention the V., V. & E. It looks as if the C. P. R. had allowed its advertisement in the Province to lapse and that that paper had decided to take it out unless paid for in advance. It will be interesting to watch the editorial columns of the Province to see if this advertising contract be renewed.

The Vernon News speaks very highly of Price Ellison, M. P. P. for East Yale, for the able manner in which he has looked after the interests of the people of Vernon and vicinity in connection with the building of the Midway and Vernon Railway in having clauses inserted to the effect that work shall be commenced at the Vernon end and also making provision for the construction of a line twenty miles up White valley. It is to be hoped that Mr. Ellison, in so efficiently looking after the interests of the people of Vernon, will not overlook the fact that there are a large number of his constituents interested in the building of the Coast-Kootenay railway and who want that line built by some company independent of the C. P. R. If Mr. Ellison displays the same zeal in supporting the V. V. & E. Railway, thereby looking after the interests of the greater number of his constituents, that he has in moving amendments to the Midway and Vernon Railway and looking after the interests of the residents of Vernon, his efforts will be greatly appreciated.

The Greenwood Board of Trade is deserving of great credit for the able assistance they are lending in support of the V. V. & E. railway. At their annual meeting, held on the 4th inst., this subject came up for discussion. There was a large attendance, representative of all the leading business men of the city, and all favored the Coast Kootenay railway being built by the V. V. & E. Railway company. C. Scott Galloway ably addressed the meeting. He favored the idea of the Board of Trade sending delegates to the re opening of the House, and also that the Board of Trade prepare a petition in favor of the V. V. & E., to be presented to the government. Duncan McIntosh next addressed the meeting. He said that although he was not a member of the Board of Trade, he was a member of a company that was a member and therefore he believed he had a right to talk. (Mr. McIntosh had reference to the Russell-Law-Caulfield Co., Ltd., of which he is the company). He devoted much time to pointing out the shortcomings of the C. P. R. He stated that his experience with that company was that the more you opposed them the better they liked you, and that in this instance he was likely to gain their everlasting friendship. He spoke strongly in favor of the V. V. & E. and believed that the Board of Trade should not only send delegates to Victoria, but that the delegates should be armed with a petition in favor of the V. V. & E., signed by all the residents of the district. Mr. McIntosh's speech throughout showed plainly that the V. V. & E. has no stronger supporter and that the C. P. R. has no greater antagonist in the entire province than himself, and there will be no mistaking the views of the people of Greenwood on this matter when Mr. McIntosh buttonholes the members at Victoria. Mr. McIntosh regretted very much that he could not vote on the resolutions that were brought up, but as one member of his firm voted it prevented him giving vent to his enthusiasm. Messrs. C. Scott Galloway and Duncan McIntosh were appointed delegates to go to Victoria. When Mr. McIntosh was proposed he jokingly replied that it was impossible for him to go, as the walking was bad; this remark caused much laughter, coming as it did from a man of Mr. McIntosh's wealth. However, Mr. McIntosh agreed to go to Victoria and do all that he could in favor of the V. V. & E. building the Coast-Kootenay railway. Every resolution that came before the Board, favoring the V. V. & E., passed without a dissenting voice, showing that the business men of Greenwood have all united in an effort to impress upon the government that that city favors the Coast-Kootenay railway being built by the V. V. & E.

The question as to whether the Coast-Kootenay railway will be constructed by the C. P. R. or a competing line will soon be settled, and there is now no doubt that if the wishes of the people are recognized there can be no other decision but that of favoring a competing line. The government has asked for the opinion of the people and the people have not been slow in expressing themselves on this subject. All along the line of the proposed road, besides most of the towns in the province, especially those that are not too far distant to make use of this line of railway, the cry is the same: "We want the road built by some company and this fact will be brought so forcibly before the government when they again meet that they dare not do other than favor a competing line. The people have grown tired of humbly petitioning an inattentive government. The people are now demanding their rights, and with the cities of Victoria and Vancouver, together with the entire Similkameen, Boundary and Kootenay countries in favor of a competing line, the government will find that it is up against a strong combination. The people of this province have had enough of the C. P. R. Their policy is too well known to require being explained. If a line from here to the coast were built by that company it would only increase its chances to cinch the people. It would be better for the people of this district if the Coast-Kootenay railway were allowed to drop rather than have it built by that company. We want competition and must have it. The Rossland Miner in referring to this matter says:

