THE ADVANCE.

ol. XVI, No. 23. MIDWAY, BRITISH COLUMBIA, MONDAY, APRIL 7, 1902. $2.00 per Year.

EOD & BROWN,
RRISTERS, SOLICITORS, ETC.
GREENWOOD, B. C.

NICHOLSON,
—: NOTARY PUBLIC,
ESTATE,
FINANCIAL AGENT
AND MINING BROKER.
McKINNEY, B.C.

LLETT. H. C. SHAW.
Hallett & Shaw
ARRISTERS, SOLICITORS,
Notaries Public.
Address: "HALLETT."
CODES: Bedford McNeill's, Moreing & Neal's, Leiber's.
NWOOD, B.C.

DR. SIMMONS,
DENTIST,
DELL BLOCK, GREENWOOD.
Phone 96, V. & N.

M. KERBY,
A. M. Can. Soc. C. E.
VINCIAL LAND SURVEYOR
AND
CIVIL ENGINEER.
AY AND GREENWOOD.

B. RICKARDS & CO.,
Real Estate
and
Insurance.
H STREET. MIDWAY, B. C

RT SMITH,
TONSORIAL ARTIST.
first-class Shave, Hair Cut, Sea Foam Shampoo, call at the above parlor. azors honed and ground.
H STREET, - - - MIDWAY, B. C.

W. DALRYMPLE
neral Blacksmith
FAIRVIEW, B. C.
Kinds of Repairing. Horseshoeing A specialty.

K CREEK HOTEL . . .
MOUTH OF ROCK CREEK
Pittendrigh, Mgr.
-CLASS ACCOMMODATION FOR GUESTS.
GOOD STABLING
Excellent Fishing on Kettle River.

JAS. H. BUSH,
NERAL BLACKSMITH
HORSE SHOEING
A SPECIALTY.
kinds of work executed to satisfaction of customers.

D. R. McELMON.
Practical Watch Maker,
EHOLT, B. C.
Good Tools, Plenty Material, and 30 years experience to do work correctly. . . .

Sold by All Newsdealers
J. W. PEPPER
Piano music Magazine
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—21 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.

Re-Engaging in Business.

I beg to announce to the inhabitants of Midway and surrounding district that I have purchased the entire stock of the Midway Trading Company, and will continue the business.

It shall be my earnest endeavor to carry a full line of goods usually found in a well appointed store, particular attention being given to procuring for my customers goods of the best quality and freshness, to be sold at reasonable prices. I hope by following out the lines mentioned to merit a share of public patronage.

Respectfully,

J. McNICOL.

Hotel Spokane,

Seventh St. - Midway.

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. [NO CHINESE EMPLOYED.]

THE
PIONEER HOTEL

GREENWOOD, - - B. C.

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

J. W. NELSON, Proprietor.

GREAT REDUCTION ! LOWER STILL

In order to save labor we wish to dispose of as much of our stock as possible before stock-taking. Although prices have been cut before we are still coming down.

Everything cut in all Departments.

DRY GOODS, CLOTHING, NOTIONS, BOOTS AND SHOES, SHELF HARDWARE, LAMPS, GLASSWARE

OUR MOTTO: Quick Sales and Small Profits.

A fresh stock of staple and fancy groceries arriving daily.

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

THE WATERLOO MINE

A Promising Camp McKinney Property That is Now Being Worked.

DESCRIPTION OF THE PROPERTY

The Waterloo Mining & Milling Company Was Recently Re-Organized and the Stock Placed on an Assessable Basis--- Mine Will Likely be in a Position to Keep its Mill Going Shortly.

As stated in our last issue we will this week give a description of the Waterloo mine at Camp McKinney, which, through the kindness of Capt. Howe, superintendent of the property, a representative of this paper was recently shown through.

The Waterloo is owned by the Waterloo Mining and Milling company of Spokane. The property was located in the spring of 1897. The surface ore afforded very fine specimens of free gold, occuring as plates in a dark blue coarse grained quartz. Preliminary work consisted of a shaft near the west end of the property, sunk to a depth of 46 feet. The ledge was then stripped towards the east and about 300 feet away a second shaft was sunk on a cropping of quartz containing free gold. This one was put down 80 feet and at the 60 foot level drifts were run 40 feet in an easterly and 250 feet in a westerly direction. After going 150 feet in this latter drift the ore body was encountered and was stoped out to surface, which, owing to the incline of the surface, was 85 feet. The drift was then continued 100 feet, but not quite far enough to reach the ore shown in the first shaft mentioned. Underneath the stope a winze was sunk to a depth of 40 feet and at the bottom of this the ore body has increased to 7 feet in width. The fact that this width has been attained at this depth is very encouraging indeed, as the vein wherever previously encountered only measured from 3 to 5 feet, and with its exceptionally high values if the ledge even carries out this width as depth is attained the Waterloo is destined to become a second Cariboo. The present work consists of sinking the shaft at the east end of the property to the 150 foot level, where a drift will be run west 50 feet and an upraise made to tap the ledge at the end of a drift run east from the bottom of the winze. Should this work prove the existence of the increased ore body the same method of development now being carried on will be continued, that is to sink to a greater depth, drift west and make another upraise, when if successful stoping will be commenced and the mill again put in operation, but not until such time as sufficient ore is in sight to keep the mill running for a considerable length of time will milling be resumed.

