Legislative Library

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THE CASCADE RECORD

Published in the Interests of the Boundary and Christina Lake Mining Districts

VOL. III. CASCADE, B. C., MAY 4, 1901. No. 26.

We do Business in Grand Forks.

White Bros.,
Jewelers
and
Opticians
BRIDGE STREET, GRAND FORKS
WATCHES,
CLOCKS,
JEWELRY.
Watch repairing a specialty.
Leave your repairing orders at this office

W. R. Megaw,
General Merchant
Makes a Specialty Fine
DRY GOODS,
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Everything neat, clean and convenient, and workmanship the best.
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We carry an up-to-date and complete stock.
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LODGING HOUSE,
FIRST AVE., GRAND FORKS.
Rooms 50c and up.

When Shopping
in Grand Forks don't forget
FRASER & CO.'S DRUG STORE.
Druggists and Stationers.

Your Feet
Or rather, your old boots and shoes, do they need repairing; or would you prefer something new—made to order? Anyhow, call on
Wm. Dinsmore,
BRIDGE STREET, GRAND FORKS.

The Old Reliable Store,
THE PIONEER STORE
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The Store for Best Goods
Lowest Prices .....
Staple and Fancy Groceries,
Canned Goods a Specialty.
Gents Furnishing Goods,
And everything else usually found in a well-stocked store.
Fresh Supplies Constantly Arriving.
Complete Line of
STANDARD
Patent Medicines

NOTICE OF FORFEITURE.

TO REUBEN WELLS,

Late of Greenwood, in Yale District,

SIR:

You are hereby notified that I have expended $100.00 in the survey of the "Undine" Mineral Claim, situate in Summit Camp, in the Grand Forks Mining Division of Yale District, British Columbia to count as an assessment on said claim, as will appear by a Certificate of Work recorded October 10th, 1900, in the office of the Mining Recorder for the said Grand Forks Mining Division, in order to hold said claim under the provisions of Section 24 of "The Mineral Act;" such being the amount required to hold said claim for the year ending Oct. 25th, 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 Section 24, together with all costs of advertising, your interest in said claim shall become vested in the subscriber (your co-owner) under Section 4 of the "Mineral Act Amendment Act 1900."

Dated at Rossland, B. C., this 13th day of November, 1900.

ROSS THOMPSON.

Hallett & Shaw, Solicitors for Ross Thompson.

14w-2

I. H. HALLETT. H. C. SHAW
Hallett & Shaw
BARRISTERS, SOLICITORS, NOTARIES PUBLIC, ETC.
GREENWOOD, B. C.

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A LIBERAL ALLOWANCE.

Rossland Riding to get $32,000 for Roads and Trails.

In the estimates for roads and trails in Rossland riding, the sum total is $32,000, itemized as follows:

General repairs	$6,750
Wagon road, Rossland to Velvet Mine	6,500
Wagon Road Norway mountain	5,000
Bridge, North Fork Kettle River (to complete)	1,800
Wagon road up North Fork of Kettle river to Franklin Camp	6,750
Trail to John Bull and other claims in Burnt Basin	500
Wagon road Eholt to Long Lake	2,500
Road, Greenwood to Copper camp	1,000
Road, Cascade to Edward's Ferry	1,500
Road, Phoenix to Summit (additional)	500
Total	$32,000

This is a liberal allowance and the boundary section should feel grateful to its representative, Mr. Smith Curtis, and the government for these favors. If the different funds are voted and judiciously expended, an immense benefit will result to the district.

G. N. Surveyors Again at Work Here.

Tuesday, Surveyor Kennedy arrived here from Grand Forks with a crew. As near as can be judged, it appears that he is endeavoring to get down to a lower grade above the dam, some think for the purpose of crossing the river. Those who are disposed to cast their lot on the cold mercies of the C. P. R., say the whole display at surveying is a bluff by the Great Northern, to force a deal out of the C. P. R. It is said that the owners of the Graham ranch have offered the proposed new road everything they want for a depot site, and that one will be built there, and a wagon bridge put across the Kettle river to connect with it. If the road is built, Russell, on the other side of the boundary line will rise Phoenix like, not from its ashes, but from beneath its shroud of moss, and become the principal town on the new line between Kettle Falls and Republic.

Breen Smelter Site Not Yet Settled.