The absolute unanimity of feeling shown by the public meeting last night, which was held to consider the railway question, is another barrier to the granting, by the government, of the bonus to the C. P. R. to build the Coast-Kootenay line. What the meeting demanded, and demanded with no uncertain voice, was that the government of the province should give every encouragement possible to the construction of a competitive line of road from the coast through the Kootenay country. The utterances of the speakers which were concurred in by their auditors, were to the effect that under no circumstances should the government give the bonus to the C. P. R. It was recognized by all present that the construction of such a line, under C. P. R. control, would not only not be in the interests of the country, but would be diametrically opposed to them. It is understood by every citizen of the Kootenay country that while railway facilities are what are required for the development of that immense tract of mineral territory, it would be better to allow it to remain in its present condition than have it opened up under the auspices of a monopoly which would exact as tribute nine tenths of its production. That the country is an immensely rich one has been proved beyond the possibility of refutation, but those who are chiefly interested in it, and in the development of its properties, are unanimous in saying that they would rather hold on for a year or two in the hope of obtaining railway competition, than see the C. P. R. construct a line from which they hope for so much. It is difficult to see how the government, in view of the meetings which have been held in Victoria and Vancouver, and which are now being held throughout the whole Kootenay district, favorable to the construction of a competitive road, can insist on giving the bonus to the C.P.R. Company.

Railway Competition Endorsed.

(Continued from page 1.)

should seek all the aid it can to lure the people away from the boon that is offered them of competition and increased trade. Be that as it may the fact remains that not a single voice was raised on behalf of construction by the C. P. R. Let the Dunsmuir government make a note of that. The plea of the minority, who favored construction by the government, was most ably answered by Mr. Smith Curtis. There is no staunchER advocate of government railways in the province than Mr. Smith Curtis, and—greatly to his own loss politically and financially—he stood up for that policy in the campaign of last June. Mr. Curtis has in no way changed the opinion he held then. But Mr. Curtis is no mere theorist—no political doctrinaire who will have his own way or nothing. Mr. Curtis showed that the Dunsmuir government would not build the road itself, that the road was needed at once, and therefore, as a practical statesman, he favored the next best thing—the building of the road by an independent competing railway that would be absolutely independent of the C. P. R. and that would give connection with an independent transcontinental line. Mr. Curtis is a man who, in integrity and ability, ranks second to none in this province, and his presence on a public platform advocating immediate construction by an independent company, is as complete an answer as the people require to the cheap sneers of the newspaper opponents of the people who favor competition.

It was pleasant indeed to see Captain Tatlow and Mr. Gilmour standing shoulder to shoulder on this question, irrespective of party ties. The absence of Mr. Martin and Mr. Garden from the platform was the occasion of criticism. Mr. Martin has given his reason for staying away but we should have liked to see him step boldly forward, as did Mr. Smith Curtis. In this matter the public is in deadly earnest and cares not for party. The public demands the immediate construction of a line of railway to Kootenay which will be independent of the C.P. R. If there is any valid reason why the Great Northern should not build the road and come into Midway let us hear it. If there is any valid reason why Vancouver should continue in the hands of the C. P. R. let us hear it now.

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LOCAL AND DISTRICT.

and Forks purposes holding a k's sports, beginning with July 1st.

. J. Phelan, of Rendell, has been pointed a notary public for the vince.

r. and Mrs. C. N. Owen, of Greenod, were among yesterday's visitors Midway.

. Elliott, a prominent barrister of son B. C. paid Midway a visit terday.

P. S. Stanhope, who has been spend- the winter in England, returned to dway last week.

. M. Judd, of the firm of Judd & Herron, liverymen, Loomis, was in dway on Saturday.

Miss Madge McEwen, of Rock Creek ent Saturday and Sunday in Mid- y the guest of Mrs. Mesker.

Miss Kate Lindsay, of Rock Creek, spending a few weeks in Midway, e guest of Mrs. C. M. Melville.

Frank B. Gibbs, representing the ackman-Kerr Milling Co., of Vicria, was in Midway on Saturday.

F. J. Finucane, Clive Pringle and R. . Cunningham of Greenwood were mong yesterday's visitors to Midway.

A. M. Johnson, representing S. reenshields, Son & Co., wholesale ygoods, Montreal, paid a visit to the wn on Saturday.

K. McKenzie, formerly police officer Greenwood, is now acting as quarntine officer on the stage road beween that city and Phoenix.

A. G. Neal, a prominent Chesaw wyer, was in Midway, last Tuesday n his return from Spokane, where he d been on a business trip.

