THE ADVANCE.

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

HILL WILL BUILD

The Great Northern Expects to Reach the Boundary This Fall.

MIDWAY IS TO BE THE POINT

At Which the Great Northern Will Connect With the Coast-Kootenay Railway—Construction to Commence at an Early Date.

In reply to an inquiry Mr. J. J. Hill, president of the Great Northern railway, wired the following announcement to the Spokesman-Review:

ST. PAUL, Minn., April 24.—Spokesman Review, Spokane, Wash.—Your message received. We expect to connect with Canadian line at Boundary and have connection with Republic and Kettle river districts in operation this fall.

JAMES J. HILL.

In reference to the above telegram the Review says:

The Great Northern branch to Republic, via the Spokane Falls & Northern road and the Kettle river route, to be built and in operation this year, is what this message means. It is the first definite and authoritative announcement President Hill has made of his plans. Its importance is probably realized by most of the people of this city and the mineowners of northeastern Washington.

But the message means even more. It refers to "Connection with the Canadian line at the boundary." This line is the Victoria, Vancouver & Eastern, the proposed Mackenzie & Mann road, which Mr. Hill is said to control. This road is to be built under a Canadian charter. It is to run from Midway to the Pacific coast, probably to Vancouver, B. C.

Yesterday an Associated Press dispatch from Victoria told that the provincial government had announced its railroad policy and that for this road a bonus of $4,000 per mile would be given the constructors. This bonus is to be paid when the road is completed, which must be before January 1, 1904.

The eastern terminus of the road being at Midway and the Hill road on this side of the line having its western terminus there, means that this new British Columbia road from the coast must connect with the Great Northern main line at Spokane. This means another road to the Coast from this city.

The Coast-Kootenay line, as the V., V. & E. is sometimes spoken of, will open up and make tributary to Spokane a vast and rich country lying south of the main line of the Canadian Pacific and along the international boundary.

But it is in the road to Republic that Spokane is particularly concerned at this time, chiefly because of the benefit which will arise from its immediate construction. Mr. Hill's telegram naming Midway as the terminus, or rather junction point, leaves no doubt that the route to Republic will be via Kettle river.

The news that construction would start has been anticipated for several weeks. As was then pointed out in The Spokesman-Review, the obstacle on the other side of the line, the necessity of a Canadian franchise, has been removed by the deal by which Hill secured control of the V., V. & E. On this side the trouble over crossing the Indian allotment has also been settled.

As has also been printed, the surveyors, three large camps, are at work laying out the line along Kettle river and Chief Engineer Stevens is personally inspecting the route. Rails have been bought according to another Great Northern authority and bid from contractors are to be asked in the immediate future.

To put the road through to Republic by fall, as Mr. Hill says, will require a large force of men. In the natural order of things their supplies will be purchased here and here the laborers will come to spend their money. Probably with the construction of the Republic branch there will be much done in the way of improving the present roadbed of the Spokane Falls & Northern, especially between here and Marcus, or some point in that vicinity, where the Republic line will branch off.

President J. J. Hill telegraphs the Spokesman-Review that the Great Northern "expects to connect with a Canadian line at the boundary and have the connection with the Republic and Kettle river districts in operation this fall."

This is cheering news for Spokane and the north country. It means immediate and enduring benefits. It means the speedy expenditure of great sums in railway construction, with all that implies of employment for thousands of wage earners. It means that Republic is to have a railway; that the camp is to take on renewed life and Spokane and other mineowners are at last in a fair way of realizing on their ore bodies.

But it has a greater and more important meaning—that Spokane and the Inland Empire are to have another outlet to the coast. When Mr. Hill speaks of his connection with a Canadian line he means the Victoria, Vancouver & Eastern, a strong combination organized to build a railroad from the British Columbia coast to Midway in the Boundary district. The British Columbia government has definitely announced its purpose to aid this enterprise with a cash subsidy of $4,000 per mile.

This bears out the policy announced nine years ago by President Hill, when he was seeking a right of way through Spokane, of making the Great Northern a delta railroad, with terminals at various coast points. Apparently Spokane is to be the point of confluence for a number of these delta lines.

It throws a revealing light on Mr. Hill's large expenditure for big depots and extensive grounds in this city. It is planned that Spokane shall continue the most important point between St. Paul and the coast. It is the growing gateway of a growing system of transcontinental lines and their branches and connections.

It would be difficult to overestimate the importance of Mr. Hill's announcement. The connections he mentions will put Spokane in direct connection with the wonderful mineral country along the border between Washington and British Columbia. It means a branch line to Republic and doubtless another branch into the Okanogan district. And there is reason to believe that it means ultimate railway connection with Alaska.