Regarding James Breen's proposed smelter in the Boundary district, the following extracts from a letter received in Greenwood from a Toronto man who is associated with Breen in the Dominion Copper company, show that he is evidently awaiting the outcome of the railway situation before locating any site.

"Mr. Breen has been here for some days, but has left for New York. Plans have been drawn for the company's proposed smelter, but the site has not yet been selected. The company will wait until the railroad situation develops further. It is given out here that both the Great Northern and V. V. & E. will build into the Boundary this year. The Dominion Copper company will wait until one or the other road is built, and the spur reaches the company's mines at Phoenix."

Vancouver, May 1.—Cameron, the escaped convict, of Columbia arson fame, was rearrested today at Pitt river. His method of escape was unique, he having tilted the top of a ladder over the further side of the wall and thus fell down apparently by accident.

Heavy Indemnities.

The indemnity which the powers is reported will demand from China is almost double the amount the same country had to pay to Japan at the close of the Chinese-Japanese war. The total indemnity Japan obtained from China amounted to £37,000,0000. Japan's expense in the war with the Celestial Empire was a little over £6,000,000, so that she obtained a profit of £31,000,000. The greatest war indemnity on record is that which France paid to Germany after the war of 1870. The war cost Germany 115,000,000 dollars. France paid 200,000,000 pounds in cash, and besides this, Germany took the provinces of Alsace and Lorraine, valued at 64,000,000 pounds; general goods valued at 10,000,000 pounds and railway carriages and engines worth 1,000,000 pounds. Germany also received 12,000,000 pounds as interest on the indemnity before it was paid. The indemnity which Turkey was to pay Russia after the close of the Russo-Turkish war was settled, after Russia had demanded over four times as much, at 32,000,000 pounds. Turkey has not yet paid the indemnity so that Russia is still unrecompensed for her expenses in the war. Great Britain spent 2,200,000 pounds on her war with China of 1840-42, and obtained an indemnity of 4,000,000 pounds. In the war between the same countries of 1857-60, however, Great Britain spent $34,200,000, and only demanded from China the sum of 1,750,000 pounds part of the indemnity of 8,000.000 taels going to France.

WHAT WILL BE THE NEXT MOVE?

Pugnacious Legislators Resting Under a Flag of Truce.

Later telegraphic advices state it is understood that the railway bill will come up immediately after the estimates are disposed of, and that it will be found that the measure will be materially modified to meet the views of those who wish to see ample provision for competition. The members seemed to have recognized, that important as the railway question is, and urgent as the demand may be for early construction, the people of the province do not want a repetition of the stormy times which actually brought the present government into power, because of the weariness of the people of political strife. The legislature should realize, however, that the competitive feature of the bill is its most important one, so far as the people at large are concerned. It is useless to say that competition will amount to nothing, else why does the C. P. R. try to move heaven and earth to prevent such a condition of things?

Canada and the King's Title.

At a meeting of the British Empire League in London it was disclosed that the colonial office has been in correspondence with the government of Canada in regard to including Canada in the title of King Edward. The result of the negotiations will not be made known until the correspondence is published later.

WILL IT CAUSE THE EARTH TO DIP WEST?

Last Day of $30 Ticket Starts Many Eastern People on a Journey Westward.

CHICAGO, April 30.—Between 30,000 and 40,000 persons departed from Chicago to-day for points on the Pacific coast. It was the last day of the sale of the $30 tickets. On nearly every road special trains were required to handle the business. One train left St. Paul yesterday in two sections carrying 1,000 ex-cursionists, 600 of whom were ticketed to Montana and points west. The Great Northern train out of St. Paul Tuesday was in two sections and had 500 passengers for eastern Washington. Trains out of St. Paul to-day will carry over 5,000 homeseeker into the Pacific northwest country.

RAILWAY MATTERS.

VANCOUVER, April 30.—The Great Northern is inaugurating many improvements in the service on the railway between here and Seattle.

VANCOUVER, April 30.—The V. V. & E. has offered the government to build thirty miles at this end and thirty miles at the other end of the Coast-Kootenay road this summer, exclusive of the Dominion subsidy if the local government will give four thousand dollars per mile.

VANCOUVER, April 30.—General Superintemdent Marpole, who returned from Montreal to-day, where he attended a conference with the management, announces that the Vancouver and Lulu Island railway will be completed at once to Steveston. The line will be built from Abbotsford to Chilliwack as soon as the route is selected by Chief Engineer Tye. The line will be run out from Vancouver to Greer's Beach on English Bay, where the company will build a large summer hotel as a pleasure resort.