The present equipment consists of a 30 horse power vertical boiler, a small hoist and a No. 5 Cameron pump, supplied by the Jenckes Machine company.

The stamp mill consists of one 5 stamp battery, a 50 horse power boiler and a 40 horse power engine, a Johnson concentrator and a Blake crusher. In building the mill the ore bins, battery blocks and concentrator floor were all constructed with a view to enlarging the mill, hence the capacity of the battery can be increased to the stamps with very little trouble or expense. The tramway between the shaft and the mill is approximately 280 feet in length. Ore bins are to be built near the shaft and a good supply of ore may therefore always be kept in reserve.

The vein has a strike of W. five degrees N., and is almost vertical. The ore is a dark blue coarse looking quartz carrying heavy bands of sulphides (pyrites, blend and galena).

The result of the first months' run of the stamp mill after its erection in the fall of 1899 was a gold brick valued at $2,000.

About a year ago the funds of the company becoming exhausted, an appeal was made to the shareholders to voluntarily agree to pay an assessment of one cent per share to be paid in four payments, one payment on April 1st and the others the first of May, June and July, the company agreeing to repay the amounts so advanced from the first net profits of the mine, with six per cent interest, after the indebtedness of the company was paid off. This appeal met with hearty response, and considerable money was put into the treasury. However the amount received was not sufficient to go on with the work and the secretary of the company issued the following circular to shareholders:

"The trustees announce to the stockholders that the plan attempted to continue development by voluntary assessments of 1 per cent per share has failed, a sufficient number not responding to the proposition to justify going on with it. According to the promise in the circular, the money already paid in will be returned.

"The mine and mill are now closed down. Owing to the manner in which our recent mining was done (being more for prospecting the ore body than for permanent working), the handling of the ore was very expensive. The concentrator owned by the company is worthless and does not save the value in the ore, so that by using it, in connection with the expense of extra handling of the ore, the mill would not more than pay expenses. From the 15 days' run only $479-35 was caught on the plates.

"As stated in a former circular, the company is in debt. The debt is close to $3,000. The trustees see no way to save your property except by reorganizing into an assessable company. The large majority of the stock is owned by Canadians, and it is only fair that the new company should be a Canadian company and managed by those having the majority interest. So the trustees are ready to call any stockholders' meeting desired to vote on the question of reorganization. It requires a large vote to reorganize, viz., two thirds of the stock, hence we urge the Canadian holders to see to getting the stock registered and securing the needed vote.

"We can only say in conclusion that in our opinion the property is a fine one, and will yet make a mine. The ore is there in sight, but more work is needed to make it pay."

Last September the company decided to disorganize and reincorporate on an assessable basis, and later on this idea was carried out with its old capitalization of 1,250,000 shares at a par value of 10 cents per share, holders of stock in the old company getting an equal number of shares in the new. The stock was made assessable for 4 cents per share, payable at a rate not to exceed two mills per share per month. This assessment will bring the company about $50,000. Shareholders responded promptly, and sufficient funds were provided to resume work on the property. Capt. Howe, who has been successfully connected with the management of many well known properties, was put in charge with a crew of eight men, working two shifts, and from the large amount of work that has been accomplished during the comparatively short time since work was resumed the mine will soon be in a position to again resume milling operations. Not with simply enough ore in sight to supply the mill from day to day, but with large reserves that will guarantee its continued operation. The result of the completion of the present work mapped out will be looked forward to with interest as it will, to a certain extent, decide the future of the property. The first dividend on the Cariboo was paid out of $12 ore, and as there is little doubt but that the ore in the Waterloo will average $12 at least the mine should, under the present able management, be in a position before long to pay dividends and thus reward the shareholders for the faith they have expressed, in such a marked way, in the property.

Fourth Contingent Accepted.

OTTAWA, April 1.—A cable was received today from Rt. Hon. Joseph Chamberlain accepting Canada's offer of a fourth contingent of 2,000 men. The contingent will mobilize at Quebec in about six weeks' time. In addition to recruiting the men, 2,000 horses and saddles will require to be purchased in this country. A large portion of the officers will be selected from the non-commissioned officers of the Mounted Police, the permanent cavalry regiments and the active militia regiments. The procedure adopted will be to ask commanding officer of each regiment to make nominations Colonel Lessard will be asked to command the contingent.

RAILWAYS WILL BUILD

All Roads Will Shortly Lead to Midway.

A BRILLIANT OUTLOOK

For the Town During the Coming Summer--V. V. & E. to be Constructed--Survey of Midway & Vernon to be Completed by July.

VANCOUVER, B. C., March 31.—It is reported that a contract was entered into today between the Dunsmuir government and McLean Bros., contractors, of Spokane, for the construction of the Coast-Kootenay railway.

