THE ADVANCE.

Vol. XVI, No. 5. MIDWAY, BRITISH COLUMBIA, MONDAY, DECEMBER 2, 1901. $2.00 per Year.

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BARRISTER, SOLICITOR, ETC.
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W. DALRYMPLE
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All Kinds of Repairing. Horseshoeing A specialty.

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FIRST-CLASS ACCOMMODATION FOR GUESTS.
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EHOLT, B. C.
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Good Tools, Plenty Material, and 30 years experience to do work correctly. . . .

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Furnishes Monthly to all lovers of Song and Music a vast volume of New, Choice Copyright Compositions by the most popular authors. 64 Pages of Piano Music, half Vocal, half Instrumental—25 Complete Pieces for Piano—Once a Month for 25 Cents. Yearly Subscription, $2.00. If you will send us the name and address of Five Piano or Organ Players, we will send you a copy of the Magazine Free.
J. W. PEPPER, Publisher, Eighth & Locust Sts., Philadelphia, Pa

Sacrifice Sale . .

Our large stock of DRY GOODS, CLOTHING and GENTS' FURNISHINGS must be reduced at once. While they last we intend to give the best values in these lines ever offered to the people of Midway. A call will convince you.

The Midway Trading Company, Ltd.

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

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PIONEER HOTEL
Greenwood, Boundary Creek, B. C.
We have opened the above hotel at Greenwood and are prepared to welcome guests and provide good accommodation. Good catering. First-class Livery Stable.
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Seasonable Goods
AT GREATLY REDUCED PRICES.
own to actual cost. 20 per cent less than formerly

Having a large stock of Summer Goods on hand, and wishing to dispose of the same, we have made the above reduction, bringing these goods down to actual cost.

Fancy Ginghams, for Shirt Waists; Fancy Zephyrs and Chambrays, striped and checkered; White Muslins, Fancy and Plain Outing Flannels, Organdies, and numerous other seasonable goods for Ladies' and Children's wear.

Ladies' and Children's Straw Hats at greatly reduced prices. Only a few left, as they sell fast at our prices.

Clothing for Men and Boys to be sold at a sacrifice, so don't miss the opportunity. Bicycle Hose and Sweaters.

Shoes in Tan and Black, to suit all tastes.

The Grocery Department is stocked with a full line of goods sold at small margin for cash. Prospectors' Hardware and Shelf Ware for Builders.

HAIN & CO., General Merchants
POSTOFFICE STORE, MIDWAY.

BLAKEMORE'S REPORT

On the Similkameen Valley Coal Company's Properties.

LIGNITIC COAL IS FOUND

While Bituminous and Anthracite Coal is Still Undiscovered in Commercial Bodies. Yet Work Has Proven the Existence of Good Lignitic Coal.

ASHNOLA, B. C., Nov. 28.—The following is a copy of Mr. William Blakemore's report on the Similkameen Valley Coal Company's properties, as shown to your correspondent. As the report is very lengthy, certain portions of it which related more to the town of Ashnola than to the coal properties have been omitted:

This property consists of a number of mineral claims of one square mile each, situate in a coal basin extending from Princeton in the north to the base of Copper mountain in the south and from Wolf creek in the east to the Tulameen river in the west.

The geological formation is the upper series of the Cretaceous era, the coal measures being interstratified with sandstone rocks and shales. The coal occurs in a basin the centre of which is about three miles south of Princeton and two miles north of Ashnola. Into this basin the coal measures dip from each direction and outcrops are visible in the creeks which flow from the mountain into the Similkameen river. All coal seams uncovered are lignitic in character and dip at an angle of 30 to 40°. The largest seam uncovered is above Bromley creek, which flows into the Similkameen on the west bank, four miles south of Princeton. At a point two miles up this creek a large seam of lignite has been exposed for at least 100 feet on the surface. This seam dips to the east at an angle of 35°. On Nine Mile creek, about two and a half miles southwest of Ashnola I examined the formation. Although there is no coal visible at this point I found sandstone rocks in position, dipping at an angle of 45° in the direction of northwest 30°. One mile north of Ashnola a formation is clearly outlined across the Similkameen river, the dip being 45 degrees and the direction northeast 50 degrees. At the pack bridge which crosses the Similkameen three miles south of Princeton the sandstone rocks are in regular position and show a dip of 45 degrees to E. E. 40 degrees. At a point three miles southwest of Princeton on the west bank of the Tulameen river a large seam of coal has been uncovered but the actual width not yet ascertained. This is of the same character as the one previously mentioned and dips easterly into the basin. At a point less than half a mile due east of the bridge entering the town of Princeton over the Tulameen river, a tunnel has been driven several hundred feet in an excellent seam of lignite coal upon property belonging to the Vermilion Forks Mining company. This seam dips in a southerly direction into the basin. The only other exposure in the immediate neighborhood from which I could judge of the character and extent of the basin was not inspected by me but was reported as having been seen by yourself on Wolf creek at a point six miles east of Ashnola, and you stated that the coal there dipped westerly into the basin. From this accumulation of evidence it is clear that a coal basin exists approximately eight miles in length from north to south and six to seven miles in width from east to west, the outcrops of coal seams being visible all around the rim of the basin. There can be little doubt, therefore, that whatever coals are found in any portion of the basin referred to will exist under the property bonded to Mr. Murray. As far as could be judged during the two days I spent upon the property, there are no evidences of faults, dikes or disturbances of any kind and there is every reason to conclude that the formation is regular within the basin.