There is little doubt that these great plans will be hurried to execution. Mr. Hill is slow to reach important conclusions. But once the resolution seizes, he strikes with tremendous vigor. We may expect some record breaking in railway construction this summer.

Big Game of British Columbia.

W. C. Pound, taxidermist, of Vernon, who is well known to hunters of big game in the interior, has written for the Northwest Magazine of St. Paul and Winnipeg the following article:

No new knowledge is imparted when it is stated that the moose is the largest and most ungainly in form of all the deer family. The average weight of the adult male may be given as 700 pounds, although they attain to twice that weight. These animals are characterized by a short body, a very short tail and neck, and a prodigiously long, ugly head with a projecting nose or upper lip, which gives them a revolting look. They have enormous ears, short, spreading, palmated antlers (on the males only) and very long legs—to which they are indebted for their great height, about six feet at the withers, or even more in extreme cases.

The male moose, and sometimes the female, is furnished with a pendulous appendage under the throat; it may vary in length from four to 10 inches, and it is covered with long, coarse, black hairs. This "bell," as it is called by hunters, is not found on the young male, and it disappears when the animal gets old and his vigor and vitality are on the decline; so that it is generally confined to the male moose in the prime of life—although, as stated, in rare instances it is found on the female coat.

The summer coat of the moose is of soft, fine, firm hair; while the winter coat, which is at first short, fine and glossy, as the season advances becomes coarse, open, non-elastic and rather fragile. During the winter the moose has an abundant under coat of fur, and the early winter coat, when in the prime of life, may be said in general to be black. Towards spring it fades very considerably—more on the aged than on the younger specimens.

The rutting season in the lower latitudes commences in September, although the females do not reciprocate until October. During the interval the bucks are almost beside themselves, and are avoided by the females. At the proper time the female seeks a companion, and they retire to some secluded spot and spend the honeymoon together, quite contented in each other's company. They are more strictly monogamous in their habits than any other of our deer family, or, indeed, most other quadrupeds.

British Columbia moose range from the Canadian Pacific railway line north and west from Sicamous to the coast and far into Alaska. They are not very abundant, nor are they very often seen within 100 miles of the Canadian Pacific railway. The only one I have heard of in the vicinity of Vernon, for years was killed last year near Ducks by a Mr. Marten. It was a magnificent specimen, and is now in my possession. Others have been killed in the Cariboo district of late years, but the miners and hunters have now driven them to other haunts. Of the American elk, much could be said, as they have occupied a wider range than any of the deer family. The elk was found in every part of the United States, in Northern Mexico, and used to be abundant in Ontario, Quebec and Labrador. In the interior he was found as far north as the 59th or 57th degree north latitude; but, like the bison, he fled before the approach of civilization, and sought safety in seclusion. As much as possible, though, they remained in mountainous regions and deep forests long after the bison had been driven away by the occasional presence of the white man.

They are smaller in size than the moose, and too well known to go into detail of color and habits. Of all known deer the male American elk is provided with the longest and most graceful and symmetrical antlers, which are also most effective as both weapons and shields. Not only the beams, but the tines also, are cylindrical in form, although on adults they are more or less blunted towards the ends. The antlers are grown on pedicels, which rise somewhat obliquely from either side of the crown of the head to the height of three inches, more or less; and, like all the deer family, they fall off annually about the month of January. Late-born fawns carry their antlers later. Caribou in this country lose their antlers the latter part of December, but the cows carry their antlers until spring.

In this country their range is almost limited to Vancouver Island. It is 15 years since the noble elk has been seen in the Okanagan Valley—I have an antler in my possession which dropped from an animal about that time. The elk was killed in the spring, while the antlers were growing in the velvet, by an Indian who did not know what the animal was.

Both in this region and in the Nicola Lake Valley signs go to show that elk were very numerous. About 50 years ago, at the approach of the white man, they left. There were no deer here then, but when the elk departed the mule deer came in and became exceedingly numerous about six years ago.

Elk are gregarious in their habits, both in the wild and domestic state. During the rutting season the monarch of the herd drives off the other bucks, and gathers the does into a band, which he appropriates to himself as much as possible. The other bucks hover around in his vicinity, generally keeping together, annoying the chief by their unwelcome presence and by occasionally stealing away a part of his harem; for the does will slip away from his tyrannical rule whenever they get a chance. The flesh is fine flavored. It differs from all other venison and is more nutritious than any other meat of which I have knowledge.