A cash subsidy of $4,000 per mile is to be given and a bonus of a million acres of land. Norman and Hugh McLean are in Victoria today fixing up the deal. It is understood that the contract will be submitted to the legislature in a joint bill with Mackenzie & Mann's Canadian Northern scheme.

The Coast-Kootenay road will connect with the Hill system at both ends. At the coast end it will join the Great Northern system now under construction from Liverpool, on the Fraser river, opposite New Westminster, to Ladner, and with a ferry system from Ladner to Sidney on Vancouver island. Connection with Victoria will be had by means of the Victoria and Sidney railway, while a branch will be run from the mouth of the Fraser to Vancouver. In the Boundary country the line will make connection with the Hill system to Spokane, known as the V., V. & E. and Washington & Great Northern.

This contract with the McLeans is practically a victory for the V., V. & E., as the McLeans obtained a charter for that line, and have been fighting bitterly in recent years against great odds and powerful opposition to get government aid.

The sudden reversal of the Dunsmuir government's opposition to the V., V. & E. is believed to be owing to the fact that it hopes to secure a favorable opinion from the public on the bill embracing both the Canada Northern and Coast Kootenay schemes, which it could not do with the Mackenzie & Mann contract alone. It is considered a clever move.

The announcement that McLean Bros. and the Dunsmuir government are arranging a contract for the construction of the Vancouver, Victoria & Eastern railway may be taken as marking the end of a most extraordinary and bitter railway fight.

In 1896 the first serious effort was put forward to secure the construction of a line that would connect the rich mining districts in the Boundary country with Vancouver and Victoria. The merchants of those two cities had seen Spokane take the trade of Rossland and then the Boundary, and they determined on the scheme of a direct line in order to attempt to divert some of the trade that was going to the vigorous capital of the Inland Empire. The McLean Bros. interested Dr. Carroll, Mr. Webster, Dr. Milne, the late J. C. McLagan, Lawyer McDonnell and several other well known men of the two coast cities, who put up the promotion expenses of the company which afterwards became known as the V. V. & E.

It looked plain sailing at first, and the Turner government, in 1897, was induced to bring in a bill to aid the construction of a railway from English bluff, near Vancouver, to Midway, via Penticton, a distance of 330 miles. The aid was to be at the rate of $4,000 a mile, and the promoters of the V. V. & E. hoped also to get a subsidy from the Dominion government at Ottawa. The bill passed the house. But that early success was about the only one the V. V. & E secured in the five years following until last week.

The Canadian Pacific railway succeeded in blocking the V. V. & E. project with the Dominion government at Ottawa.

Then Mackenzie & Mann entered upon the scene. They became largely interested in the V. V. & E. In 1898, when the dream of an "all Canadian route to the Klondike" still had attractive powers in the Dominion, the Turner government widened the scope of its railway policy and brought in a

(Continued on page 2.)

A Chinaman living near Nelson committed suicide a few days ago. It is to be hoped the fad will become popular among the Celestials of this province.

Joe Martin is credited with having stated at a Masonic banquet in Vancouver recently that he would defeat the government after the redistribution bill had passed and at once appeal to the country.

Previous to the recent rich finds of gold in Idaho a man would have been indignant if told to go to thunder; now he looks upon it as a piece of good advice if told the same thing. Circumstances alter cases.

The people of the Fraser valley favor the V. V. E. At a meeting held at Langley last week the following resolutions were passed:

"Whereas, while apathy and neglect are apparent on every hand in the Fraser valley, where much money has been expended in partial development, closer connection with the markets by means of the Coast-Kootenay railway will establish our position, cause a very large influx of settlers and progress and contentment will reign:

"Be it resolved, that the government of British Columbia be urged to at once either take action to construct and operate the first section of the proposed railway as a government work, or otherwise permit some other concern to take up the work of construction under proper conditions of control by the government of freight and passenger rates.

"And be it further resolved that this meeting is of the opinion that the V. V. & E. R. R. Co. would do the work and operate the road more to the advantage of the country than any now in existence.

"Whereas, so far the government has not taken any active measures towards entering upon the construction of the first section of the Coast-Kootenay railway.

"And whereas, the district east of Langley prairie is heavily handicapped through the lack of railway connection with the coast cities.

And whereas, in the matter of land values through the inaction of the government in not going on with the projected Coast-Kootenay railway or allowing some other company to do so, the above described district is most unfairly discriminated against, in that without the railway connection it is impossible to obtain capital to clear up and develope our lands;

"And whereas, the value of imported agricultural products is rapidly increasing every year, the last available statistics showing upwards of $5,000,000 per annum, while large areas of choice lands are permitted to be wild, unproductive and undeveloped.

"And resolved that the above resolutions be adopted;" carried.

It was also moved by A. Beaton, and seconded by J. P. Swanson:

"That the residents of Otter, Aldergrove, etc., in mass meeting assembled, view with alarm the proposal to heavily subsidize the construction of the Canada Northern while the Coast-Kootenay is neglected.

"And be it further resolved, that when the matter is again brought up in the House the member for Delta riding, Mr. John Oliver, be directed to oppose its passage." Carried unanimously.