The eastern limit of this basin is determined by a granite ledge running from north to south and crossing the Similkameen river near Five Mile creek. The western limit is probably determined by a large porphyry dike also running north and south, crossing the Tulameen about four or five miles west of Princeton. The southern determination of the basin is in the neighborhood of Whipsaw creek, where the old hydraulic gold mining works of the Anglo-American Gold company are situate, as a little distance south of this we find Copper mountain and Kennedy mountain, both rich in copper ore.

I took samples of the coal at every point where it was exposed and after careful examination of same have to pronounce that all these samples are lignitic, some of them of good quality, running as high as 45 per cent fixed carbon, 41 per cent volatile combustible matter, and as low as 2 per cent in ash. All the samples are comparatively devoid of sulphur. Coal of this quality, whilst inferior to bituminous or anthracite, is valuable for steam and domestic purposes, and even if further exploration should fail to reveal the existence of the other grades of coal referred to, there is no reason why a good trade should not be developed for lignite. I find on reference that these seams will compare favorably with the lignite which is being worked on a large scale in the United States, by which you will see that the essential elements, viz., fixed carbon and volatile matter, this coal ranks with the best, whilst it is as low in ash and practically devoid of sulphur.

LIGNITE AND LIGNITIC COALS IN THE UNITED STATES.

	Volatile Matter.	Fixed Carbon.	Ash.
Iowa.....	37.09	35.60	18.86
Wyoming.....	38.72	41.83	11.26
Utah..... ...	41.97	44.37	3.20
Oregon	42.98	33.32	7.11
Similkameen..	41.0	45.0	2.02

The greater value of the property however turns upon the question of the existence of bituminous or anthracite coals and with reference to this I can only say that the lignite coals occurring in the upper formation there is no inherent impossibility of discovering bituminous coal underneath. As to whether such coal actually exists, there is no evidence in the very limited amount of exploration work done upon the property to enable one to judge, but the strongest evidence of the probability of its existence is to be found in the fact that upon Granite creek, Collin's gulch and Cedar creek shown upon the accompanying plan at distances varying from twelve to twenty miles west of this property upon the Tulameen river there is satisfactory evidence of the existence of bituminous coal. Although the irruptive forces which have been at work in this neighborhood and which have interjected the porphyry dike already referred to and also the large granite ledge crossing the Tulameen river and up Granite creek, establishes a breach in the continuity of the coal measures. It is not improbable that the measures found to the west really represent the lower coals of the Princeton basin. I examined a seam fourteen feet thick upon Collin's gulch shown upon the plan. It was merely uncovered and no development work had been done but from the samples taken I have no doubt that it will on further exploration turn out to be a good seam of bituminous coal. I have now recited all the facts which I could glean as to the character of the coal known to exist or likely to be found under the property in question, from which you will see that there can be no doubt as to the existence of valuable seams of lignitic coal and a reasonable probability of the existence of bituminous coal at a greater depth. What that depth may be is largely a matter of speculation, but judging from the data I was able to collect, I think it fair to assume that the seams of lignite discovered at the outcrops on the edge of the basin will be met with at the extreme western end of the claims bonded to Mr. Murray, near the banks of the Similkameen river at a depth of about six hundred feet.

If good marketable coal is discovered of non-coaking character, whether lignitic or bituminous a capital of not less than $50,000 to $75,000 would be required, the amount varying with the depth of the shaft, to equip and develop the mine to a capacity of one thousand tons a day, and in addition to this it would be wise to have a surplus of at least $35,000 for working capital and contingencies. If bituminous coking coal should be found, of course the proposition would be a totally different one, as such a find would be valuable in the extreme but would necessitate a largely increased capital outlay for the erection of coking ovens. Assuming an output of one thousand tons of raw coal per day as a basis of calculation and that half of this is sold as coal and the other half coked, you would require 100 coke ovens at a cost of $1,000 each, in addition to the capital outlay already named.

Having regard to the rate of wages prevailing in this country and likely for some years to be prevalent throughout the west, I estimate that the cost of producing coal in this basin would be $1.50 from shafts and $1.25 from surface openings. I do not however think it likely that any recoveries can be made from your property except by means of shafts.

