

THE CASCADE RECORD

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

VOL. II.

CASCADE, B. C., APRIL 14, 1900.

No. 23.

ANOTHER FATAL BLAST.

Nick Milwick Blown into Eternity by the Explosion of a "Miss Fire."

THREE MEN INJURED--ONE DEAD.

While Attempting to Drill out a Partially Exploded hole Nick Milwick Loses his Life, S. Davis and C. Hastings Injured.

About 10.30 Thursday night, a fatal accident occurred on the open cut of the flume of the Cascade Water Power and Light company's work here. A crew of three men, composed of Nick Milwick, Sam Davis and C. Hastings, the latter acting as foreman. The blasts had been set off, but apparently one of them only partially operated. It was while attempting to drill out the hole which had so missed fire that the fatal explosion took place. As we understand it Mr. Hastings was twisting the drill and Sam Davis was striking, and the explosion resulted from the first blow on the drill. The singular thing about the unfortunate affair was the fact that the man killed, who had thawed the nitro powder had just approached to render what assistance he could and was not directly over the hole. The men are not able to explain just what happened, or just what took place in detail. It is thought Milwick was blown into the air, and that his injury resulted more from the fall of 10 feet or so, than from being hit by flying rock.

Milwick, before his death, which occurred about 9.30 yesterday, was conscious and conversed with his attendants. The deceased leaves a wife and three children in Gumiri, Austria, of which country he was a native. He had only been working here a week. He is said to have a brother in Republic, who was here about three weeks ago. Everything possible was done for the relief of the unfortunate sufferer up to the hour of his death.

Chas. Hastings was not badly bruised, but the shock of the explosion left him in a pretty sore condition.

Coroner Smith of Grand Forks was informed of the accident by officer Widdicombe, who was instructed if there were no indications of blame attaching to the management, no inquest would be held, and the remains were buried yesterday afternoon, S. F. Quinlivan superintending the making of the coffin and burial personally.

Dr. Schaich was present with the

deceased continuously for three or four hours during the night, and did everything in his power to relieve the suffering of the unfortunate man. The Dr. says there was a cut in the scalp from ear to ear which was lifted almost completely from the skull, the latter being not in the least fractured.

Davis was severely cut about the head and face, and hand, but no bones were broken, and he was able after medical patching to be about town.

Later information gleaned from his countrymen shows Milwick's real name to have been Novas. A silver watch and \$15 in money were found on his person.

Hon. C. H. Mackintosh Nominated.

Rossland, April 10.—The Conservative convention for the Rossland riding met to-day, and, amid great enthusiasm, nominated C. H. Mackintosh for the place of member of the provincial parliament. The nomination was by acclamation, as there seemed to be no member of the Conservative party who desired to rival him for the place. The convention was made up of delegates from the Boundary towns and Rossland and Trail. A well attended ratification meeting was held this evening. The principal speaker was Mr. Macintosh, and he promised, if elected, to do all that he could to develop and put on a better footing than at present the mining interests of British Columbia.

A Debauch Ends in Cremation.

Rossland, April 9th. — Joshua Wayne had been sober for several months, but on Saturday night he became intoxicated, and did not go home until 5 o'clock Sunday morning, to the shack which he occupied on Kootenay avenue. In some way it caught fire at 5:40, and J. Stussi hurried to the window and saw Wayne sitting at a table, his hands outstretched, and caught him by the arm and endeavored to pull him out through the window. Stussi pulled till some of the flesh came off the unfortunate man's arm and then the heat became so great that he was obliged to beat a hasty retreat. The fire alarm was turned in, but by the time the firemen arrived the structure was in flames and the unfortunate man was burned almost to a crisp. Wayne was about 50 years of age and at one time was a teamster but for the past year has been a gambler and dealt for Can Leahy. He had \$250 in paper money on him when he went home, and this was destroyed with his clothing.

GLADSTONE NOTES.

Preparations are being made by many parties interested in this camp to commence operations at once.

Work is to commence on the Mother Lode this week.