The elk is not entirely voiceless, yet it never utters a sound except under strong provocation, generally of alarm or defiance. Either expression is on a very high key, often uttered with great force. During the rut, the master buck is often heard in loud defiance, which serves as a warning to the younger males to keep clear of him.

Next in size is the woodland caribou. Its color is generally dark brown. The neck is light late in the season, the belly light and tail white—with dark tinge on upper side. The legs are dark chestnut brown, with a white band around the top of each hoof. The upper lip is covered with short, silvery hair. The hoofs are very broad, flat and short, and the forms of the feet and hind legs enable the caribou to travel over the deep snow better than any other ruminant of its size. In travelling through the snow, or over soft, marshy places, the caribou throws his hind feet forward, so as to bring the leg into something like a horizontal position, spreads wide his claws and broad accessory hoofs, and thus presents an extraordinary bearing surface to sustain him on the yielding ground or soft snow; so that he is enabled to shuffle along with great rapidity where any other quadruped would mire in the bog or become absolutely snow bound.

In this country, where they range far up in the mountains, they have to travel and exist over 30 feet of snow or more. The caribou alone leaves in his track the mark of all four of the hoofs belonging to each kind foot.

Both male and female have antlers, but the antlers of the female are smaller than those of the male. This is the only member of the deer family in America the females of which have antlers.

(Continued on page 2.)

JOHN WITHELL ..... PROPRIETOR
C. M. CROUSE ..... MANAGER
Published weekly at Midway, B. C.
Subscription Price, $2.00 per annum, payable in advance, either yearly or half-yearly at the option of the subscriber.
Advertising Rates sent on application.

MONDAY, APRIL 29, 1901.

When the majority of the inhabitants of the province decide for a certain railway they will get it sooner or later. But those who aid to make it later will reap the whirlwind in time.

Says the Mail and Empire: "In British Columbia an effort is being made to legalize champerty. This process—the bargaining of lawyer and client, with the view to giving the former a share of the proceeds of a suit, if any be obtained—is criminal in Scotland, while in England the lawyer who is a party to it looses his gown. In Canada champerty is also illegal. The original objection to it was that it led to attempts upon the judiciary. But the present-day argument is that it encourages litigation. The safe bargain between lawyer and client is that which leaves the lawyer independent as to the result of any action in which he may be retained."

The C. P. R. has not announced its Pan American exposition rates, but as a matter of course they will be similar to the rates announced by the American roads, viz., single fare return. An official statement on this head is expected daily. The rate announced is generally regarded as a reasonable one and quite as much as the railroads could have been expected to grant at this time. If rate-slashing is ever inaugurated in the race for eastern business arising out of the big Buffalo show it will be later on in the season. The attendance at the exposition may not come up to the expectations of the management and in this event they are sure to appeal to the railroad people to come to their assistance with lower rates. Reduction brought about in this way often lead to a general cut in which the ordinary convention of the passengers business are disregarded.—Nelson Miner.

The business men of Midway, upon opening their respective places of business this morning, found that someone had perpetrated a huge joke by fastening a little sheet called the "Rock Creek Placer Bulletin" securely to the door. Evidently the work of distributing the little paper, devoted exclusively to placer mining on Rock Creek, must have been done either during the quietude of yesterday or the dark hours of last night. Its leading article under the heading of "The Big Boom at Work" is as follows:

"Yesterday the Rock Creek Consolidated Placer Mining Company, started the Big Boom dam, its work is simply marvelous, and almost beyond discription. The large discharge gate is automatically opened every 20 minutes, and the reservoir 300 x 100 x 12 is let loose on its way down the canyon, this immense body of water flows through the gate in the incredibly short period of two and one quarter minutes—tearing down the canyon carrying boulders sand and gravel, as if it were a cloud burst. It actually does the work of 1000 men which shows to a demonstration how cheaply the gravel can be moved."