Russia the Greatest Coal Oil Producer.

Russia is now the greatest oil-producing country in the world. Last year her oil production was over two billion imperial gallons, or 120,000,000 gallons more than the United States. There is apparently no limit to the production. In the Baku region many wells start out with a flow of 100,000 barrels a day, and one is reported which produced 4,000,000 barrels in less than 40 days. Of course it is usual that the flow greatly falls off after a time. The American system of piping the oil from the place of production to the port of shipment has been in operation since July last. Oil is more and more coming into use as fuel in generating steam for marine and locomotive engines, for factory purposes and for heating houses.

A Singular Misfortune.

The infant son of W. Hatch, says the Nelson Tribune, was struck with paralysis Wednesday. The little fellow went to bed the previous night in good health but the next morning could not move his lower limbs.

Kettle river is foaming with its usual spring fury, and slowly rising.

THE CASCADE RECORD

Published on Saturdays at Cascade, B. C., BY H. S. TURNER.

SUBSCRIPTIONS.

Per Year..... $2.00
Six Months..... 1.25
To Foreign Countries..... 2.50
Advertising Rates Furnished on Application.

If there is a blue mark in this square, your subscription is due, and you are invited to remit.

Mr. J. C. Brown M. P. P., of Westminster, it is understood is to be the successor to Hon. J. H. Turner, who goes to London.

Steps are being taken between the government of the Northwest territories and the Dominion government to organize the former into a province.

The bonusing, principle is bad, and should be abandoned. If speculative capital cannot find profitable investment, without government aid, it should be permitted to go hungry.

The disposition of the government, acquiesced in reluctantly by the opposition, is to pospone the railway question to a special session. This will not raise Mr. Dunsmuir in the estimation of nine-tenths of the voters of the province.

According to popular prejudice and the prattle of a sychophantic press, Joseph Martin and Smith Curtis are responsible for all the legislative trouble again this year. If the matter were investigated it might be discovered that they were also responsible for the Boer war and the Chinese muddle.

A very large number of the railway running accidents, are caused from the spreading of the rails. It seems as though it might be an easy matter to remedy this terrible evil. A single spike in a tie to hold a rail has been abundantly proven to be insufficient. Two spikes each side of the rail in each tie would probably save many lives, and hundreds of thousands of dollars worth of property. At all events it might be well to try the remedy.

According to the testimony of the managers of the big lumber concerns on the coast, those enterprises, owing to lack of tariff protection, over production and other troubles, cannot exist without the help of cheap Japanese and Chinese labor. That is the sum and substance of their testimony before the Royal commission. The case they make out is that by the employment of 20 per cent of this class of labor they are enabled to pay fair wages to about 80 per cent of white labor, which must look elsewhere for employment if the great lumbering concerns are deprived of the small fraction of cheap labor.

The latest from Victoria indicates that the warring elements in the legislature have adjusted their differences on the "Loan Bill" and that that matter will be fully disposed of before adjournment, which will be in a week or so. This policy it creditable both to Mr. Dunsmuir and the government objectors.

If the government is sincere in its railway policy why does it reserve the right in its loan bill to nullify legislative action by reserving power for itself to award the bonus and franchise. It is to be regretted, but the people have tenable ground to fear collusion between the government and the C. P. R.

The wholesale jobbing merchants of Nelson are squealing over the jobbing trade done throughout this district by the agents of the Domion Express Company. Few outside Nelson have any sympathy for them. These wholesale merchants are openly accused by the local merchants in the district which Nelson poses as center of competing with them for the retail trade. They will sell a retailer goods and then underquote him with a customer. A dose of the express company's medicine will do them good.—Silvertonian

Judging from the character of many lines of goods sent in to this district by the Nelson jobbers, they buy of the Coast wholesalers the grades of goods unsalable there and ship to this section the remnants unsalable in Nelson.

WANT JUDGE REMOVED.

Grand Forks Council Asks Dismissal of Police Justice Johnson.