It is hardly necessary for me to say, since you are so well acquainted with the country yourself, that the whole question of the value of the property turns upon railway construction. Without a railway its mineral value would be merely nominal, although it would be a good investment to hold such a property in view of the certainty of railway construction within a reasonable time. Of the probability of this occurring in the near future you are as well able to judge as any one and I think will be justified in assuming that a railway will be carried through this district at any rate within two years from date. The important mineral properties which have been located together with the excellent character of land throughout the Similkameen and Tulameen valleys, promise a rich harvest to the first transportation company building through this country and in view of the competition which has been entered upon between the competing railway companies in southern British Columbia, it is not likely there will be much more delay before one or other commence operations. Assuming that a railway is constructed from Kootenay to the coast it must pass through Princeton and whichever route may be taken west of that point, whether by the Tulameen valley or south down the Similkameen then up Whip Saw creek and over Hope summit, it will in either case serve your property and a branch line of less than a mile would place you in connection with either route. If your property is confined to lignite of good quality, there would be a market for domestic and steam purposes within a radius of one hundred and fifty miles. If you were fortunate enough to discover a seam of coking bituminous coal you would be able to control the smelting trade of the Boundary district and the coast as no coke of first rate quality is produced west of Fernie and the distance to the coast would not be sufficient to prevent you from competing successfully with the coal produced on Vancouver island, which is both costly and different to mine. In the latter event there would be no difficulty in securing a market for considerably more than my estimate at remunerative rates. Crow's Nest coal cost at the Boundary smelters $5.00 a ton. Assuming the distance of a new railway from Princeton to Grand Forks at one hundred and fifty miles, the railway rate would not exceed $1.50 as against $2.75 from Fernie. If you sold your coal at the same price as the Crows Nest Coal Company, viz., $2.00 f. o. b. works. You could deliver it in the Boundary country at $3.50 a figure with which they could not possibly compete.

CANADIAN NORTHERN.

Arrangements Made for a Route Through British Columbia.

MONTREAL, Nov. 25.—The Northwest is to have another outlet on the Pacific coast. Mr. William Mackenzie and Mr. D. D. Mann arrived here on Wednesday, accompanied by Hon. Mr. Wells, chief commissioner of lands and works of British Columbia, and Mr. J. N. Greenshields. The extension of their transcontinental line to the Pacific has been under discussion for some days in Toronto and Ottawa, as well as here. Their intention was to build from Yellow Head Pass through Quesnelle, northwest to Skeena river, but Messrs. Wells and Greenshields on behalf of the British Columbia government proposed that the line should be diverted at Quesnelle and built southwest to Bute inlet.

As a result of the negotiations Messrs. Mackenzie and Mann have submitted a proposition for the early construction of a diversion from Quesnelle, to begin at Bute inlet and build inland. At Bute inlet connection will be made by ferry to a point at Seymour's narrows on Vancouver island. Dunsmuir's line, which now runs from Victoria to Wellington, will be extended northward and connect at Seymour's narrows with the ferry from Bute inlet. In this way direct connection may be made with Quesnelle and Victoria will become the terminus of Messrs. Mackenzie and Mann's transcontinental line. It is understood that as a result of the negotiations the Dominion government will give the usual assistance in the way of subsidies for the construction of both lines. Mr. Mann and Mr. Greenshields will go to Victoria early in January to determine the terms and other details with the British Columbia government.

C. M. CROUSE .... MANAGER
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Advertising Rates sent on application.

MONDAY, DECEMBER 2, 1901.

Canada's permanent force is a replica of the British regular army in its strength and weakness.

The British artillery seems to be the best in the world, and the regular artillery of Canada is just as good.

The British cavalry is ponderous, slow-witted, steeped in red tape and army traditions. Canada's regular cavalry is no better.

The Mounted Police or the volunteer force of Canada should supply the leader for any force which goes from this country to South Africa. The Mounted Infantry leader who represents Canada should not be a colonial imitation of an English original. Canadian troopers ought to ride behind a Canadian soldier who knows how to utilize and give free play to the best qualities of his fellow-countrymen.—Toronto World.

We notice that some American mercantile societies are again agitating for a treaty of reciprocity between Canada and the United States, and a conference of prominent U. S. manufacturers has been called to meet in Boston some time towards the end of the month to consider what steps should be taken to bring this question within the range of present day politics. We notice, too, that at the annual convention of Canadian manufacturers in Montreal last week quite a lot of talk was indulged in by the members both for and against reciprocity, with a preponderance of opinion seemingly against the furtherance of the movement, a position certainly strengthened materially by the speech of Sir Wilfrid Laurier, in which he declared that Canada had in the past made overtures to America for friendlier and more advantageous trade relations, but that now the time of approach had passed and Canada would make no more begging expeditions to Washington, and that now she felt herself strong enough to dictate rather than to ask, to be courted rather than to court, in plainer words to be entirely, now and for all time, independent nationally, commercially and in futurity, of our Yankee cousins across the line. By the by this, we think, is a position taken up by the Conservatives long ago, but only now adopted by the Grits, who all along have justly laid themselves out to the charge of coquetting somewhat too much with our United States neighbors.