The Jackson Bros. are here looking after their interests in the Mother Lode, Unexpected and other Burnt Basin properties.

The Unexpected is to be opened up at once. Men and supplies are going in to-day.

Messrs. Keller & Kerr with their outfits and men, are going to start work on their Oberne group in the North Burnt Basin. It is their intention to do considerable work on these well known claims.

Mike Shick "the old war horse," is again on his usual range and is looking for some as good things as he has found in the past.

Development on Cooper's Solid Gold group progresses very favorably, the quality and quantity of shipping ore in sight and being taken out reaching highest expectations.

Rumors and reports of deals being made and of properties to be opened up make it appear to us that this will be a "Gladstone" year.

Some as fine samples of the Cascade M. & M Co., were brought to town last week as are generally ever seen in any country. The Cascade group is situated about four miles from here towards Norway mountain.

A Good Display of Local Ore.

To get a good idea of the character and grade of ore, or mineralized rock, taken from prospects nearby to Cascade, one will do well to visit the townsite office here. Mr. Stocker has made it a point to gather in from time to time such samples as he could get possession of until now he has got quite a creditable display of samples from the embryo mines in this section. It is Mr. Stocker's desire to enlarge this display and he can be materially assisted by those owning claims, if they will leave specimens with him. He is willing to give all the space necessary in his office for such display, which might prove the means of interesting capitalists to the extent of causing them to make an examination of some of the claims producing the specimens. At any rate, there can be no harm done, and there is a chance of accomplishing good by exhibiting publicly the local mineral products.

Gen. Gatacre is on his way home to England.

WHAT DOES IT MEAN?

A Mining Engineer Supposed to be in the Employ of the C. P. R.

INVESTIGATING NEAR SUTHERLAND

A Big Quarry of Lime Flux, 200 Feet Wide, Said to Have Been Discovered a Short Distance Above the Siding.

From what is considered reliable sources, The Record learns that a party representing the C. P. R. has been in town this week, and has also been making a careful inspection of what is said to be an immense body of lime flux, or a kind of rock especially suitable for smelting purposes. The vein or body of rock is reported to be nearly 200 feet wide and of unknown depth.

The quarry is located a short distance above Sutherland siding, and we understand is the property of the railway company. The supposition is that the C. P. R. is about to begin development work on the claim with a view to obtaining actual knowledge of the extent and adaptability of the material for the purposes for which it is desired for their Trail smelter, and it will also be convenient to the smelter which is promising at Cascade when conditions shall be ripe for the beginning of such an enterprise here.

The development and working of this quarry would give employment to 25 or 30 men, and it is hoped that the surmise in regard to it is well founded.

Mr. J. D. Sullivan, assistant-engineer of the Columbia & Western railway is in the Boundary Creek country. One of the dams that is being constructed on the north fork of the Kettle river is directly under one of the railway bridges. This will necessitate the readjustment of the bridge and he is over to oversee the work. He reports that the spur to the Mother Lode has been completed, and the shipments from that mine will shortly be commenced. The branch to the Brandon-Golden Crown and Winnipeg mines is graded and already for the tracklaying, and this will soon be done. This will place these mines in a position to ship.

Hon. Hewitt Bostock, M. P., is on his way home.

It is reported that Col. Baden-Powell, commander at Mafeking, is dead.

THE NECESSITY FOR RAILWAY COMPETITION.

The politics of the average Hibernian are said to be "agin the gov'nment;" to an Englishman it appears a matter of much wonderment that every Canadian is not, in one respect, of the same persuasion, and with better excuse. For if there is one country on earth which has been systematically "jobbed" from east to west, it is Canada. The jobber has been the Canadian Pacific Railroad, and its tool has been the government for the time being.

The jobber has been wise in his generation; he has taken in hand the printer and the politician, moulded them to his will, and bought them at his own valuation—a not over-complimentary valuation, the price of a cheap "ad." or, mayhap, some free transportation. Likewise, he has made equally careful selection of his other supporters and has so arranged that it is difficult to assemble any representative body of men without discovering therein a banker, lawyer, journalist, land agent, or other prominent man whose private interests lie in the direction of stifling opposition to the C. P. R.