Grand Forks, April 30.—There was a red hot meeting of the city council last evening when sensational charges were filed against J. K. Johnson, the police magistrate. The affidavit was sworn to by Burr Heffleman a freighter between here and Republic, charging the magistrate with withholding $100 collected on a judgement obtained by Heffleman against Edward Kelly. The money was paid Johnson who, when forced to settle with Heffleman, gave his check which when presented at the bank, was dishonored. Heffleman swore he had been unable to get payment of this check either from the bank or Johnson.

MINERAL ACT.
CERTIFICATE OF IMPROVEMENTS.

NOTICE.

"Standard No. 2" Mineral claim situate in the Grand Forks Mining Division of Yale District.

Where located, on Texas creek, one mile east of Christina lake.

Take notice that I, Albert E. Ashcroft, as agent for W. H. Latta Free Miner's Certificate No. 60785, 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 thi 1st day of June, A. D., 1900.

ALBERT E. ASHCROFT, P. L. S.

MINREAL ACT
Certificate of Improvements.

NOTICE.

"Mollie," "Tredwell" and "Climax" Mineral Claims situate in the Grand Forks Mining Division of Yale District.

Where located—In Summit Camp.

Take Notice that I, Isaac H. Hallet, Free Miner's Certificate No. B8003, for myself and as agent for James F. Cunningham, Free Miner's Certificate No. B8016, intend, sixty days from date hereof, to apply to the Mining Recorder for Certificates of Improvements for the purpose of obtaining Crown Grants of the above claims.

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

Dated this 29th day of April, A. D. 1901.

I. H. HALLETT.

Is it a Change of Survey?

As near as can be judged from the work of the surveyors who came here Tuesday, the survey for the G. N. has been changed to the base of Huckleberry mountain, thus leaving Cascade off the line. If so, it will, they say, involve the boring of a tunnel nearly 1000 feet in length, which will cost between $60,000 and $70,000. Under the new arrangement, a depot may be located over by the river on the land of A. C. Scott, or at Russell.

BRIEF LOCAL MENTION.

Mrs. G. T. Curtis, of Gladstone, has been a guest this week of Mrs. W. M. Wolverton.

Frank Asprey, manager of the English Store, visited Burnt Basin this week, where he has mining interests.

Grand Eorks will deserve congratulation if it can relieve itself of its corrupt provincial officials entirely.

Frank Scarpelli with an assistant and two pack horses, started for the Basin Thursday morning to do assessment work on some claims in that section.

There will be service here tomorrow morning at the usual hour, but no service in the evening as Mr. Robb fills the pulpit for Rev. Mr. Rae, at Columbia.

All nature is in its handsomest attire now, and with the intermittant showers of rain the past week has been a great growing time in the realm of vegetation.

C. Ray Bell has purchased the Model livery stables in Grand Forks. O. N. Bell, the well-known Bossburg liveryman, will assist his brother for a few months, in the Model stables.

Mr. and Mrs. Tout, son-in-law and daughter of Mr. Thos. Price, who have been residing at Fife the past year, returned to their home in Lincoln, Neb., this week.

Later information conveys the intelligence that it was a mild type of scarlet fever that Mr. Tebo was attacked with, and that he is already recovering from it, and will be in Cascade at no distant date.

Mr. and Mrs. W. L. Tebo, of Nelson, with their two little dauhters, are visiting with Mr. and Mrs. D. O. Conner of this place. Mrs. Tebo will probably remain here a week or two longer. Mr. Tebo, who is a telegrapher at Nelson, and who is taking a vacation outing, went up the line yesterday to look in on some of his fellow manipulators of electric clickers.

As is the case on the Fort Sheppard road where it crosses the international boundary line, there will probably be depot accommodations on both sides of the line at Russell, if the proposed road skirts Huckleberry mountain, as now seems probable. No doubt the G. N. will do what it can feasibly to accommodate Cascade business, and if the back route be chosen, Russell will be the most available point for that purpose.

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Direct Route—Low Rates—Quick Time

TO ALL POINTS

EAST ..... AND ..... WEST

Dining Cars
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THROUGH TICKETS TO AND FROM

ENGLAND
THE CONTINENT
AUSTRALIA
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Agent, Cascade, B. C.
J. S. CARTER,
D. P. A. Nelson, B. C.
E. J. COYLE, A. G. P. Agt,
Vancouver, B. C.

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The most complete line of
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in town.

SPECIAL CUT
from now on in Winter Goods.