All that is necessary to rid a town of Chinamen is for the residents of the place to tell them they are not wanted. That is enough. The words have a magical effect if they come from the entire population of the place. The thing can be done quietly. No violence is required. John knows when his presence is distasteful and does not long stay in a place where his absence would be appreciated by the entire community. But let a few of the residents of any place pet the Celestial and express their deepest sympathy for him, and to get him out of a place is a more difficult task than to subdue the wily Boers in South Africa. Phoenix—Oh! enviable town in this respect—told the Chinamen to go, and, without considering the order of their going, went, never to return. Phoenix is a Chinaless town, and deserves praise for its worthy action that prompted these demoralizers of labor to migrate. Now word comes from Atlin of a similar occurrence to that which took place in Phoenix a few years ago, and shows clearly that any town that harbors Chinamen has no one to blame for the misfortune but themselves. The following explains itself:

As an indication of the feeling among the citizens of Atlin regarding the importation of Japanese laborers by the Atlin Mining company, of which R. D. Featherstonhaugh is manager, the Japanese arrived on Thursday night and left for the coast on Saturday morning.

Hardly a day passed during the last two weeks without an indignation meeting, and the final outcome of the unanimity of feeling was a meeting Friday, when a hundred and fifty miners from the creeks of the district marched into Atlin, with the intention [illegible] miners marched in a body to McKee creek, and after a consultation between the committee of miners and the Japanese, little trouble was experienced in persuading the Orientals that their room was better than their company, with the result above stated.

It is a noteworthy fact that neither force nor violence was resorted to; not one man among the whole 150 had a gun in his possession, their intention being that the laws of the land should be strictly adhered to.

There is a general feeling of gratification now among the people that the question of Oriental labor in Atlin has been settled, and it will fare hard with any other company who attempts to trifle with public sentiment by importing Oriental labor into Atlin. Serious trouble will doubtless follow any further attempt in this direction. A gang of white men have taken the place of the Japanese on the work to be started for this company.

RAILWAYS WILL BUILD.

(Continued from page 1.)

railway aid bill, providing not alone for the Coast-Kootenay railway, but also for a line from Robson to the United States boundary, approximately 80 miles, and further for a road from Teslin lake to the British Columbia coast of not more than 400 miles.

The aid in every case was to be $4,000 a mile, with the understanding that the Dominion would give a subsidy to each line. Mackenzie & Mann entered into a contract with the government at Victoria to construct the line from Vancouver to Midway and also the road from Teslin lake to the coast. They at once started work on the portion of the Coast-Kootenay railway from Penticton to Midway, and during 1898 it is reported they spent $12,000. The subsidy was repealed by the Semlin ministry, 1898.

Mackenzie & Mann then withdrew from the province and placed all their attention upon the construction of the Ontario and Manitoba portions of what is to be the new transcontinental line known as the Canadian Northern railway.

For a time the Coast-Kootenay scheme languished, though the Mc Leans and their friends still held on to their charter and believed all would come right. The Canadian Pacific, during this period of quietude, showed the greatest activity.

Two years later James J. Hill entered the arena, and the fight has since been conducted on lines mapped out by the Great Northern president.

And now people are asking, what will the Canadian Pacific do? Or, has some arrangement, perfectly satisfactory to the Canadian Pacific and the Great Northern, but unknown to the people, been entered into between the two great roads, and the fight for the Coast Kootenay line been allowed to die suddenly by mutual consent?

It is reported on what is considered reliable authority that the final survey of the Midway & Vernon railway will be completed by July. It is stated that Jas. Coyle, C. E., who is under contract to complete the work by that date, is now in Spokane completing all arrangements for commencing the work immediately and rushing it to completion, and it is now confidently expected that the work of construction will be well under way before many months.

Requires Many Men.

Few people, who have not actually run a blast furnace, realize what it means to fill the capacious maw of one of those monsters. A stack of 200 tons daily capacity, running on 50 per cent ore, must have delivered to it each day something more than 200 tons of ore, 250 to 300 tons of coke, and over 100 tons of limestone, besides sand, coal and minor supplies—say 900 tons raw materials. Add the 200 tons of pig iron product shipped out, and we have a daily freight movement of 1,100 tons, taking no note of the disposition of the slag. The mining of the ore requires the labor of 150 to 300 men; the coal mining, coke making, quarrying of limestone and transportation, at least 300 more. The furnace itself employs about 150 or more hands. Starting up a furnace of ordinary capacity, therefore, calls immediately for the labor of nearly a thousand men; for the use of at least a thousand railway cars and many locomotives; for perhaps several steamers and vessels on the lakes; for capital, from the mines to the pig iron, of from one to two millions of dollars, and last, but not least, for a high order of managing ability.—Engineering Magazine.

Will Rest in B. C.

MONTREAL, April 3.—Arrangements have been completed for the shipment of the remains of "Father Pat" Irwin to British Columbia, and they will leave on the C. P. R. express in the morning. It is stated that the family of the deceased will erect a hospital at some point in British Columbia, probably New Westminster, as a memorial of the deceased.

A good buckboard for sale. Enquire of W. H. Webb.