Nothing succeeds like success, and this *fin de siècle* Frankenstein with an iron heart, a stone soul, and the earth-hunger in its eyes, which has, in the unconscious but regally witty language of one of its supporters, "united the Atlantic to the Pacific with a band of *steal*," (sic!), has succeeded beyond all dreams and above all deserts. Mayhap it has succeeded too well. But there are signs of a change, and at the eleventh hour, on the last lap and at the meeting of the ways, this great corporation may find retribution awaiting it.

It has already met discomfiture. To Moyie, to Cascade, to Grand Forks, and to Columbia alike in turn the Frankenstein marched; to each it cried "give, give!" Cascade and Columbia, in the innocence of their virgin hearts, gave freely; gave their "birthright for a mess of pottage," and to-day—well, they still have their mess of pottage, and sometimes, when a stranger strikes the town, beans and bacon also. Grand Forks and Moyie gave not; they declined to become second-rate sycophants; they resented highway robbery, and to-day they hold their own and have added largely to it; they have gained in self-respect, in outside support, and in all material welfare. Grand Forks has established, among other bodies, a strong Board of Trade, and successfully inaugurated a powerful Liberal Association, and the first official act of each institution has been to pass a resolution heartily favoring the granting of a charter for the construction of the Kettle River railway.

Irrespective of all or any political faith, Cascade, individually or

collectively, will do well to follow suit; vast efforts will be needed to break down the existing monopoly, and secure for this district the railway competition it absolutely needs, and no seeming appearance of success, too often the "Will o' the wisp" of failure, must delude the worker.

Every miner in the Boundary country knowing the grade of ore the district produces must recognize the necessity for cheap hauling; the existence or creation of scores of mines with employment for thousands of workers, will be absolutely dependent upon economical rates, both for hauling and smelting. Competition only will secure those rates. It is equally obvious to the miner that, in order to secure that healthy margin between the price of labor and the cost of existence, which makes life worth living, the merchant must be enabled to lay down his goods at less extravagant prices. Competition only will secure the necessary freight rates. Further than this, railway construction in itself, causing as it does, the disbursement of many thousands for labor and supplies, brings in its trail a temporary wave of prosperity which the prudent man well knows how to profit by. Let it then be the bounden duty of every inhabitant of the Boundary country to constitute himself a select committee for the encouragement of railroad enterprise.

And the charter granted—setting aside government ownership—due protection and provision for existing towns, institutions and incorporations on the proposed route, may well be insisted on.

It should further be made impossible for railroad contractors, endowed with special privileges and low freight rates to retail inferior goods at exorbitant profits to the detriment of local merchants; more particularly should it be made impossible for the contractors' servants to establish on their own accounts in assumed names retail trading depots from which to distribute at non-competitive rate goods obtained on the cheap from their employers' stocks.

STANLEY MAYALL.

It is said that Andrew Laidlaw has formed a company to build a smelter. Of course both Greenwood and Grand Forks expect to secure the smelter. R. L. Armit, it is also said, will build an ore sampler, and he may locate in this or the "metropolis." In the meantime The Record would respectfully direct the attention of Mr. Laidlaw and Mr. Armit to the fact that Cascade possesses advantages superior to those of either Grand Forks or Greenwood for the location of their proposed enterprises.

The people of any town must stand together if they would win. A house divided against itself cannot stand, and if a community is desirous of showing its full strength the people must work in unison.

COMPETITION NOT THE SOLUTION.