Mackinaw Suits, Rubbers, Heavy Wool and Cloth Overshirts; Underwear in all qualities; Blankets, Overals, Hats, Caps, Gloves, Mitts, Heavy and Light Shoes, etc., etc.,
Below Cost.

Ladies' Suitings, Shoes, Flannellettes, and House-furnishings, etc.,
Half-price and Less.

If you need anything call and see what we have and get satisfaction.

We save you 60c in the $.

The remaining supply of
Groceries
Will be cleared out at any reasonable price. Amongst other articles we offer Canned Vegetables and Fruits, Dried Peaches, Apricots, Apples, Blackberries, etc.; Currants and Raisins, Tapioca and all kinds of Extracts and Spices, on which you can save money by buying at

The English Store,
CASCADE, B. C.

☞ Crockery, Lamps and Furniture, in addition.

THE ENGLISH STORE.

THE NATIONAL SEAPORT.

Toronto Globe.

We have made many costly blunders in the construction of our canals and in the deepening of the St. Lawrence. In enlarging the canals we started the work at the wrong end; we did the work too slowly and added greatly to the expense by conducting the improvement as a political rather than as a purely business enterprise. The deepening of the St. Lawrence waterway to 14 feet was one of the worst managed pieces of business that was ever undertaken in Canada. We hardly yet know where we are at in this enterprise. It is true that we have a 14-foot waterway to Montreal, but no one seems to know how the waterway should be utilized. There are a dozen different schemes for taking advantage of the system, but as yet these schemes are merely theoretical. Only one project has materialized, and that one has been launched by citizens of the United States. While the Northwestern Steamship Company of Chicago has established a regular service between that city and Europe, we in Canada are still groping in the dark. We have a multiplicity of schemes, but no settled policy as to how the deepened waterway should be utilized to the best advantage.

And it looks very much as if the blundering we have been guilty of in the deepening of the canals, is about to be repeated in the selection and improvement of a national seaport. The Minister of Public Works is proceeding on the idea that Montreal is to be the port of the Dominion. He has ordered expensive machinery to deepen the channel between Quebec and Montreal, and to all appearances he proposes to commit the country to the expenditure of millions of dollars on this work.

The Minister seems to be running this work as a side show of his own. No general policy for making Montreal the national port has been laid down by the Government. There is no unanimity in the country that Montreal should be made the national port. As a matter of fact, evidence is accumulating very rapidly antagonistic to the theory that Montreal can be converted into a great seaport. It is closed for five months in the year. It is not accessible to the largest vessels. Its approach is dangerous, slow and expensive. It is doubtful if it can ever be converted into an economical seaport, except at an expense that is altogether beyond our means.

The prospects of Montreal as the national seaport must be very blue indeed, when the press of that city speaks pessimistically of its future. The Montreal Herald does not underrate the significance of the transfer of the Leyland Line of steamers from Montreal to Quebec during the coming season. A large part of the Dominion Line will similarly be transferred to Portland. "Is it not possible," says the Herald, "that progressive development in the building of steamships may eventually restore to Quebec its primary position? Before long the channel at New York will have a depth of 40 feet. Can we confidently hope to have the St. Lawrence channel brought to that depth? If not, and if the commerce between the Old and the New World continues to be done in ships of ever-increasing size, will not the inevitable tendency be for the largest and most economical ships to prefer Quebec and for the small ships and merchants who fill them with cargo to seek the same resort? That is the one cloud on the horizon for Montreal, and, while it is easily possible to overrate its significance, it is quite as easy to err in the other direction."

Such an admission from a Montreal paper, and from a paper that supports the Government, ought surely to put the country on its guard against repeating the costly blunders that have characterized our canal policy.

We favor Mr. Brock's idea of appointing a commission to study the transportation question, especially as regards the selection and improvement of a national seaport. We are now working in the dark. Mr. Tarte is committing the country to the expenditure of millions which may be absolutely useless to achieve the results contemplated. Not another dollar should be spent in deepening the channel between Montreal and Quebec, until we know whether it is feasible to convert Montreal into a deepwater seaport, and, if so, what the cost will be. As far as the country at large is concerned Montreal enjoys no preference over Quebec, Halifax or any other Canadian seaport.

The country will insist that the Government should select as the national port, the one that proves the most economical for the distribution of goods. Quebec is practically already equipped as a modern seaport. The onus is on Montreal to prove that the country would be benefited by the expenditure of millions in making a deep ship channel between that city and Montreal.