As the Rock Creek Placer Bulletin bears no date, "yesterday," of course is very vague and we have no means of computing the exact date at which the Rock Creek Consolidated Placer Mining Company started the Big Boom dam. But we are informed by the article that Rock Creek is being badly torn up every twenty two and one quarter minutes and we think it would have been advisable had the publication of the Rock Creek bulletin been deferred for forty four and one half minutes, the management could then have shown Rock Creek to be in a more dilapidated condition, and prospective buyers would have had a much better chance to judge the results of the "booming process." Those who are fortunate enough to already be shareholders in the Rock Creek Consolidated Placer Mining Company have the satisfaction of knowing that they are interested in a concern that is capable of doing in one hour as much work as can be accomplished by 24,000 men. This is what the management tells its shareholders. The Bulletin also states that the round trip can be made in one day, always provided however that an early start be made. It will be interesting to those living at the coast to know that they can visit the mecca of the placer miner and get home in time for dinner, such speed would rival that of the flow of water tearing down the canyon when the discharge gate of the Rock Creek Consolidated Placer Mining Campany's dam is automatically lifted. Another important statement made by the Bulletin is that the road to Rock Creek is in fine condition. Travellers to Camp McKinney, the Similkameen and other points will be pleased to learn that they will have a good road at least that far, but we wish to add that the road does by no means end at Rock Creek. Over $300,000 has been taken from Rock Creek (but not by the "booming process.") The question is asked. What will the "knockers say when the first clean up is made?" Typographical errors will creep in. No doubt the copy read "suckers"; such make the reading appear ridiculous The greatest joke in the Bulletin is as follows: A photo of the Windsor Hotel, Greenwood, is shown. This photo was evidently taken in Greenwood's palmy days, as a number of rigs are standing in front, while the sidewalk is covered with people. Underneath the photo are the following words: "The Mecca of the Placer Miner—Rock Creek." Anyone unacquainted with the town of Rock Creek would be led to believe that the photo was that of a large hotel at that place, and it looks very much as if this were done for the purpose of deception. The booming system may be alright. We sincerely hope that it is, and that it will be the means of getting much gold from Rock Creek, but such booming methods of inducing people to invest their money in this country as the publication of a paper like the Rock Creek Placer Bulletin, until such times as they are sure of the success of the booming process on Rock Creek, is what is injuring legitimate mining in British Columbia and is driving away capital.

Big Game in British Columbia.

(Continued from page 1.)

A feature of the antlers of the caribou is that almost always one, and generally both, of the brow tines project downwards over the face, reaching with the spurs on the palm nearly to the end of the nose, and very frequently obstructing the vision more or less. I have had them when this palm measured 14 inches at the end. This is called by hunters the plow, and is said to be used to break the crust on the snow so that they can gather the moss on which they feed. I think it serves to protect their eyes, also, by separating the evergreens in their great haste to get away from their pursuers. At the head of Kettle river, Cherry creek and Shuswap they are found in large numbers the year round, places that are easily accessible from Vernon, and great resorts for sportsmen every year.

I suppose that Vernon (the home of the writer) is the best spot in America to day where game of all kinds can be secured in season. It is easy of access from the Canadian Pacific railway station, Vernon being situated in the centre of the famous Okanagan valley, 50 miles from Sicamous on the main line. Caribou, mountain sheep, mountain goat, deer in abundance—all can be found in a day's travel on horseback.

To hunt the noble caribou a person needs to go about the first of October, for later than that the snow falls so heavily that it is impossible to secure them with success, as no feed can be found for the pack horses. Caribou are easily secured. Unlike the elk, they do not trust to sight, but depend on scent altogether; so, by watching closely the wind, hunters can beat up to them.

Two Smelters to Treat Phoenix Ores.

For some months it has been known in a general way that the plans of the new management of the Dominion Copper Co. included the erection of a 500-ton smelter at some convenient point, for the purpose of treating the ores from the company's mines in Phoenix camp, as well as any others that might be obtained. No decision as to the site of the new reduction works was definitely given out, but it is now pretty well settled that Midway will be the location. In fact, Mr. Robert Jaffray, one of the largest stockholders, when in the Boundary last week, privately stated as much.

When the smelter will be built and put into operation is not stated, but as soon as a steady supply of ore can be obtained this will undoubtedly be done. It is common knowledge that the development on the Brooklyn and Stemwinder has been of a most satisfactory nature, and that immense bodies of ore have already been proven to exist in these two properties alone. The installation of the new plant, now very shortly, will hasten the day when they can maintain steady shipments.

Midway is in many ways an ideal site for a smelter, as it is most convenient for the bringing in of the silicious ores of the reservation, to say nothing of those from the Similkameen, West Fork, and of course all the well known Boundary camps.

When this smelter is built, Phoenix will be the only camp in British Columbia containing mines for the reduction of the ores of which two smelters have been specially constructed. No other mining camp in the province now enjoys this distinction.—Phoenix Pioneer.

Miners Strike.

It is reported that a miners' strik is on at the Nickel Plate mine, in the Similkameen.

Notices warning union men to keep away have been sent out by the Camp McKinney Miners' union, the nearest organization of miners. The Nickle Plate is located in Camp Hedley, up Twenty Mile creek, about four miles from Similkameen city.