President Shaughnessy of the C. P. R. declared before the railway committee of parliament that he wished to see the Kettle River Valley railway bill defeated, so that he would have a free hand in the Boundary District, and thus be able to give lower rates to mine-owners and other business men than he would otherwise be able to give them. There is logic in his contention, provided he is honorable, and intends to keep his word. If two railways were competing with each other for the trade of this district, each would have to make such profits as would pay the interest on the cost of construction and the running expenses. The two railways could not be run for any great length of time at a loss to the shareholders, and, if rates through competition fell below the paying point, the managers would in self-defence be compelled to make an agreement to increase rates to such an extent as to make the railways pay. There might be a war of rates for a time, but it could not last long, as those who controlled the railways would not be guilty of the folly of losing money daily when by a friendly agreement they could increase the rates to such an extent that both railways could be run at a profit instead of at a loss.

In such a case, the people of the Boundary District would be compelled to pay the interest on the cost of construction of the two roads instead of one, and also to pay the running expenses of two roads instead of one. The passenger and freight rates would, therefore, be higher, than it would be necessary that they should be in order to make one road pay. Those who contend that the competition of two roads must of necessity result in lower rates, forget that the two railways cannot be long run at a loss, and that the managers must by an agreement increase the rates so as to make both railways pay. In the long run it increases rates to build competing lines, as the competing railways must either stop running or the people served must pay the expenses of running all of them and also the interest on the cost of construction of all of them.

The ownership of railways by the government would rid us of the folly of building unnecessary railways with the object of getting lower rates through competition. The government would never build two railways where only one was required or three where only two were required. They would never build any railway unless the building of it was shown to be absolutely necessary. Then there would be no such thing as watering stock, and the people would simply have to pay the interest on the actual cost of construc-

tion of such railways as were actually needed, while at present they often have to pay interest on two or three times the actual cost of construction of several railways in a district, where only one is needed. If a railway cost the government \$10,000,000, they would not water the stock and attempt to collect dividends on \$20,000,000, as a corporation would. They would simply impose such rates as would pay the interest on \$10,000,000 and furnish money for running the road. As the government can borrow money at a lower rate than any corporation, the amount paid on the \$10,000,000 would be much lower than any railway corporation would have to pay.