TO BE NO TRAMWAY.

Greenwood Council Committee Killed the Agreement.

GREENWOOD, April 30.—The agreement between the Greenwood-Phoenix Tramway company and the city was killed in committee of the city council at last night's meeting. The company asked for a bonus of $50,000 with a privilege of using certain streets, and to operate by steam or electricity. At the time of the first application the company deposited a forfeit of $5,000 with the city to begin work within a certain period. Failing this the city has confiscated the sum..

Silverton's townsite building was recently destroyed by fire.

O. R. & N.

OREGON SHORT LINE

AND UNION PACIFIC

ONLY LINE EAST VIA

Salt - Lake - and - Denver

TWO TRAINS DAILY.

Steamship Tickets to Europe and Other Foreign Countries.

Daily Departs.	Spokane Time Schedule Effective May 23.	Daily Arrive
7:45 a. m.	FAST MAIL — For the Coeur d'Alenes, Farmington, Garfield, Colfax, Pomeroy, Waitsburg, Dayton, Walla Walla, Pendleton, Baker City, and all points EAST. FAST MAIL — From all points EAST, Baker City, Pendleton, Walla Walla, Dayton, Waitsburg, Pomeroy, Moscow, Pullman, Colfax, Garfield, Farmington, and Coeur d'Alenes.	6:15 p. m.
4:00 p. m.	EXPRESS — For Farmington, Garfield, Colfax, Pullman, Moscow, Lewiston, Portland, San Francisco, Baker City and all points EAST. EXPRESS—From all points EAST, Baker City, San Francisco, Portland, Colfax, Garfied and Farmington	9.15 a. m.

STEAMER LINES

San Francisco-Portland Route.

STEAMER SAILS FROM AINSWORTH DOCK, Portland, at 8 p. m., and Spear Street Wharf, San Francisco at 11 a. m. every five days.

Willamette and Columbia Rivers.

Daily Boat Service between Portland, Astoria, Oregon City, Dayton, Salem, Independence, Corvallis and all Columbia and Willamette river points.

Snake River Route.

Steamers between Riparia and Lewiston leave Riparia daily at 3:40 a. m., returning leave Lewiston daily at 7:00 a. m.

H. M. ADAMS, General Agent,
430 Riverside Ave., Spokane, Wash.

SIMILKAMEEN CITY

The Coming Mining and Commercial Center of Similkameen, Between Keremeos and Princeton, British Columbia.

Similkameen City Townsite Company.

FRANK BAILEY, Manager, H. M. KEEFER, Agent,

4 Wallace-Miller Block, GREENWOOD, B. C.

A. B. C. Code, Clough's Code. Head Office, Both 'Phones.

AGENCIES AT:

Victoria, Vancouver, Spokane, Toronto, Rossland, Nelson and all Boundary Towns.

To Whom It May Concern:

WE, the several persons, whose names and addresses are hereunto subscribed, respectfully declare that we have seen Similkameen City and the surrounding country, and that the situation is as represented on page 27 of Bailey's pamphlet of the Similkameen district, and that his accompanying map shows the position of the townsite to be as there set down.

GREENWOOD—
F. N. Gladden,
John Gladden,
D. McMillen,
R. P. Williams,
C. R. Townley,
Phil McDonald,
Robert Wood,
George, R. Naden,
W. D. Hodges,
Thos. S. Miller,
C. W. H. Sansom,
Hugh McKee.

VICTORIA—
Wm. Baillie,
F. A. Devereaux.

FAIRVIEW—
L. W. Shatford,
W. Featherstonhaugh,
R. H. Parkinson, PLS,
S. Cousins.

OLALLA—
W. C. McDougall,
Jas. Riordon,
David Black.

ANACONDA—
C. L. Burnsides.

PRINCETON—
A. Sirett,
T. J. McAlpin.

PHOENIX—
K. P. Matheson.

CAMP HEDLEY—
R. O. Hawtrey.

LONDON, Eng.—
Chas. E. Oliver.

These are copies of the written names of the original reference. Anyone who wishes to verify my report may do so by writing to any or all of the parties.

FRANK BAILEY, Manager.

The Yale-Columbia Lumber Co.,

LIMITED.

MANUFACTURERS

OF ALL KINDS OF

Rough and Dressed Lumber, Lath, Shingles, Mouldings and Turnings.