The question of convenience is the one that of necessity enters into our consideration when we attempt to speak of these closer trade relations. Are we better served today as an independent Canada—commercially speaking—than we would be were we to become a mercantile appendage to the larger people through a wholesale measure of free trade that placed not only food stuffs on the free list but all classes of manufactory, textile and mechanical, as well. Today we in Canada levy an import duty on all goods, the amount of charge being roughly 35 per cent, with a discrimination on British goods of 10 per cent, and from this duty we are raking in some millions of dollars annually that are a necessity to us as a means of running successfully the business of a country. From the United States end of the commercial concerns there comes to us nearly one half of the revenue accruing from the import duty, and this amount, if the measure of free trade were adopted, would be entirely lost to us, without any new channels of income being opened wherewith to keep up to its present high water mark the income of the country. Recipro-

great nations that are units of the powerful Anglo-Saxon race America, in the desire for the unification of that race, might justly claim the same treatment as is given to Britain, but so long as it holds out against granting on its part the same conditions of trade relation to England that it demands from Canada, then we can scarcely wonder that the Colonial Office of the Empire points out to us that the deal is one sided and had better not be gone on with, at least not until it comes to a point of issue that preferential tariff of colony means of necessity with Empire, and until the time does come the desire for closer union must remain as it is at present, a mere matter of sentiment on the part of a great nation and of selfishness on the part of its merchants, and even then it cannot become more than a matter of mere reduction, the entire obliteration of duty being a dream of the future which finds lodgment only in the brain of the few who in the matter see evidence of chance of personal enrichment, irrespective of any benefit or injury it may cause to the nation's prosperity.

The establishment of free trade with America would mean a rearrangement of the whole fiscal policy of the Dominion, and would become a source of trouble and annoyance that the average statesman would shrink from having anything to do with.

In the first place it would of necessity mean an entire levelling up of the Canadian tariff to the same point as the American customs duty, it would mean that the duty on many of our imports from France and Germany would go up from 35 to 60 per cent, and it would also mean that the preferential tariff accorded to British imports of 33⅓ per cent less to per cent would have to be abolished and the same rate of taxing put on these imports as is put on them on their entry to American ports, otherwise what would hinder the cute merchant on the other side from taking advantage of his position to establish an agency say in Montreal, and to buy largely from the English markets, paying the reduced duty on the import, and after having passed them into stock to send them out again to the American market, claiming that as the stock of a Canadian firm they were entitled to their entrance, duty free, to that market. Further, would Britain allow this change to take place? So far as the mere raising of the Canadian duty is concerned it has no voice at all in the matter, but it still does have the right of vetoeing any treaty made with a foreign power, and it seems scarcely possible that that country would allow this measure to go without demanding that she should in no way be injured herself. And then there is the question of other foreign trade being either lost or attained through the assimilation of Canadian and American customs duties, for it is scarcely possible that we can imagine the same volume of traffic coming from Germany at a 60 per cent rate as would come at a 35 per cent rate. Forty per cent less import might mean the same revenue, but it would mean the same expansion of interest, and in this it seems there is cause for consideration. The people, too, would not stand it to pay more for their textiles, and many of their food stuffs would be a matter beyond their temper's endurance. It might be all right were the U. S. A. able to supply our Canadian market with its entire necessities, but this they cannot do, and until that time comes I think the Manufacturer's Association is right in asking that the wall of fiscal protection be retained in its present condition.

A rich strike has been made at the 300 foot level on the Sunset mine, in Deadwood camp. The body has been cut at a distance of 20 feet and samples from the first four feet went $21 to the ton.

Russell-Law-Caulfield Company, Limited

GREENWOOD,

Wholesale and retail dealers in

Groceries
Dry Goods
Boots and Shoes
Hardware
Miners' Supplies

☛ We buy all goods in car lots and can make you Bed Rock Prices.

It is only a question of a short time until that portion of the Coast-Kootenay Railway from Curlew to Midway will be constructed. This line would be now being built, but for the scarcity of laborers. When this road is built, most of the spur lines to the different mining camps will start from here, making this the railway centre of this district. With the advent of more railways into Midway the prices of real estate will advance, and the choice lots purchased and taken off the market. Show your good judgment by buying now. Midway property will make you rich. It is not a speculation, it is an investment.

For prices and terms apply to

THE MIDWAY COMPANY, Ltd.

MINERAL ACT 1896.

Certificate of Improvements.

NOTICE.

BLACK PINE, BUSH RAT, BLUE BELL, BLACK JACK, HUB, FAR WEST, and LITTE BESSIE MINERAL CLAIMS.

Situate in Yuneman group of Summit camp, Similkameen river Osoyoos Mining Division of Yale District.

TAKE NOTICE that I, Chas. DeBlois Green, as agent for Edward Bullock-Webster, free miner's certificate number B39937, 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 17th day of July, 1901.

12c CHAS. DEB. GREEN.

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

Mineral Act, 1896.