Manager Rogers of the Nickel Plate is said to have announced a cut from $3.50 to $3 per day in wages for miners. All but a few of the 25 men employed walked out. The Nickel Plate is owned by the Marcus Daly estate, and is said to be one of the richest mines in the Similkameen country. It is equipped with an air compressor and is one of the largest employers of labor in that section.

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NOTICE.

TAKE NOTICE that 60 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 160 acres of land, beginning at the Southeast corner of lot 2466, on the South bank of the Similkameen river, thence South 40 chains, thence East 40 chains, thence North 40 chains, thence West 40 chains to the point of beginning, and containing 160 acres more or less.

Dated this 18th day of March, 1901.

26 EDWARD BULLOCK-WEBSTER.

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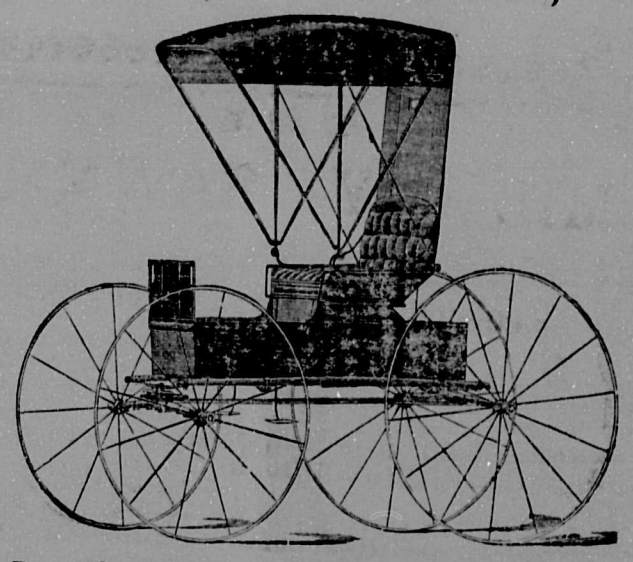
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If you have lost a Horse send me the brand, and if it is in the country it will be found.

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Lancashire House
: : MIDWAY, B.C. : :
The undersigned having taken this well-known and comfortable hotel invites the patronage of all old customers and the public generally.
BEST BRANDS OF LIQUORS & CIGARS.
Furnace-heated and comfortably furnished rooms.
FIRST CLASS MEALS WELL SERVED.
Thos. D. Banbury, Proprietor.

The Riverside Hotel
Is situated at Rock Creek, B. C., on the main route of travel between Penticton and all Boundary Creek points.
STOPPING PLACE FOR STAGES
Good Hunting. Good Fishing
Best of Accommodation.
S. T. LARSEN, Proprietor.

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

LOCAL AND DISTRICT.

A. E. Larsen, of Rock Creek, is in town to-day.

Harry Rose, of Camp McKinney, was in town on Saturday.

Born—Thursday, April 25th, to Mr and Mrs. R. Meyerhoff, of Midway, a son.

Mrs. J. R. Jacobs, left on Saturday's train for Greenwood, where she will spend a few days with Mrs. Forbes M. Kelly.

Mr. and Mrs. Bernard Lequime and family, who have been spending the winter in California, have returned to Midway.

Mr. R. P. Murray left to-day for Vancouver, where he will attend a meeting of the Synod of British Columbia, which meets this week.

A. L. McCurdy, merchant, of Chesaw is in town to-day, purchasing goods from Hain & Co. Midway merchants are now doing a large wholesale trade.

Mr. Wilson, of Vancouver, superintendent of the C. P. R. telegraph lines in the west, and H. McIntyre, of Nelson, inspector of the same lines, were in Midway last Monday on a tour of inspection.

J. W. West, of Nelson, who has been in Midway for the past few days getting for a prospecting trip in the Similkameen country, left on Saturday for Princeton. He expects to be absent for several months.

Rendell & Co. have closed their branch store at Boundary Falls. The stock has been sold to Keith & Co., who are now moving it to Rendell, on the West Fork of Kettle river, where they intend opening a store.

J. R. Gunton and family arrived in Midway on Friday's train, where they will in future make their home. Mr. Gunton is taking the place of Harry Rumell, foreman on this section of the K. & W., who has gone to Australia.

The trial of Roy and Durelle, of Phoenix, on a charge of unlawful assembly, and that of Brewster, charged with burglary at Greenwood, will take place at Vernon, where the court of assizes will be opened on Wednesday, May 15th.

On the Last Chance, one of the Oro Fino group at Rock Creek, owned by Mr. Atwood and John Douglas, a two-foot vein of nice looking ore has been opened up in a short tunnel. Assay values are good and the showing is a very promising one.