J. A. Tuzo has returned from Engnd where he has been spending the inter. He will shortly visit the West ork country, where he is heavily nterested.

W. R. McInnis, general western reight agent, of the C. P. R. with eadquarters at Winnipeg and H. A. Macdonnell, of Nelson, assistant reight agent for Southern British Columbia, were in Midway on Saturday.

J. O Thompson has returned from oing a number of assessments on his properties up the West Fork and will in a few days proceed to Myers creek to look after a placer mine in which he is interested and which is now be ing equipped with machinery.

Robert Jaffray, president of the Crow's Nest Coal Co., was a visitor to Midway last Friday on his return from Camp McKinney, where he has been on business in connection with the Cariboo mine in which he is heavily interested. Mr. Jaffray believes that the Coast-Kootenay Railway will be built by the V., V. & E. and that if so Midway has a great future before it.

Rev. A. M. Ross, who is on his way to Camp McKinney to take charge of the Presbyterian mission there, is spending a few days in Midway, the guest of Rev. R. P. Murray. Yesterday Mr. Ross conducted both morning and evening services and judging from the discourses delivered here, Camp McKinney is indeed fortunate in obtaining such a gifted young man to look after the spiritual welfare of the camp. Mr. Ross is a graduate of Toronto University and a two-years student at Knox College.

The spring courts of assize will be opened in Nelson on May 7 and Vernon on May 15. The crown is making application for a change of venue in case of Rex v. J. McGill des Rivieres, charged with killing Harry Rowand at Denoro, Summit camp. Galliher & Wilson, who are acting for the defence, are making no objection to the transfer of the case from Yale to Kootenay, and the venue is likely to be changed, and the prisoner tried at Nelson instead of Vernon. Other Boundary cases likely to be heard at Nelson are those of Chas. Cummings, of Grand Forks, charged with forging a telegram, Walter Brewster, of Greenwood, for burglarizing, and Roy and Durelle for unlawful assembly at Phoenix. The case of Rex v. Loucks, committed for trial at Camp McKinney on a charge of bringing stolen property into Canada, will most likely be dealt with at Vernon.

W. D. Brewster who came to Greenwood about two weeks ago from Trail was arrested by Officer Lauder at two o'clock last Monday morning for breaking into the dry goods store of Geo. F. Williams. The same day he came up before Magistrate Hallett and was committed to stand trial. Brewster does no bear the best of reputations as he was implicated with J. D. Sinclair, also of Trail, in embezzling C. P. R. funds. For this he served 12 months in the Nelson goal. Since he came to Greenwood Mr. Williams has befriended him and endeavored to obtain employment for him. Sunday night when Mr. Williams went to bed, in his room immediately below the store, everything was all secure. He was awakened early in the morning by hearing footsteps overhead. He dressed and went to the Pacific where he obtained assistance and returned to the store and found Brewster endeavoring to get out of the front entrance. He was captured and turned over to Officer Lauder. The cash till had been emptied of some loose silver. Nothing else was taken. Officer Lauder took the prisoner to Nelson Thursday.

up. Greenwood Music Store.

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

No Strike.

There will be no strike at Rossland. This was decided at a meeting of the Miners' Union held last week. The following taken from the Rossland Miner shows the grievances of the miners:

"Ever since the contract was signed last year there have been grievances complained of by the members of the union. One of the principal of these has been the violation of clause 15 of the agreement which reads: 'That an employe being a member of the union shall be no bar to his getting employment, nor shall the mine owners place any obstacle in the way of non-union men joining the union.' This agreement has been violated by the refusal of the mine managers to allow the walking delegate, or the officers of the union, to visit the mines and there solicit non-union men to become members. To show you and the public that union men are being discriminated against and that there is apparently an attempt to destroy our organization I need point to but one fact, and that is that in the past six months no less than 437 union men have been discharged from the various mines in this camp for one alleged reason or another. Does not this look like a very large proportion if it were not a designed and was an accidental movement. The men who were discharged are as good a lot of hard rock miners as could be found on this continent, and we contend were not let out for any lack of competency. Most of them had established themselves in homes here, had money in the banks, which they drew out when they left for other places. They were good citizens, and the only crime they were guilty of was that they were union men, and believed in a fair day's wage for a fair day's work, and every mother's son of them could do a day's work, too. There was no time when there was any great increase or decrease in the force of miners employed, as the forces employed here remained about the same numerically during the past six months, and so the wholesale dismissals are not accountable for on the hypothesis that they were discharged at a time when large reductions were being made in those employed in the several mines.