Certificate of Improvements.

NOTICE.

CAMERONIAN MINERAL CLAIM.

Situate in the Kettle River Mining Division of Yale District. Where located: About 4 miles northeasterly from Camp McKinney.

TAKE NOTICE that I, Forbes M. Kerby, as agent for Alex. Cameron, free miner's certificate No. B63516, 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 15th day of June, A. D. 1901.

23c FORBES M. KERBY.

MINERAL ACT, 1896,

Certificate of Improvements.

NOTICE.

PICTOU MINERAL CLAIM.

Situate in the Kettle River Mining Division of Yale District. Where located: About 4 miles north easterly from Camp McKinney.

TAKE NOTICE that I, Forbes M. Kerby, as agent for Duncan A. Cameron, free miners' certificate No. B30343, 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 15th day of June, 1901.

23c FORBES M. KERBY.

Dr. R. Mathison,

——: DENTIST.

NADEN-FLOOD BLOCK - GREENWOOD.

MINERAL ACT, 1896.

Certificate of Improvements.

NOTICE.

TRIUNE MINERAL CLAIM.

Situate in Yuneman group, Summit camp, Similkameen river, Osoyoos Mining Division of Yale District.

TAKE NOTICE that I, Chas. deBlois Green, as agent for Edward Bullock-Webster free miner's certificate No. B39937 and for John Young free miner's certificate No. B40196 intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvement 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 July, 1901.

12c CHAS. deBLOIS GREEN.

Mineral Act, 1896.

Certificate of Improvements.

Notice.

WARHORSE, KINGSTON, GRAND VIEW, METROPOLITAN AND KINGSTON FRACTION MINERAL CLAIMS.

Situate in the Osoyoos Mining Division of Yale District. Where Located:—Camp Hedley.

TAKE NOTICE that I, Charles de Blois Green, as agent for Peter Scott, free miner's certificate No. B40133, 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 30th day of August, 1901.

19c C. DEB. GREEN.

MINERAL ACT, 1896.

Certificate of Improvements.

NOTICE.

PRINCETON MINERAL CLAIM.

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

TAKE NOTICE that I, Charles deBlois Green, as agent for Peter Scott, free miner's certificate No. B40133, and for Richard D. Boring, free miners' certificate No. B39951, 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 30th day of August, 1901.

18c C. DEB. GREEN.

NOTICE.

NOTICE is hereby given that thirty days after date I intend to apply to the Hon. the Chief Commissioner of Land and Works, for permission to purchase the following described tract of land, for residential and grazing purposes:—

Commencing at a post planted on the left bank of the Similkameen River about a mile and a half south of Lot 294 G. 1, Osoyoos District; thence east 20 chains; thence south 20 chains; thence east 20 chains; thence south 40 chains; thence west 10 chains more or less to the Similkameen River; thence north-westerly along the bank of the said river to the point of commencement, and containing one hundred and sixty acres more or less.

Dated at Fairview, B. C., this eighteenth day of September, A. D., 1901.

23u JAMES D. SWORD, Locator.

R. MEYERHOFF'S STAGE

Carrying His Majesty's Mails

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

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

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

R. MEYERHOFF, PROPRIETOR.

THE SEASON IS ON ....

FOR

Tanglefoot
Chloride of Lime
Lime Juice

We Have Them.

The Midway Pharmacy

BULL CREEK HOTEL

Travellers up the West Fork of Kettle River will find this popular hotel the most convenient stopping place. Dining-room well supplied and managed. Best liquors and cigars at the bar. Stable in connection.

W. E. McBOYLE
Proprietor.

The Riverside Hotel

Is situated at Rock Creek, B. C., on the main route of travel between Penticton and all Boundary Creek points.

STOPPING PLACE FOR STAGES.

Good Hunting. Good Fishing.

Best of Accommodation.

S. T. LARSEN, Proprietor.

Spokane Falls & Northern
RAILWAY CO.
Nelson & Ft. Sheppard
RAILWAY CO.
Red Mountain
RAILWAY CO.

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

Connects at Rossland with the Canadian Pacific Railway for Boundary Creek points.

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

Buffet Service on Passenger Trains between Spokane and Northport.

EFFECTIVE NOVEMBER 10, 1901:

DAY TRAIN.

	Leave.	Arrive.
SPOKANE	9.20 a.m.	7.15 p.m.
ROSSLAND	12.25 a.m.	4.30 p.m.
NELSON	9.40 a.m.	6.45 p.m.

H. A. JACKSON,
General Passenger Agent.

CANADIAN PACIFIC
RAILWAY.