The working force on the Montreal-Boston Mining company's Sunset mine in Deadwood camp was lately increased to 28 men. The work of sinking the main shaft is proceeding expeditiously, a depth of nearly 100 feet having been attained. Satisfactory developments in connection with this property may be looked for shortly.

Frank Bailey, owner of the Similkameen townsite, was in Midway one day last week. He says that the people of the Similkameen country are looking forward to the building of the Coast-Kootenay railway at an early date. Mr. Bailey has arranged to have a sawmill in operation in his town by the 15th of next month.

Commencing May 2 from Owen Sound and May 5 from Fort William, the Canadian Pacific railway upper lake steamers will resume regular trips on the following schedule: From Owen Sound, SS. Alberta on Tuesday, SS. Athabasca on Thursday, SS. Manitoba on Saturday; from Fort William, Athabasca on Sunday, Manitoba on Tuesday, and Alberta on Friday.

Saturday last George Shipley, a well known resident of Boundary, died in Phoenix of typhoid fever. He came to this district about four years ago and had since that time been in the hotel business, and was very popular among his numerous acquaintances. Deceased was a native of Ailsa Craig, Ontario, and was about thirty five years of age. The funeral took place Monday.

R. A. Brown, of Sunset and Volcanic fame, and Mrs. Mader, well known in this city where both the contracting parties have resided for years, stole a march on their friends last Wednesday and went over to Nelson, Wash., where they were quietly married in the holy bonds of matrimony. The ceremony took place at the residence of Mrs. Huff and was witnessed by only a few friends, the party returning immediately afterward to Grand Forks where they will continue to reside. The many friends of the happy couple unite in wishing them a long and prosperous journey down life's walk together.—Grand Forks Gazette.

E. Spraggett, of Grand Forks, who cleared the North Fork of obstructions recently, is making a big drive of logs from the vicinity of Lynch creek and expects to land the major portion of them safely at his mills. In previous years nearly half the logs started on such a drive would have been hung up on jams before reaching the Forks but it is believed they can be run down this year clear from above Lynch creek to the smelter lake. The big drive is now in full swing and thousands of feet of logs are reported passing Bannock City daily. A large number of men is employed on the drive and the saw mill will be kept busy most of the summer, Mr. Spraggett having the contract for cutting the lumber to be used in the enlargement of the Granby smelter.

Mr. Cunningham arrived in Greenwood on yesterday's train. Mr. Cunningham was one of the pioneer prospectors of the Boundary district and located some of the most valuable claims in Summit camp, where he is one of the largest property owners. Last fall he went east to visit friends in Pennsylvania, where he remained all winter ostensibly for the good of his health. On the 17th inst., at Jerome's church, Tamaqua, Pa., Rev. Father Brady officiating, Jas. F. Cunningham and Mary Haggerty were married, the groom being assisted in the ceremony by his nephew, James Rusk, and the bridesmaid was Miss Annie Cunningham, sister of the groom. From the foregoing it will be seen that it was not because Tamaqua was a health resort that kept him there all winter.—Miner.

E. J. Wilson, superintendent of the Standard Pyritic Smelting company's smelter, has returned from Quebec, where he went to attend a meeting of the company. A month ago Mr. Wilson reported to the directors upon the smelter, construction work on which had been well advanced towards completion before he arrived to take charge. In his report Mr. Wilson made certain recommendations involving changes at the smelter and those have been accepted by the directors, who are now acting along the lines recommended. It is not yet definitely settled when the smelter will be in operation, but there will probably be a further delay of a few weeks. Meanwhile efforts will be made to arrange to secure a sufficient supply of ore to keep the smelter running when once the furnace shall have been blown in. E. H. Price, brother of the president of the company, has succeeded Mr. Laidlaw as manager of the company in this district.

Ride a Cleveland.

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

For all bicycle accessories and supplies call on W. H. Webb.

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

Order a Cleveland wheel from W. H. Webb, who has the Midway agency.

Ride a popular wheel. The Cleveland is acknowledged to be the superior wheel made to day.

Hill's Latest Move.

Montreal, April 26.—Report is current here in well informed financial circles that Jim Hill is seeking control of the Grand Trunk railway and Grand Trunk Western for the purpose of securing an outlet to the Atlantic coast. This he would secure by purchasing the Grand Trunk line from Chicago to Portland, Me. At Buffalo the Lehigh Valley would give him New York Central connection and at Montreal the Central Vermont would furnish Boston connection. Hill would also have an Atlantic terminus during the summer season at Montreal. At the Grand Trunk offices prominent officials said they would probably be the last person to hear about the matter as it would all be arranged by the board in London but they admitted that the arrangement was possible.