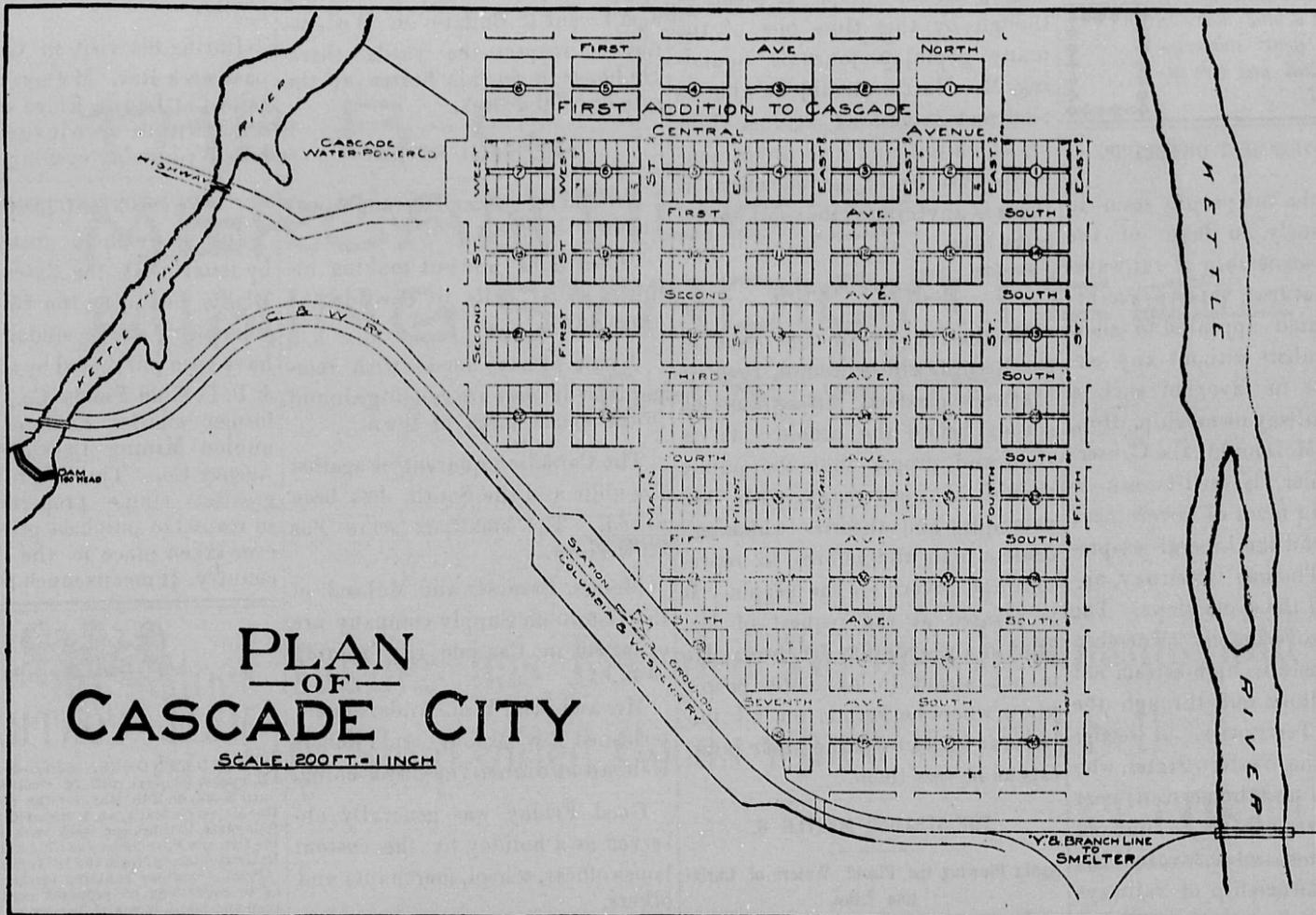
It is absurd to bring up the case of the Intercolonial Railway as an argument against the government ownership of railways. No business men on the face of the earth would have ever thought of building that railway as a commercial undertaking. It was built solely for political reasons. It had to be built in order to get the maritime provinces to come into the Canadian confederation. It runs for part of its length through a very sparsely populated territory, where the snow is often twelve feet deep in the winter, and where there is scarcely any traffic for it. It is very much longer than it would be if its course were even a distant approach to a straight line. It is folly to judge the ownership of railways by such an utterly untenable standard.

Mr. Shaughnessy is quite logical in saying that he can afford to give lower rates if he has the entire business of this district to himself. In such a case he will simply have to charge such rates as will pay the running expenses and the interest on the cost of construction of one road, and will be able to depend on the entire business of this district to furnish the money. If there were two roads he would still have to charge such rates as would pay the running expenses and the interest on the cost of construction, while the other road would have to do the same thing. As the two roads would have to divide the income, they would, by friendly agreement, have to charge such rates as would pay the cost of the construction of the two roads, and also the running expenses of both roads, and such rates would have to be much higher than one road would have to charge if it had all the business. The idea of getting lower rates by means of competition is based upon a delusion, as the owners of railroads are not such fools as to run them at a loss, when by a friendly agreement they can avoid doing so. This is purely a matter of honor on the part of Mr. Shaughnessy. If he chooses to act the part of an honorable man, he can certainly give lower rates than he could if there were two railways here to be provided for.

JOHN SIMPSON.