S. C. W. Leghorn Eggs for sale, $1.50 per setting of 13. Mrs. C. E. PITTENDRIGH, Rock Creek.

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.

TORONTO, NO. 2, GALENA AND BONES FRACTIONAL 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 19th day of March, 1902.

21c C. 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

NOTICE OF FORFEITURE.

To D. McKay, Esq., of Keremeos, British Columbia.

Take notice that I have done on the "Valley View" mineral claim situate on the West side of Keremeos Creek in the Osoyoos Division of Yale District, the work required by section 24 of the Mineral Act for the two years which expired on Oct. 24, 1900 and 1901 respectively, and have duly recorded the certificate of work:

And further take notice that if, at the expiration of 90 days from the date of the first publication of this notice in the Midway ADVANCE, you, a co-owner, fail to contribute your proportion of the expenditure required by said section 24 in respect of such work, namely $102.50 together with all the costs of advertising, your interest in said mineral claim shall become vested in me upon filing with the mining recorder of said mining division the notice and affidavit required by the "Mineral Act Amendment Act 1900."

Dated this 1st day of January, 1901.

9re MALCOLM C. McAULAY.

NOTICE OF FORFEITURE.

To J. C. Reilly, W. B. Reilly and J. M. Judd, of Loomis, Washington:

TAKE notice that I have done on the Rock Creek Mineral Claim, situate on Rock Creek, in the Osoyoos Division of Yale District, the work required by Section 24 of the Mineral Act for the year which expired on August 16, 1901, and have duly recorded the certificate of work for this and the two years preceding.

And further take notice that if at the expiration of 90 days from the date of the first publication of this notice in THE MIDWAY ADVANCE you, co-owners, fail to contribute your proportion of the expenditure required by said Section 24 in respect of such work, namely $53.75, together with all the costs of advertising, your interest in said mineral claim shall become vested in me upon filing with the mining recorder of said mining division the notice and affidavit required by the Mineral Act Amendment Act, 1900.

A. MEGRAW.

Dated this 6th day of March, 1902. 19re

Dr. R. Mathison,

—: DENTIST.

NADEN--FLOOD BLOCK - GREENWOOD.

Mineral Act, 1896.

Certificate of Improvements.

Notice.

ROLLO AND KING 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 Robert R. Hedley, free miner's certificate No. B50575 and for Paul Johnson, free miner's certificate No. B40251 and Frank Fletcher, free miner's certificate No. B50569 and 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 claims.

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

Dated this 18th day of Jan., 1902.

13c C. DEB. GREEN.

MINERAL ACT, 1896,

Certificate of Improvements.

NOTICE.

SILVER STAR MINERAL CLAIM.

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

TAKE NOTICE that I, Forbes M. Kerby, as agent for T. W. Stack, freeminers' certificate No. B42481, T. A. Howard, free miner's certificate No. B42692, and Chris. McDonell, free miner's certificate No. B62604, intend, sixty days from the date hereof, to apply to the Mining Recorder for a certificate of improvements, for the purpose of obtaining a Crown Grant of the above claim.

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

Dated this 18th day of November, 1901.

12c FORBES M. KERBY.

Mineral Act, 1896.

Certificate of Improvements.

NOTICE.

LEGAL TENDER AND FREE COINAGE MINERAL CLAIMS.

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

TAKE NOTICE that I, Forbes M. Kerby, as agent for T. W. Stack, free miner's certificate No. B42481, T. A. Howard, free miner's certificate No. B42692, James Price, free miner's certificate No. B42573, and Chris. McDonell, free miner's certificate No. B42609, 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 18th day of November, A. D. 1901.

12c FORBES M. KERBY.

A. WENRICK

TOWN SCAVENGER

Teaming of all kinds done at Reasonable Rates.

MIDWAY - - - B. C.

8tf

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.

CROWELL'S HOTEL . . .

THE BEST HOTEL IN MIDWAY.

Headquarters for Railroad, Mining and Commercial Men

First Class Livery Stable in Connection with Hotel.

S. A. CROWELL, Prop.

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.

F. H. CAREY
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.

SCENIC LINE.

DIRECT LINE EAST	LOWEST RATE WEST
Winnipeg	Vancouver
Toronto	Victoria
Ottawa	Seattle
Montreal	Portland
New York	San Francisco

Via Soo Line

St. Paul, Chicago and all United States points.

TOURIST SLEEPER SERVICE

EAST—Leave Kootenay Landing Tuesday and Friday for St. Paul, Toronto, Montreal, Boston.

WEST—Leave Revelstoke daily for Vancouver, Seattle and the coast.

HOME SEEKERS

Excursion Tickets on sale, westbound March 1 to April 30.

Through bookings to Europe via all Atlantic lines. Prepaid tickets from all points at lowest rates.

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.

AL AND DISTRICT.

Guise, merchant, of West-ove down to Midway today.

Donald and Allan Gillis, of ek, were in Midway on Thurs-

r. McRae, of Greenwood, con-vine service in Midway yes-

Chambers, of the Golden Era, to establish a weekly paper at ng.

llard, of Mojave Desert, brother of Mrs. Dr. Jakes, sit to Midway last Monday.

is progressing very favorably iverside mine under Superin-Johns. It is reported that al. 000 tons of ore are ready for t.