Won the Victoria Cross.

LONDON, April 23.—The Gazette this afternoon announces that the Victoria Cross has been conferred on Lieutenants H. Z. C. Cockburn and B. E. W. Turner and Sergeant E. Holland of the Royal Canadian Dragoons for conspicuous bravery at Koomatipoort river on November 7, 1900, in protecting the artillery from capture. The Gazette also makes the announcement that Robert Gunn and Wyndham S. Portal have been made baronets.

The annual return of recruiting for 1900 shows a total enlistment of 23,561 against 12,700 in 1899. The recruiting for the infantry is regarded as unsatisfactory. In spite of the impetus of the war and the reduction in the standard of height, the number of enlisted infantrymen is below that of 1899, the recruits generally having preferred the showier branches of the service.

Applications for the new war loan continue to pour into the Bank of England. The subscribers to day though numerous were mostly small investors. It is estimated that the loan was subscribed for six or seven times over and it is expected that the lists will be closed to-morrow as it is not desired to lock up too much money. In the house of commons to day various members sharply criticised the budget increase and the chancellor of the exchequer, Sir Michael Hicks-Beach, replied that more money must be raised somehow. None of the objections suggested a better way. He hoped that the additional taxation might bring home to the country the virtues of economy. The income tax resolution was adopted by 330 to 88 votes.

Two hundred of the Royal Munster Fusiliers refused to parade at Carlisle fort in Cork yesterday as a mark of their disapproval for being transferred from Spike island to Carlisle fort. As a precautionary measure the officers of this battalion locked up the men's arms and notified the military headquarters at Spike Island of the occurrence. It is understood that soldiers from another battalion will be sent to Carlisle fort to bring the insubordinate soldiers under control.

RAILWAY NEWS

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

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

For prices and terms apply to

THE MIDWAY COMPANY, Ltd.

The Central Hotel

11th St., Midway, B. C.

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

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

The best of accommodation in every respect.

S. DAHL, Proprietor.

THE

MIDWAY SAWMILL

Lequime & Powers, Proprietors.

Manufacturers of all kinds of

ROUGH AND DRESSED LUMBER

LATH and SHINGLES, SASHES and DOORS

Band Sawing and Job Work done to order

Telephone No. 12. Telephone orders receive prompt attention.

THE

MIDWAY NEWS DEPOT

THOMAS WALKER, Proprietor.

Books Magazines and Stationery

Candies Canned Goods Biscuits

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

Latest shades and patterns of Wall Paper now in stock.

Seventh Street, Midway.

Rider Agents Wanted

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

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

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

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

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

J. L. Mead Cycle Co., Chicago.

T. M. GULLEY & CO.

Furniture,

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FUNERAL DIRECTORS and EMBALMERS.

Large Stock. Low Prices.

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COPPER STREET, GREENWOOD.

The Travellers Insurance Co. . .

. . . . Of Hartford, Conn.

Chartered 1863. Stock Life and Accident Insurance.

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

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

LIABILITIES, . . 17,020,260.20

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	500

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 TRAVELLERS.

Other sums at proportionate rates

W. H. Norris,

AGENT FOR SOUTHERN BRITISH COLUMBIA, MIDWAY B. C.

The City Bakery

WM. ST. QUINTIN, Prop.

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

Fresh Fruit in Season

Try our Lunch Counter for a good cold lunch at any hour of the day.

JOHN J. FLOOD

Has opened up a

LIVERY, FEED and SALE STABLE

In the premises formerly occupied by

Barclay & Harris

and has on hand a first-class outfit of

Single and Double Drivers

Saddle and Pack Horses

Will also conduct a transfer and dray business. Bus meets all trains. Freight and express delivered to any part of the town.

THE PROSPECTORS' EXCHANGE

No. 4 K.-W.-C. Block, Nelson, B. C.

Gold, Silver-Lead and Copper Mines wanted at the EXCHANGE.

FREE MILLING GOLD properties wanted at once for Eastern investors.

Parties having mining property for sale are requested to send samples of their ore to the EXCHANGE for exhibition.

All samples should be sent by express, PREPAID.

Correspondence solicited. Address all communications to

Andrew F. Rosenberger,

Telephone No. 104, P. O. Box 760. NELSON, B. C.

MIDWAY, :=: B. C.

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

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

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

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

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

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

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

Send for Maps, Prices, and full particulars to

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

The MIDWAY COMPANY, Ltd.

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

FIVE MILLION DOLLARS.

To be Spent on New Railways in the Province.