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CASCADE,

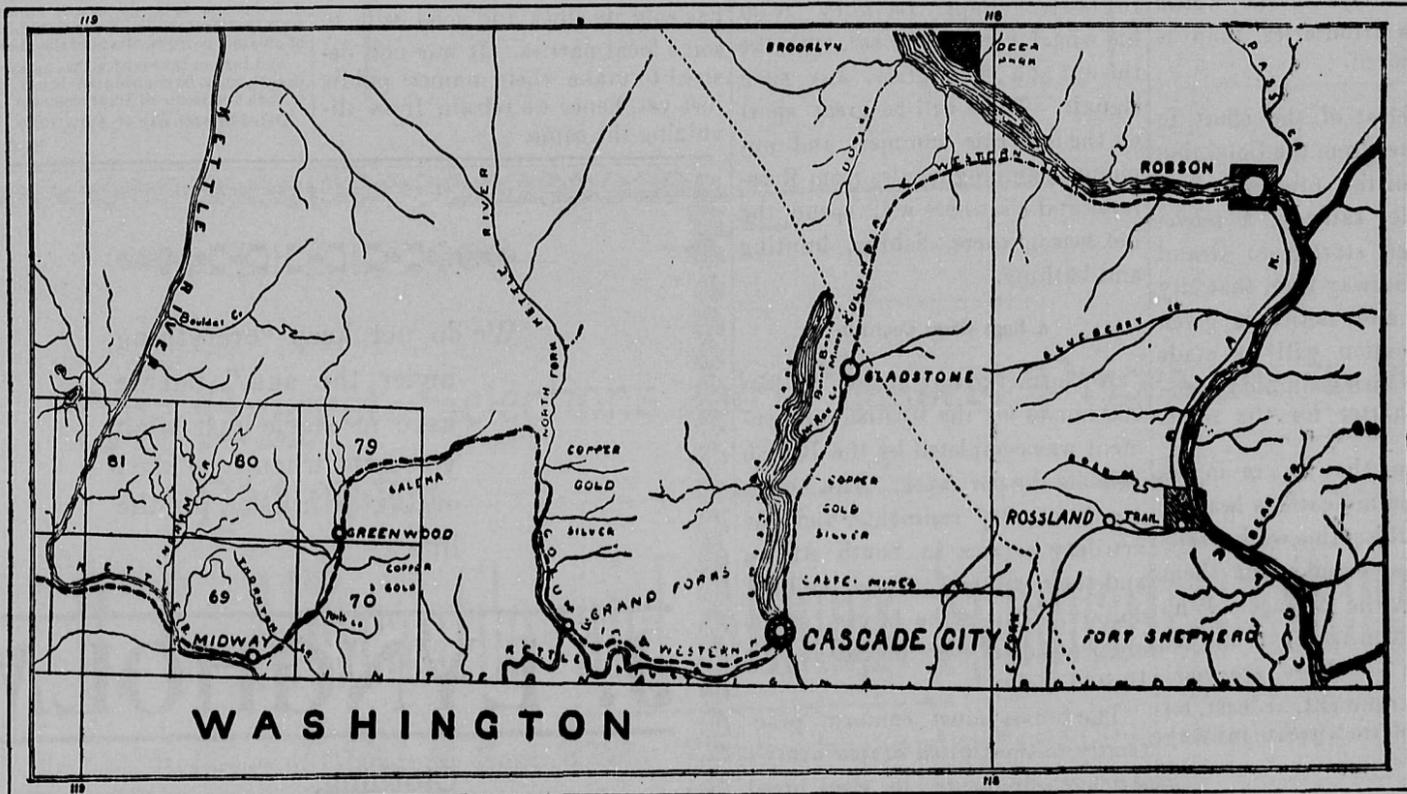


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THE CASCADE RECORD

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FAVOR GOVERNMENT OWNERSHIP.

In Manitoba the people seem to be unanimously in favor of the government ownership of railways. In the legislature a vote was recently taken, which appeared to show that the members without any exception were in favor of such a change in railway ownership. Hon. Hugh John McDonald, the Conservative premier, is well-known to be strongly in favor of government ownership, and the Liberal ex-premier, Hon. Thomas Greenway, appears to hold the same views. The principle of government ownership seems to be held in high esteem not only in Manitoba but through the North-West Territories. A settler from one of the Western States, who recently took up a homestead near Edmonton, wrote back to his old home, that men who favored the government ownership of railways were looked upon as wise patriots in Alberta. He said they did not have the words "Anarchist" and "Fool" shouted at them as in the United States.

While other towns in the Boundary are complaining of dull times, conditions are materially and daily improving in Cascade. Quite a spirited inquiry for farming lands in this vicinity is noticeable. The fact is there is much more tillable soil in the valleys of the Kettle river and its tributaries, than is generally believed.