R. P. Murray, for the past 18 pastor of the Presbyterian ere, left last Thursday for the d after a short stay there will his old home at Nova Scotia.

F. Godenrath, who for the v months has been in the east ring to dispose of small tracts on the Covert estate, is expect-eturn to the district in a few

has been received that Geo. em will arrive in Molson from ork about the middle of May. hem intends to start develop-ork in the Poland China mine at place.

e annual meeting of members Greenwood Board of Trade, 2nd inst., G. R. Naden was ed president and W. G. Gaunce y. The members of the coun-also re-elected.

Venner, recently from Vernon, through on Saturday on his Camp McKinney, having been ed provincial constable there ession to Wm. Brent, who left weeks since on his return to Africa. Venner was a member Strathcona Horse.

R P. Murray was called upon ek to conduct the funeral ser-f Mrs. John Chadler, whose took place last Tuesday at her near Chesaw. Deceased was 65 old, and had been a resident of istrict for about two years. She mourn her loss a husband, a Vm. Chadler, and a daughter, Kirkindall.

Grand Forks Driving Park and ic Association has decided to ver $4,000 in prizes for the big eet to be held there on July 1st d. The programme will be one best ever presented in the inter-d already many inquiries have received from Butte and other centres in the west. The new ile race track here will be com-this spring at a cost of $12,000.

h McRae, of Princton, was in y last week on his way to Ross-Mr. McRae, together with his er, owns the Olympia claim on dy mountain, which THE AD s made mention of last week as rich in platinum. The name of roperty has been changed to the lton. McRae Bros. are now en-in sinking a shaft on the proper-nch is down over 30 feet. The which was about two feet wide surface has widened until the haft shows only one wall. The e is a dioritic feldspar with some z, and carries besides platinum gold and copper. How the pla-occurs it is impossible as yet to ut it appears probable that it is ated with a magnetic iron, which tributed in varying quantities gh the ore.

police of Greenwood were last nesday looking for the perpetra-a theft which had unusually sus-s surroundings. The evening e Dr. Oppenheimer's surgery was ed whilst that gentleman was ding the entertainment given by Phoenix minstrels, and several cal instruments abstracted that it likely a novice in their use would taken. At the same time some roform and some ether were also n from a case, the lock of which forced to admit of their being re-ed. The theft was discovered be-midnight, and the police were rmed of the occurrence. Next ning a man going up to the Moth-ode mine in search of work found instruments, which had the appear-e of having been used since they e taken from the possesssion of the er, uninjured and carefully placed conspicuous position so that the passer by could not fail to see m. The inference is that they were en for use in an attempt to procure rtion, and were placed where nd so that the owner would soon r of their whereabouts and recover m. So far no clue to the identity the guilty party has been obtained.

Don't Throw Them Away.

t is just like throwing away money, en you throw away the SNOW OE TAGS which are on every plug Pay Roll Chewing Tobacco. Save em and you can have your choice of handsome presents. Tags are good to Jan. 1, 1903. Write for our w illustrated premium Catalogue. e Empire Tobacco Co., Ltd. Win-peg Branch, Winnipeg, Man.

Due		Close
4.10 p. m.	All Coast points Pts. Crow's Nest R. R. Eastern Canada Spokane Rossland Nelson Fairview Penticton Vernon, etc. Cascade Grand Forks Phoenix Eholt Greenwood All pts. East & South	1.30 p. m.
Wed., Fri. & Sundays 2.30 p. m.	Camp McKinney Rock Creek All West Fork points	Tues., Thurs. & Saturdays 8.30 a. m.

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

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

ED. A. HAIN,
Postmaster.

The installation of furnace No. 2 in the Greenwood smelter is almost completed and will soon be ready for the reduction of ore. What will delay matters some will be the putting in of a new crusher at the mine. This is being done and the delay will be a matter of only a few days. The No. 2 furnace is a duplicate of the No. 1. The latter handles from 425 to 450 tons per day and when the new furnace is in operation 800 tons every 24 hours can easily be reduced. With the Grand Forks smelter turning out 1,500 tons and the Greenwood plant 800 tons per day the Boundary output during the present year should be large. The pyritic smelter will soon be ready for operation and when this is an accomplished fact the combined Boundary smelter capacity will be something over 2,500 tons per day. Four furnaces are now in operation at the Granby smelter, which brings the capacity up to 1,500 tons daily.

SEED POTATOES

Extra Early Bovee, Rose of the North, American Wonder, Early Rose and Pride of Midway.

For first class seed of the above choice varieties of Potatoes apply to

W. H. NORRIS,
Midway.

The Vancouver and Boundary Creek Developing and Mining Company, Limited Liability.

NOTICE is hereby given that forty days after date it is intended to remove the office or principal place of business of the above Company from Penticton to Greenwood.

ROBERT WOOD,
President.

Dated this 1st day of March, 1902. 18b

MINERAL ACT.

Certificate of Improvements.