Principal Mills at CASCADE, B. C.

The Columbia Brewery Grand Forks

EXTRA FINE

Lager Beer!

Brewed Especially for Export.
Warranted to Keep in Any Climate.

THE SPACE BELOW

Is too small in which to tell you what a complete line of

Groceries,
Patent Medicines.
Miners' Supplies,
of all kinds;
Also, Hay and Oats,

That is always on hand at

FERGUSON & RITCHIE'S.

Buy from them and Save Money

The Royal Visit.

Within a very short time, no doubt, active preparations will be commenced all over the Dominion for the reception of the Duke and Duchess of York, says the Nelson Miner. Already a committee of some half a dozen members of the federal cabinet has been appointed to draw up a programme. Beyond the fact that their Royal Highness will arrive on or about September 17th and will spend a month in the country, of which at least a fortnight will be consumed in a trip to the coast, very little has been settled with regard to the movements of the Royal pair in the Dominion. His Excellency the Governor-General will doubtless accompany the Duke and Duchess on their journey, and it is not improbable that a minister of the crown may form one of the party. On the occasion of the visit of the Prince of Wales, now his Majesty the King, in 1860, Sir John Rose, the then finance minister, had the honor of traveling with His Royal Highness, and a very cordial friendship was established between them. The Duke and Duchess are traveling with a numerous party, so that the railway companies will be called upon to make a liberal provision on the matter of drawing room cars and sleepers as such journeys as may be required by railway. The suite of their royal highness numbers about twenty, and in addition there are no less than 26 servants.

The Third Bridge Across the St. Lawrence.

The St. Lawrence is to be spanned by a third bridge opposite Montreal. The New York Central has obtained a controlling interest in the Montreal Bridge Co., and the announcement is made that the work of construction will begin at once. The Dominion government is to be asked the usual subsidy of 15 per cent of the cost. A subsidy has already been informally promised. It is stated that the cost of the bridge will be six millions and the terminals four millions more. The N. Y. Central now enters Montreal over the C. P. R. The new bridge is expected to accommodate several other lines.

The coronation of King Edward will take place at the end of June, 1902. Westminster Abbey, according to Truth, will be entirely closed to the public for four months prior to the event, and all services will be suspended in order to prepare the interior for the ceremony. The details of the ceremony will be settled next week by a committee of the privy council.

Victoria, being named after the kindest-hearted queen that ever ruled over a great nation, has resolved to perpetually celebrate the anniversary of her birth, the 24th of May.

If you want a map and guide of the Similkameen country, call at this office and get it. *

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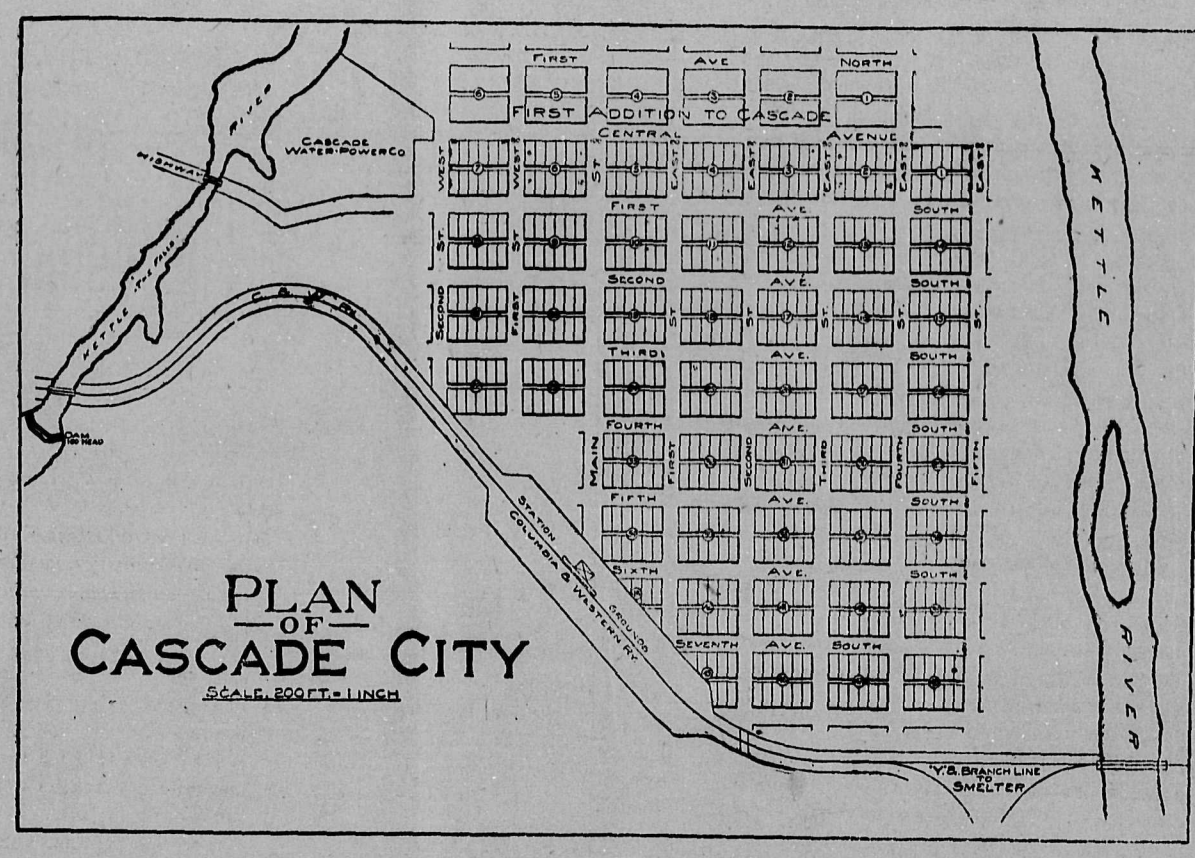