Since the defeat of the effort to secure a charter from the Dominion government for the proposed Kettle River Valley railway, a movement has been started in Grand Forks for a tramway from that city to Republic, and notice is given that an application will be made to the next British Columbia legislature for a charter for the same.

It so happens that we are in receipt of two communications bearing on the same subject this week—railway competition—and print them side by side on the 2d page. Who will say great minds run in the same grooves? There are good grounds for argument, at least, on both sides of the great railway problem.

Mr. Macintosh's platform is not altogether satisfactory to the Conservatives of Cascade. They say it lacks the clearness and directness which characterizes Mr. Martin's proposals.

The roasting of ore at the Granby smelter began Wednesday.

This is a great "boom" country. Just now there is a furious rush to see who can heap the greatest amount of senseless and unreasonable abuse and ridicule upon Joseph Martin, and the small fry are following the bell-sheep. It seems as though by this time one of the many popinjay journals hounding Mr. Martin should be able to resurrect something against him on which to found a veritable complaint worthy of consideration, if there is anything of that sort buried anywhere.

Mr. Martin's Platform.

On the 7th page of this issue of the Record will be found Premier Martin's platform on which he stands before the people. It is right and proper that the public should be conversant with the principles and theories which actuate a man who aspires to represent and govern for the people. It is printed at the request of Mr. Martin and paid for by him. He is not afraid to have the people know where he stands on all important issues touching their interests as he sees them.

THE STEAMER MYRTLE B.

Again Plowing the Placid Waters of Christina Lake.

Ben. Lavalley informs The Record that his steamboat, the Myrtle B., is again in operation for the season of 1900 on Christina lake, and that he is prepared to make contracts in the carrying line on the lake. The steamer and rowboats will at all times be at command for excursion parties, or for the transportation of freight. At the lower end of the lake a large red flag will be used to signal for the steamer or rowboats. Capt. Lavalley from his wharf, can readily see, with the aid of a field glass, any such signals. There will be great sport on the lake this summer, and numerous camping parties from Rossland and elsewhere will spend the hot season there, fishing, hunting and bathing.

A Huge Horse Contract.

A contract to buy 30,000 to 35,000 horses for the British government was completed by the British officials the past week. The horses are for cavalry regiments and the artillery service in South Africa, and they will cost several million dollars. This is the largest single order of horses ever placed in the United States.

The horses must conform practically to the United States army's strict requirements, in size, breed and soundness. This limits the choice practically to the breeds reared on the producing centers of Kentucky, Indiana, Illinois, Missouri and Iowa. Buffalo has been selected as the point of inspection where horses will be taken by the contractors who will act as the

British government's agents when accepted at Buffalo. The horses, when sufficiently rested, will be shipped to New York city and loaded on transports in lots of about 1000.

The British army purchasing agent went to Buffalo on Wednesday to inspect the yards there. He hopes to get his horses at the rate of 5000 a week.

BRIEF LOCAL MENTION

Provincial Officer Darraugh was in town this week.

"Lord Bobs" was out making his initial social calls in Cascade, the other day.

A pair of bay horses with remnants of harness are ranging around in the woods north of town.

The Canadian quarantine against Republic and the South, has been raised. The smallpox scare has blown over.

Messrs. Bremner and McLeod of the Dominion Supply company are expected in Cascade the coming week.

Mr. and Mrs. Wm. Anderson entertained Rev. McCoy and Robert Kelman at dinner Tuesday evening.

Good Friday was generally observed as a holiday by the custom house officer, school, merchants and others.

The whistle of the Earle steam saw-mill this week has tended to add to the inspiring influences that go to make indications of local industry. At present the mill is being run on order work.

J. A. Heard and John Beasley of the Little Jack and Zoie Belle mining properties, were in town Friday. They left some very fine specimens of ore at the Townsite office.

The Dominion Supply company has sold its stock and good will to some local parties. It was not desired to make their names public just yet, hence we refrain from divulging the same.