"Another grievance, which we decidedly object to, first, because it is contrary to the genius of the people of Canada, who recognize none but the regular officers of the law, and, secondly, for the reason that we believe it a blow at the liberties of the people, is the employment of spies; what I mean is the system of espionage which is carried on at the mines here by the detectives of an alien agency. We do not want the curse of Pinkertonism to be fastened onto this country, and the sooner it is stopped the better it will be for all concerned. These spies constantly dog the footsteps of the men employed on every level in the principal mines and follow the officers of the union around as though they were a lot of criminals. One of these detectives attempted to induce one of the members of our union to break the law, hoping in this way to put the organization in a bad light before the public. The attempt failed, because the members of the union are law-abiding citizens, and were not to be snared in this way. This shows the character of the men who are hired from this alien detective agency by the mine managers to watch the miners of the camp. The Dominion and provincial parliaments should take the opportunity, now that both bodies are in session, to stamp out Pinkertonism in Canada forever.

"We also most emphatically object to the importation of aliens to take the place of good British subjects employed in the mines here. We think that we should be protected against this sort of competition, and call on those who have charge of enforcing the alien labor laws to look carefully into this matter.

"In conclusion, we believe that it is in the interest of the country and the camp that the muckers be paid more than they are at present. Let some of the mine owners try to support a family in Rossland on $2.50 per day and you would find that they would be shouting as loudly as the men are for an increase to $3 per day. All that we ask is living wage for our members working underground at hard and hazardous work. It is our intention to work in the best interests of the camp, and we submit that the wages paid to the muckers are not fair wages.

"We are not discouraged in the least by the vote cast to day, and feel sure that in time right will prevail, and that we will get what we ask for and that the grievances complained of will be remedied."

Midway Mail Service.

Mails close for all points east at 1:30 p. m. daily, and for all points west at 8 p. m., Mondays, Wednesdays and Fridays.

Mails arrive from all points east at 4:10 p. m. daily, and from all points west at 2 p. m., Wednesdays, Fridays and Sundays.

Money orders and Registration close 30 minutes before above time.

RAILWAY NEWS

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

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

For prices and terms apply to

THE MIDWAY COMPANY, Ltd.

The Central Hotel

11th St., Midway, B. C.

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

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

The best of accommodation in every respect.

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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.

Rider Agents Wanted

One in each town to ride and exhibit a sample 1901 model bicycle of our own manufacture. YOU CAN MAKE $10 TO $50 A WEEK, besides having a wheel to ride yourself.

1901 Models, High Grade Guaranteed, **$10 to $18**

1900 and 1899 Models, Best Makes, **$7 to $12**

500 Second Hand Wheels, taken in trade by our Chicago retail stores, many good as new - - - - **$3 to $8**

We will ship any bicycle ON APPROVAL to anyone without a cent deposit in advance and allow **TEN DAYS FREE TRIAL.** You take absolutely no risk in ordering from us, as you do not need to pay a cent if the bicycle does not suit you. Do not buy a wheel until you have written for our FACTORY PRICES and FREE TRIAL OFFER. This liberal offer has never been equalled and is a guarantee of the quality of our wheels. WE WANT a reliable person in each town to distribute catalogues for us in exchange for a bicycle. Write to-day for free catalogue and our special offer.

J. L. Mead Cycle Co., Chicago.

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Furniture, Carpets, Linoleums.

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Large Stock. Low Prices.

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The Travellers Insurance Co. . .

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Chartered 1863. Stock Life and Accident Insurance.

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

ASSETS, ... January 1st, 1897, $20,884.53

LIABILITIES, . . 17,920,260.29

SURPLUS 2,976,424.36

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

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

Limits of Weekly Indemnity $1,300.

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

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

Other sums at proportionate rates

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AGENT FOR SOUTHERN BRITISH COLUMBIA, MIDWAY B. C.

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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

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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.

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The MIDWAY COMPANY, Ltd.

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

NEWS OF THE MINES.

(Continued from page 1.)

two or three months ago the number of feet of development previously done stood thus: Brooklyn.—Sinking and raising (including shaft 268 feet in depth), 340 feet; crosscutting and drifting, 2,050 feet. Stemwinder.—Shaft, 344 feet; crosscuts, 115 feet; drifts, 50 feet. Idaho.—Shaft, 50 feet. Rawhide.—Tunnel, 450 feet. Crosscutting at the 250 foot level in the Brooklyn was the first development work undertaken when operations were resumed, and later similar work was done in the Stemwinder. Now the sinking of a main shaft on the Idaho is in hand as well.