NOTICE.

ANACONDA MINERAL CLAIM.

Situate in the Kettle River Mining Division of Yale District. Where located: At the mouth of Baker Creek.

TAKE NOTICE that I, Forbes M. Kerby, free miner's certificate No. B40827, for myself and as agent for Charles Hamilton, free miner's certificate No. B36333, and Wm. Reilly, free miners' certificate No. B41594, and Ainsley Megraw, free miner's certificate No. B36349, intend, 60 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 6th day of December, 1901.

20c FORBES M. KERBY.

MINERAL ACT.

Certificate of Improvements.

NOTICE.

ARIZONA MINERAL CLAIM.

Situate in the Kettle River Mining Division of Yale District. Where located: Graham's Camp.

TAKE NOTICE that I, Forbes M. Kerby, as agent for T. W. Stack, free miner's certificate No. B42481, and Chris McDoncll, free miner's certificate No. B42569, 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 22nd day of February, 1902.

20c FORBES M. KERBY.

NOTICE OF FORFEITURE.

To J. F. Williams, Daniel Lynch and others interested in the Mammoth and Hilltop Mineral Claims, situate in Boomerang Camp, in the Kettle River Mining Division of Yale District.

TAKE notice that I have expended on each of the above mentioned mineral claims, in labor and improvements, the sum of $100, and the sum of $5 for recording the certificates thereof, such expenditure being required to hold the said claim, under the provisions of the Mineral Act, for the year ending July 3, 1901. And if within ninety days from the date of this notice you fail or refuse to contribute your proportion of such expenditure, together with all the costs of advertising, your interests in said mineral claims shall be liable to forfeiture as provided by the Mineral Act Amendment Act, 1900.

WILLIAM KELLY.

Dated this 10th day of March, 1902. 20re

BOUNDARY ORE SHIPMENTS.

The tonnage of ore shipped by the mines of the Boundary District during 1901, is as under:

	TONS
Old Ironsides and Knob Hill group	231,762
Mother Lode	99,548
B. C.	47,517
Sunset	800
Winnipeg	1,040
King Solomon	850
Snowshoe	1,731
No. 7	665
Jewel	325
Sundry small shipments	2,500
Total	386,738

Shipments during 1900 totalled 97,837 tons, and during the year 1901, to December 31st, 386,738 tons, making an aggregate of 484,575 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.

CITY BAKERY

PETERSEN & CO., - Proprietors.

. . MIDWAY, B. C. . .

GOOD ASSORTMENT OF

Fresh Bread, Cakes and Confectionery

Fruits, etc., always in Stock.

Try our Lunch Parlors for a good meal. Meals at all Hours.

GIVE US A CALL.

THE

MIDWAY SAWMILL

Lequime & Powers, Proprietors.

Manufacturers of all kinds of

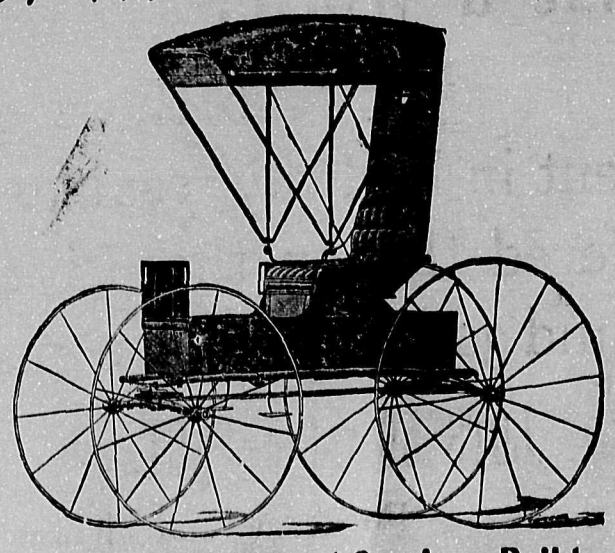
ROUGH AND DRESSED LUMBER

LATH and SHINGLES, SASHES and DOORS

Band Sawing and job work done to order

Telephone No. 12. Telephone orders receive prompt attention.

W. H. WEBB,



Practical Wagon and Carriage Builder,

MIDWAY, - - B. C.

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

T. M. GULLEY & CO.

Furniture,
Carpets,
Linoleums.

FUNERAL DIRECTORS and EMBALMERS.

Large Stock. Low Prices.

T. M. GULLEY & CO.,

COPPER STREET, GREENWOOD.

Lancashire House,

: : MIDWAY, B.C. : :

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

BEST BRANDS OF LIQUORS & CIGARS.

Furnace-heated and comfortably furnished rooms.

FIRST CLASS MEALS WELL SERVED.

Mrs. Dowding, Proprietress.

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 HALBERG, 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.

Books Magazines and Stationery

THE **MIDWAY NEWS DEPOT**

THOMAS WALKER, Proprietor.

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

Latest shades and patterns of Wall Paper now in stock.

Seventh Street, Midway.

Candies Canned Goods Biscuits

MIDWAY, :=: B. C.

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

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

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

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

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

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

Business, residence and garden lots at low prices and on easy terms.