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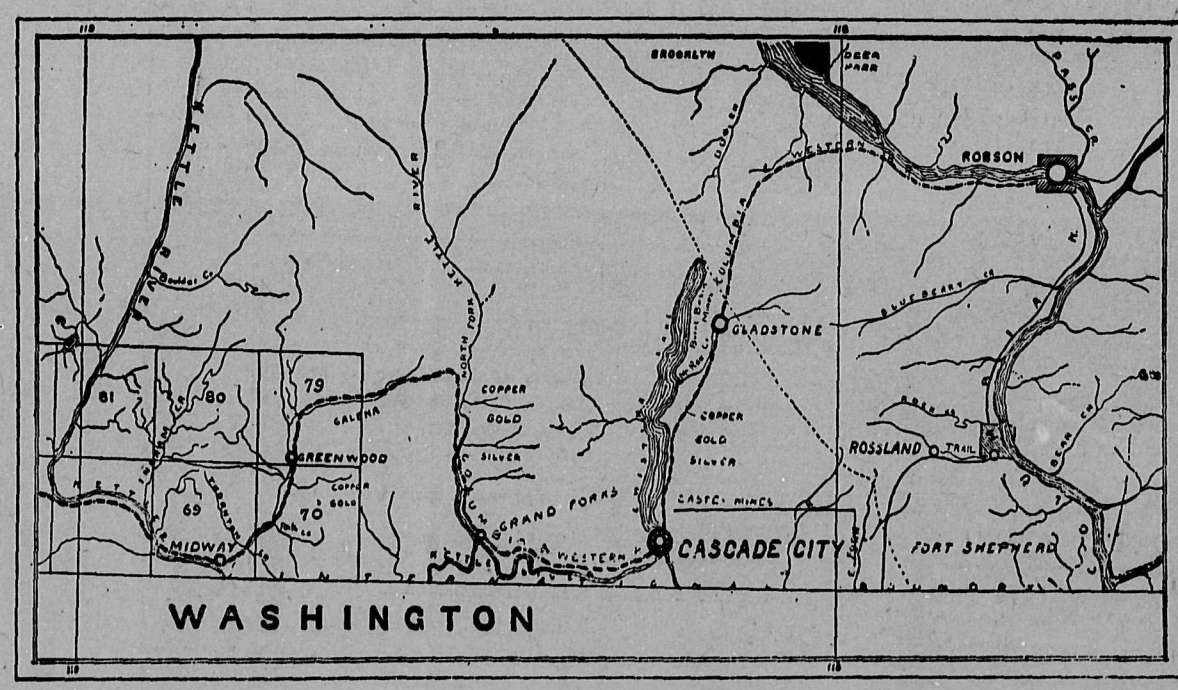

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