VICTORIA, B. C., April 26. The government railway policy at length has been announced in a bill which authorizes the government to borrow $5,000,000 for the purpose of assisting railways and to build a railroad and general traffic bridge across the Fraser river at New Westminster.

1. For a railway from the coast, in the neighborhood of English Bluff, near Point Roberts, via Chilliwack and Hope, to Midway, Boundary creek district, approximately three hundred and thirty miles.

2. For a railway from the present terminus of the Esquimalt & Nanaimo railway to the Northern end of Vancouver island, approximately two hundred and forty miles.

3. For a railway from Rock Creek to Vernon, to connect with the Shuswap & Okanagan railway, approximately one hundred and twenty-five miles.

4. For a railway from the coast, at Kilimat, to Hazelton, approximately one hundred miles.

5. For a railway from Fort Steele to Golden, approximately one hundred and fifty miles.

Section 15 of the bill reads: "It shall be lawful for the Lieutenant-Governor-in-council to cause to be built a bridge across the Fraser river in the neighborhood of New Westminster, at a cost not exceeding one hundred thousand dollars, for the purposes of railway, vehicular and passenger traffic, and for the purposes aforesaid to enter into contracts for the construction of the said bridge as may be deemed expedient, subject to submitting same to public competition, and after construction to enter into any agreements that the Lieutenant-Governor-in-council may deem expedient in connection with the user of said bridge by any railway or other companies, persons or firms, with power to fix a tariff of tolls."

Section 10 reads: "The Lieutenant-Governor in council may enter into all agreements with any persons or company undertaking the construction of any railway to which a subsidy is hereby attached, which may be necessary or convenient for the due construction and operation of such railway, which agreements shall, in every instance, in addition to other matters therein provided for, contain the following provisions, viz.:

(a) That unless work is commenced on the railways mentioned in subsections a, b, c, d and e of section 8 hereof on or before the first day of July, 1902, and is duly and diligently prosecuted to the satisfaction of the Lieutenant-Governor-in-council, all right and claim to the aforesaid subsidy granted by this act shall be cancelled and forfeited.

(b) That the aforesaid subsidy shall not be payable until the railway is completed and in running order to the satisfaction of the Lieutenant-Governor-in-council, nor until security or guarantees, satisfactory to the Lieutenant-Governor in council, is deposited for the continuous maintenance and operation of the railway, and no subsidy shall be payable or paid until after such completion, and the giving of such security or guarantee.

(c) That four per cent per annum of the gross earnings of the railway shall be paid to the province, and such sums of four per cent shall be a first charge upon such gross earnings.

(d) That the railway obtaining the benefit of any such subsidy shall be constructed wholly and as a continuous line within the province.

(e) That the Lieutenant-Governor-in-Council shall have absolute control of the freight and passenger rates or the charges by the railway and that, notwithstanding in the event of the railway being or becoming subject to the jurisdiction of the Dominion government, the same shall be deemed a contract between the province and the company.

(f) That the railway may be acquired at any time by the province at a valuation to be determined by arbitration under the provisions of Arbitration Act, provided, however, that in considering the valuation no sum shall be entertained by the arbitrators for the franchise belonging to the company.

(g) That the conditions of this section may be varied at any time, and from time to time, and as often as the Lieutenant-Government-in-council may deem advisable, always provided that control of the subject matters referred to in this section by the government of British Columbia be not abrogated.

(h) That in the event of a charter being granted by the Dominion government for a line of railway over or parallel to the route proposed in this act, that the foregoing conditions shall be assumed and carried out by the company so incorporated as a contract and obligation of said company prior to any other charge thereon.

(i) That such terms and conditions for the proper carrying out of all the clauses of any such agreement and penalties and forfeitures to arise upon failure of the railway in respect thereof shall be imposed as the Lieutenant Governor-in-council may deem advisable.

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 year which has expired 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 $51.25 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 29th day of April 1901.

26re MALCOLM C. McAULAY.

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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.

NOTICE OF FORFEITURE.

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

Sir: You are hereby notified that we have expended $102.50 in labor and improvements upon the "Big Windy" Mineral Claim, situate in Providence Camp, in the Kettle River Mining Division of Yale District in British Columbia, in order to hold said claim under the provisions of Section 24 of the Mineral Act, such being the amount required to hold the said claim for the year ending April 5, 1900.

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

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

HIGHLAND QUEEN CONSOLIDATED MINING AND MILLING CO.

C. L. THOMET, Manager.
23re J. A. UNSWORTH, Secretary.

= MIDWAY =
Riverside Addition.

Just a Word!

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

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.