Atlantic
Steamship Department

CHRISTMAS SAILINGS TO ENGLAND

ST. JOHN, N. B., to LIVERPOOL
Parisian, Nov. 23. Numidian, Nov. 30.
Ionian, Dec. 7. Tunisian, Dec. 14.
PORTLAND to LIVERPOOL.
Dominion, Nov. 23. Cambroman, Nov. 30.
Vancouver, Dec. 14.
BOSTON to LIVERPOOL.
Ivernia, Nov. 23. Saxonia, Dec. 7.
New England, Dec. 4. Ultonia, Dec. 21.
NEW YORK to LIVERPOOL.
Celtic, Nov. 26. Etruria, Nov. 23.
Germanic, Nov. 27. Campania, Nov. 30.
Majestic, Dec. 4. Umbria, Dec. 7.
Cymric, Dec. 10. Lucania, Dec. 14.
Oceanic, Dec. 11. Etruria, Dec. 21.
Teutonic, Dec. 18. Campania, Dec. 28.
NEW YORK to SOUTHAMPTON.
Haverford, Nov. 27. Philadelphia, Dec. 4.
St. Paul, Dec. 11. St. Louis, Dec. 18.
CONTINENTAL SAILINGS
Of North German Lloyd, Hamburg Packet Co., Holland American, Red Star, French and Anchor Lines on application.

For time tables, rates and full information call on or address A. W. HAILEY, Agent, Midway, or

J. S. CARTER, D. P. A., Nelson, B. C.
E. J. COYLE, A. G. P. A., Vancouver, B. C.

LOCAL AND DISTRICT.

Mrs. Dr. Jakes is spending a few days with friends in Greenwood.

R. H. Bergman left on Saturday for England, where he will remain for the winter months.

F. W. McLaine and H. Lee returned on Friday from a hunting trip up the West Fork.

Mr. and Mrs. E. W. Keightley attended the Knights of Pythias Ball in Greenwood last Wednesday evening.

Last Saturday the second payment, amounting to $2,000, was paid on the bond on the Ruby claim, near Boundary Falls.

Richard Plewman of Rossland, managing director of the Winnipeg Mines, Limited, is again visiting the Winnipeg mine.

The Morrison mine in Deadwood camp has contracted to ship two hundred tons of ore to the Granby smelter for experimental purposes.

E. S. Topping, of Trail, was in Midway on Saturday on his way to Toroda creek to look after a mining property in which he is interested.

The dance which was held in McNicol's hall on Thanksgiving evening was largely attended and was by far the best held in Midway for some time.

Harry Clark, one of the shift bosses at the Mother Lode, and Miss Louisa Stairs were married at the Hotel Imperial, Greenwood, Wednesday night, Rev. Dr. McRae officiating.

Andrew Laidlaw, of Greenwood, has taken a 60 day option on the Colby, Reco, Queen Bess and Kaffir King. The properties are situated on Kelly creek and belong to James Atwood and G. D. Cunningham.

Some quartz carrying big silver values was lately struck at 140 feet depth in the shaft of the Lake mine, which is owned by a Chicago company. Important developments are expected during the next few days.

Bert Smith is offering tickets for a raffle of a case of mounted birds which is now on exhibition in Hain & Co.'s general store. The birds are neatly mounted and in a handsome case, and there should be no difficulty in disposing of the tickets.

An alarm of fire called out the fire department to the Russell-Law-Caulfield premises, Greenwood, at half past 11 Saturday night, but the fire was extinguished without using the hose. Passers-by noticed flames on the upper floor of the warehouse, and they broke in, and by using a few buckets of water prevented what might have been a serious conflagration.

The Granby smelter is about to install a briquette plant for the purpose of treating flue dust. The building will adjoin the sampling works, and the foundations are now being built. The plant will have a capacity of a hundred tons daily. It is being built by the Henry S. Mould Co. of Pittsburg. One of the converters will be in operation about New Year's, one of the new furnaces on January 15th, and the entire enlarged plant will be in full blast not later than February 1st.

The officers elected by the provincial assayers, who met recently at Nelson, are as follows: President Herbert Carmichael, provincial assayer, Victoria; vice president, Alex. McKillop, Nelson, secretary treasurer, J. Cuthbert Welch, Trail; council, A. A. Cole, Rossland; H. Harris, Nelson; Thos. Kiddle, Van. Anda; D. Lay, Kimberley; H. W. Mussen, Nelson; Wm. F. Robertson, provincial mineralogist, Victoria; G. Sundberg, Greenwood; Howard West, Sandon.

The principal attraction in Midway on Thanksgiving day was the shooting match for dressed turkeys, which commenced sharp at 11 a. m. and occupied the greater part of the day. Camp McKinney, Chesaw and other places sent their crack shots to compete with those of Midway, but our own boys found no difficulty in keeping the most of the turkeys in town. To say that the shooting was excellent is putting it very mildly indeed as it was by far the finest exhibition of rifle shooting ever given in Midway, the contest being very keen and keeping the crowd of onlookers interested until the last shot was fired.

Smallpox has again broken out in the district. There are two cases in Rossland and last week a case was discovered in the big bunk house at The disease is of a mild type. The one case in evidence at Phoenix is that of a man by the name of Milkie, who had been ill at the Greenwood hospital, but who had been dismissed as cured. From Greenwood he went to Phoenix, where he went to work in the Granby mines, and shortly after his arrival there the smallpox virus developed and the telltale pits made their appearance. A quarantine was promptly placed on the bunk house, and all the miners who have been staying there are quarantined in the building.