In the Wellington camp things now have a more promising appearance than for some time past. At the Winnineg the winze from the 300 foot level is now down about 70 feet and is in ore that for quantity and assay value is very promising, but more than this the mining manager, Mr. Nicholas J. Tregear, will not say just now, preferring to wait to see if further development and additional sampling will confirm present promise. Mr. Richard Plewman of Rossland, managing director, states that the vein in the winze has now widened out to 10 feet, with eight feet of solid ore in the bottom. At a depth of 31 feet there was only two feet of solid ore in this winze. Furthermore, the values of the low grade ore are steadily improving.

From Rossland, where the head office of the company is situate, it is learned that a plan has been perfected whereby the treasury of the Brandon and Golden Crown Mining Co. will be resumed shortly, on an extensive scale. Owing to the slump in the mining shares in Eastern Canada, the directors were unable to dispose of any more treasury stock, and in consequence, operations were suspended last November. The re-organization just effected, has taken a different form from that usually adopted. Instead of the company being re-constructed, and made assessable, as is the practice, the original subscribers have entered into a written agreement, in virtue of which they have agreed to contribute or surrender to the treasury, 40 per cent. of their original holdings; and, as the subscribers' stock has been in pool since 1897, this arrangement was thus more easily accomplished. With the treasury on hand, the 40 per cent. contributed by the original subscribers will bring the shares in the treasury to 1,000,000. Negotiations for the sale of a large block of the treasury shares are said to be now in progress, and the proceeds will, it is expected, not only pay off the floating debt, but will provide sufficient funds for working capital, so that when ore shipping shall be resumed, it will be on a permanent basis.

Some ore is again being sent out from the Athelstan, also in Wellington camp, but until development below the 100 foot level shall have been done on a more extensive scale than any work yet done on this property, the Athelstan is unlikely to anything more than in intermittent shipper of a few hundred tons at a time. It is understood that the management of the Standard Pyritic Smelting Co. is supplying the money for present work on the Athelstan, and that the ore is to be treated at its smelter near Boundary Falls.

The B. C., in Summit camp, is keeping up its ore shipments, which now aggregate about 28,000 tons. Crosscutting at the 400-foot level is now in progress, the policy at this mine being one that is only to be expected from experienced and capable managers, of Mr. S. F. Parrish's type, viz: that of keeping development well ahead of stoping. Other properties now at work in Summit camp are the R. Bell and the Blue Bell. The former is deepening its shaft, now down about 270 feet, preliminary to cross-cutting the ledge in more settled country than where it was cut at about 80 feet down. The Blue Bell prospect shaft is now down about 100 feet, and it is stated that at 125 feet a cross-cut will be run. Some good grade ore has been exposed in this shaft, and the intention is to instal a power plant should developments at the greater depth appear to justify the expenditure, as it is confidently anticipated they will do. A little surface prospecting on the Ore Denoro and the sending out of ore of a rather low grade from an open cut on the Emma are the only other items of mining news from this camp.

Deadwood camp grows in importance each month. The big hoisting engine and the ore sorting plant at the British Columbia Copper company's Mother Lode mine, particulars of which were given last month, are now in operation. The latter is new in this district, but it is working effectively and economically. The two new platform cages have been put in and now the mine can easily put out more ore than the smelter under the same ownership can at present treat. The recent provision of plenty of power, both for drilling and hoisting, makes it practicable to resume sinking, so shortly the deepening of the main shaft to the 500 foot level will be pushed on with. By the time the mine shall have been opened up at the 400 and 500-foot levels a second furnace will have been added at the smelter, but that will not be until about five or six months hence, possibly a little later. Meanwhile preparations will be made to still further increase the producing capacity of the mine, and the treatment capacity of the smelter with the object of handling, by the close of the current year, about 1,000 tons of ore daily.

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. B2022, 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.

50 YEARS' EXPERIENCE

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NOTARY PUBLIC.

Fairview Townsite Agent.

. . . ADDRESS . . .

R. H. PARKINSON,

FAIRVIEW, B. C.

Correspondence Solicited.

NOTICE OF FORFEITURE.

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

Sir: You are hereby notified that we have expended $192.50 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, said being the amount required to hold the said claim for the year ending April 5, 1900.

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

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

HIGHLAND QUEEN CONSOLIDATED MINING AND MILLING CO.

C. L. T[illegible] Manager.

6re J. A. UNSWORTH, Secretary.

- 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.

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