Send for Maps, Prices, and full particulars to

A. M. WOVENDEN, Sec.,
30 St John Street,
Montreal, P. Q.

The MIDWAY COMPANY, Ltd.

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

The Plain Truth.

All sorts of obstacles are being placed in the way of the construction of the V. V. & E. railway in its attempt to get through the Boundary country. The company has built its tracks up to the lines of a certain ranch and are prevented from going further by an armed band of deputy sheriffs. This does not seem to be the proper spirit to show on the part of the people of the Boundary country. For several years the residents of that section, and particularly of Grand Forks, have been anxious to secure a competing line so that they might have the bene which it would bring. Twice attempt to secure a charter for the road was defeated in parliament, although the Boundary people sent delegates to the seat of government to assist in securing the charter, who made personal appeals to the government to grant their prayers. The attempts were balked, and mainly through the influence of the Canadian Pacific railway, which last year received $400,000 for the transportation of ore and supplies from one Boundary company. Now that the V. V. & E. is built into the Boundary and is carrying on the extension of the enterprise without either a subsidy of money or land it is opposed by some who will be most benefitted by its completion and by the advent of a competing line.

Mr. Hill has evidently made an unwise move. Had he asked for a subsidy from both the province and the Dominion and half of each of the townsites which he passed through he would not have been opposed; on the contrary, he would have had the path of his builders smoothed, instead of obstructed, and he would have been welcomed by public ovations and brass bands.

It would appear from the obstructive tactics that are being used that all the talk and fuss which the people of the Kettle river valley made to the effect that they were apparently anxious to secure the benefits of railway competition, were mere pretenses and that they are satisfied to go on forever paying the present exorbitant transportation rates to the C. P. R. They do not want cheaper rates for the haulage of their coke, ore and supplies, and apparently, judging from their actions, are anxious to be left with only one railway. If this is what they want no effort should be made to help them.

We believe, however, if Mr. Hill would pull up his survey stakes, refuse to go on with his railway and leave them to present conditions, they would in a few days be sending delegations to St. Paul to interview him and petition him to go on with his enterprise and at the same time would promise that no more obstructive tactics would be resorted to. There are many, however, who believe that the C. P. R. is at the bottom of the obstruction and that this company is behind the Hot Air line, which is partially responsible for the delay which is now being experienced in the forward operations of the V. V. & E.—Nelson Miner.

Murder at Northport.

A despatch from Northport of last Monday's date says: About three o'clock today Ernest Lutz shot and killed Thomas Kane and wounded John Lacasse. The difficulty occurred on Onion creek, about eight miles southwest of Northport. Ernest Lutz and John Lacasse are neighboring ranchers, their lands adjoining. Thomas Kane is a member of the firm of Kane Bros., who are running a sawmill on Onion creek. John Lacasse, Thomas Kane and C. Kelly were engaged in surveying and staking the line marking the boundary between the ranches of Lacasse and Lutz. While they were thus engaged Lutz appeared and ordered them off his ground, claiming that they were driving their stakes more than 200 feet in on his property and warned them that if they did not leave he would kill them. He then went to his house and came out with his rifle and again informed them that he would kill them if they did not quit driving stakes on his land. They refused to leave, when Lutz commenced firing, and the first shot struck Kane in the breast, killing him instantly. Another shot struck Lacasse in the hip. Lacasse made his way to a nearby camp and Kelly came to Northport for a physician.

The deceased Thomas Kane was four years ago a member of the firm of Kane Bros., general dealers, at Erie and Craigtown. About three years ago they sold their business and since have been engaged in lumbering and in the getting out of wood, and this year had the contract of supplying the Northport smelter.

Injured at Eholt.

Peter Pollock, a young man employed at Eholt by the C. P. R., met with an accident on the 3rd inst. which has resulted in the loss of part of his left leg. With other men he was engaged in loading car wheels, and the last one was being put on the car when it slipped and crushed the unfortunate man's leg against the rail of the track. Dr. Spankie was sent for and he had the sufferer removed to Greenwood, where on Friday morning he amputated the injured limb between the knee and ankle. Pollock is reported to be getting along as well as can be expected.

The Midway Pharmacy

We carry a full line of

Drugs, Chemicals, Drug Sundries,

School Supplies, Stationery,

.....AND.....

Fishing Tackle.

MAIL ORDERS PROMPTLY ATTENDED TO.

A. F. THOMAS, Proprietor.

R. H. PARKINSON,

Provincial Land Surveyor.

Architect and Civil Engineer...

Financial,
Real Estate,
Insurance and
Mining Agent.

NOTARY PUBLIC.

Fairview Townsite Agent.

...ADDRESS...

R. H. PARKINSON,
FAIRVIEW, B. C.

Correspondence Solicited.

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. 83916, and E. D. Boring, free miner's certificate No. [illegible], 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.

17o

Commercial Job Printing

— AT —

THE ADVANCE

- MIDWAY -

Riverside Addition.

Just a Word!

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

LOTS 50 x 125 FEET. PRICES REASONABLE.

For terms and all other information apply to

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