Andrew Laidlaw has bought outright from R. C. Graham the Queen of Sheba in Carmi camp, up the West Fork of Kettle river. The claim adjoins the Butcher Boy, for which $50,000 was recently refused. The deal was made on behalf of George R. Thamer, president, of the Empire Lumber Company, Chicago. The articles of incorporation of Mr. Laidlaw's latest flotation, the Chicago Copper & Smelting Company, have been filed at Victoria. The head office is at Greenwood and the registered office at Chicago. The company is capitalized for $750,000, in one dollar shares. The company purposes undertaking the development of mining claims and the construction of a smelter. It has acquired the Arlington claim, on which the first payment was made. Chicago capitalists are interested.

The work of putting temporary bridges across the West Fork between here and Westbridge will be commenced next week. The Carmi townsite will construct one and the business men of that town another. The Beaverdell Townsite Company and the people of Beaverdell will also construct two bridges. Al. Cameron, G. O. Guise and the Blythe boys will put in the bridge at the first crossing. The Rambler people will put in another, and D. M. Wilkins has received sufficient money by subscription in Greenwood to complete the other two, with the assistance of W. McBoyle and others interested in the mines on Boomerang, Kelly and Cranberry creeks. The provincial government are keeping up their record in reference to the West Fork wagon road. Their policy may safely be termed "masterly inactivity."— West Fork News.

Death of R. T. Hodgson.

The announcement of the death of Ronald Tylston Hodgson, of Greenwood, which was received here about 9 o'clock Thursday morning, occasioned wide spread sorrow. He was well known in Midway and vicinity, having resided here for over two years, coming directly out from England to this place. Even to his most intimate friends the news came as a severe shock, for although the deceased had been ill for nearly three months his demise was not looked for as he was rapidly recovering from his severe illness. Not until Tuesday evening did matters take a very serious turn, but even then the attending physician was not without hope. The patient, however, became gradually worse, and during Wednesday was noticeably so. Then his medical attendant realized that the case was so critical, it was but a question of hours possibly before the end would come.

Typhoid fever was the cause of death. The late Mr. Hodgson had always been a strong vigorous man. He was just the type of physicial manhood that would have been picked upon as likely to be blessed with long life. The first approach of what has proved the fatal illness was felt nearly three months ago when Mr. Hodgson was suddenly confined to the house by an attack of illness which upon investigation proved to be typhoid fever of a very severe nature and for a short time the patient lingered between life and death but gradually growing better until it was hoped he would ultimately recover, if the disease should make no further headway. It was not to be, unfortunately. Hemorrhage after hemorrhage so weakened the constitution of the patient that when a relapse came to survive was impossible and at 3 o'clock Thursday afternoon, he died.

Mr. Hodgson was in his 20 year. He had been married five years and his widow survives him. His parents, five brothers and one sister live in England.

The funeral took place yesterday afternoon to the Greenwood cemetery. Rev. W. A. Robbins officiating.

BOUNDARY ORE SHIPMENTS.

The tonnage of ore shipped by the mines of the Boundary District during Nov. to 27th, so far as ascertained, is as under:

	TONS
Old Ironsides and Knob Hill group	18,110
Mother Lode	8,682
B. C.	3,890
Sunset	
Winnipeg	90
King Solomon	280
Snowshoe	
No. 7	60
Jewel	290
Total	31,192

Shipments during 1900 totalled 97,741 tons, and during the current year to October 31st, 305,976 tons, making an aggregate of 404,717 tons.

The Central Hotel

11th St., Midway, B. C.

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

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

The best of accommodation in every respect.

S. DAHL, Proprietor.

THE MIDWAY SAWMILL

Lequime & Powers, Proprietors.

Manufacturers of all kinds of

ROUGH AND DRESSED LUMBER

LATH and SHINGLES, SASHES and DOORS

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Telephone No. 12. Telephone orders receive prompt attention.

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	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.

W. H. WEBB,

Practical Wagon and Carriage Builder,

MIDWAY, - - B. C.

Repairing of all kinds promptly and neatly executed.
Carriage Painting a specialty.

THE ADVANCE

The Pioneer Newspaper of the Boundary District—only $2.00 per year.

Is prepared to fill all orders for Job Printing at lowest rates consistent with good work.

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Furniture,
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Large Stock. Low Prices.

T. M. GULLEY & CO.,

COPPER STREET, GREENWOOD.

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: : MIDWAY, B.C. : :

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

BEST BRANDS OF LIQUORS & CIGARS.

Furnace-heated and comfortably furnished rooms.

FIRST CLASS MEALS WELL SERVED.

Mrs. Dowding, Proprietress.

THE MIDWAY HARNESS and SHOE SHOP.

Those in need of first-class HARNESS, SADDLES, WHIPS, etc., can procure them here.

Special attention given to Ordered Work and Repairing.

ABEL HALLBERG, Prop.

FIFTH STREET, MIDWAY.

THE MIDWAY LIVERY FEED & SALE STABLE

Seventh Street, Midway,
Opposite Crowell's Hotel

JOHN J. FLOOD, PROPRIETOR.

This stable is equipped with a first class outfit of

Single and Double Drivers
Saddle and Pack Horses

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

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

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

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

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

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

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

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The MIDWAY COMPANY, Ltd.

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

Value of Molybdenum.

As much local interest has been aroused by the recent discovery of a considerable body of molybdenite—an ore of molybdenum—on the St. Paul group at Pitt lake, we take this opportunity of giving the particulars of this metal available.

The earliest experiments regarding the commercial use of this mineral were made in Germany about 1853, when Kurrer demonstrated that a combination of molybdenum with a salt of tin produced a pigment of a blue color. In dyeing silk this pigment showed a remarkable durability, but when applied to cotton it was inferior. At that time it was proposed to substitute this pigment for indigo, and we understand that the process employed by the so-called "Artificial Indigo" company, operating extensively in Europe, is to a certain extent the outcome of this suggestion.

In Canada, molybdenum is first mentioned in the Geological Survey Report for 1863, where it is noted as existent in a few places on the north shore of Lake Superior. The transactions of the American Institute of Mining Engineers also report its discovery, a few years later, in what was then Hudson's Bay Territory.

Turning to the use of molybdenum in other branches of industry, as is generally known its chief use is in the preparation of special steels. For this purpose it is used in three forms—(a) A dark blue, powdered metal, containing 95 to 99 per cent molybdenum; (b) ferro-molybdenum, with 50 to 55 per cent molybdenum; and (c) molybdenum-nickel, with 75 per cent molybdenum and 25 per cent nickel.

Its influence on iron is similar to that of tungsten, but the use of molybdenum on steel gives the steel a greater toughness, at the same time rendering it more readily worked when hot. Molybdenum steel also stands hardening better than that alloyed with tungsten. For tool steel, 2 to 4 per cent of molybdenum is added, for other qualities from 1 to 2 per cent.

Ores of molybdenum, which is never found in a native state, but generally in the form of molybdenite, a sulphate of molybdenum containing when pure 41 per cent of sulphur and 59 per cent molybdenum, have been discovered in many places, notably in Sweden where extensive deposits occur at Veslanfors and on Ekholm island. These deposits were worked up to 1897, but the price of the metal falling in that year mining was discontinued. It has also been reported from the Thames Goldfield, New Zealand, in Arizona and New Mexico, and more recently near Lake Chelan in the Okanogan district of Washington. A vein of molybdenite one foot wide, was found on the line of the White Pass railway, and a company formed at Skagway to work it. This deposit is noticeable as it is reported to contain $50 in gold to the ton.

The price of molybdenum having been discussed the following information regarding production and price in the United States is taken from Mining Industry:

1899—Molybdenite, production 89 short tons, value $50 per ton.
Molybdenum, production 9,550 lbs., value $50 per lb.
1900—Molybdenite, production 189 short tons, value $50 per ton.
Molybdenum, production 30,000 lbs., value $1.25 per lb.

No production was reported in 1889.

It may also be pointed out that ore unless running 42 per cent molybdenum is not purchased, although it may be concentrated to that desired tenor.

It will thus be seen that the market as yet is very limited, and care should be taken not to build too much on a present sale for a large quantity, although there are evidences of an increase in the near future. The projected institution of iron industries in this province will, if materialized, offer the most available market for local molybdenite, and it is satisfactory to know that we have at hand a supply for the manufacture of molybdenum steel.—Colonist.

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Worth $1.00, specially made to meet the climatic conditions of Western Canada, will be sent free to every yearly subscriber of the

WEEKLY FREE PRESS
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Cut out this advertisement and forward to Free Press with one dollar and receive Weekly Free Press for one year together with a handsome thermometer and barometer.

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Correspondence Solicited.

MINERAL ACT, 1896.

Certificate of Improvements.

NOTICE

READY CASH FRACTIONAL MINERAL CLAIM.

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

TAKE NOTICE that we, James McGee, free miner's certificate No. B2906, and E. D. Boring, free miner's certificate No. B2905, 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 21st day of August, 1901.

JAMES McGEE,
E. D. BORING.
17c

FOR SALE.

RANCH of 320 acres, situate one mile from Midway, 200 acres under cultivation, 80 acres of which is good timothy meadow. Plenty of water is provided by three good springs. There is also a beautiful young orchard on the place beginning to bear, good house, barns and outbuildings. For terms and particulars apply to

A. HOPPER, Midway, B.C.

= MIDWAY =
Riverside Addition.

Just a Word!

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

LOTS 50 x 125 FEET. PRICES REASONABLE.

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