Mr. John Simpson is spending his Easter holidays in Grand Forks.

Work on the big flume is progressing most favorably, and Contractor Quinlivan is keeping his working force up to the fullest capacity.

During his visit in Cascade the past week Rev. McCoy was entertained at Laurel Ridge where a few of his friends were invited to meet him Wednesday evening.

AN IMPORTANT TRANSFER.

Just as we go to press, we learn by letter that the Cascade Water Rights, including the \$500,000 development works under way here have been purchased by the London & B. C. Gold Fields Co., from the former charter holders, the Dominion Mining Development and Agency Co. This is probably the greatest single property transfer in respect to purchase price that has ever taken place in the Boundary country. It means much to Cascade.



MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon, on 25th May, for the conveyance of Her Majesty's Mails, on a proposed Contract for four years, 12 times per week each way, between the Cascade Post Office and Columbia & Western Railway Station, from the 1st July next.

Printed notices containing further information as to conditions of proposed contract may be seen and blank forms of Tender may be obtained at the Post Offices of Cascade and at this office.

Post Office Inspector's Office,
Vancouver, B.C., 13th April, 1900.

W. H. DORMAN,
Post Office Inspector.

MINREAL ACT, 1896.

Certificate of Improvements.

NOTICE.

ROMAN EAGLE Mineral Claim, situate in the Kettle River Mining Division of Yale District.

Where located:—About a mile southeast of Cascade City.

Take Notice that J. F. C. Green, of Nelson, acting as agent for J. J. Walker, Free Miner's Certificate No. B27,625, intend sixty days from 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 87, must be commenced before the issuance of such Certificate of Improvements.

Dated this 5th day of April, 1900,

F. C. GREEN.



We do not keep "everything under the sun," but we have in stock just what you want when you start out in the hills or "up the line."

J. LYNGHOLM

Clothing,
Boots,
Shoes, Etc.

CASCADE, B. C.



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Lowest Rates in Town!



The Biggest Selections and Cheapest Prices are to be
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Branches at Gladstone, English Point (Christina lake) and at Eagle City on North Fork.
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If You Wish

To keep thoroughly posted on the fast moving events in the growing Boundary and Christina Lake sections, there is only one way to accomplish it, viz:

Just get in line, follow the crowd and subscribe to . .

The Cascade Record.

It costs only Two Dollars to get in out of the wet, and receive 52 copies of the Record. Printed on good paper with good type and good ink.

CURRENT INFORMATION.

Kaslo will have a grand celebration on May 24th, the Queens Birthday.

Work has been re-commenced in the Le Roi, War Eagle and Centre Star in Rossland Camp.

Steel has been laid on the Deadwood spur to the last trestle on the other side of the Sunset. Just across the trestle as team shovel is in operation cutting out a sidetrack for the Mother Lode, and the material is used for ballasting the road.

A new rate on coal between Lethbridge, Fernie and Greenwood has gone into effect, says the Times. The old rate from Fernie to that city was \$3.75 per ton, the new rate is \$3.20, a reduction of 55 cents per ton. Between Lethbridge and that point the old rate was \$4.35, the present rate is \$3.80, being a similar reduction of 55 cents per ton. The rate was effective from the first instant.

James Baxter, the well known private banker, and Ferdinand Lemieux, the ex-accountant of the Ville Marie bank, were sentenced in Montreal by Judge Wurtele to five years each in the penitentiary upon the charge of having conspired to rob the Ville Marie bank. The Judge was severe in his comments before he passed sentence. Baxter made an appeal for mercy, claiming he was innocent.

Victoria, April 9.—The Conservative association at their adjourned meeting this evening decided to

adopt party lines for the coming provincial campaign.

Sydney, New South Wales, April 9.—Ninety-three cases of bubonic plague and 29 deaths from the disease have occurred here. Thursday next has been appointed as a day of intercession and prayer for relief from the plague.

Ottawa, April 10—A cable was received to-day from Lord Strathcona asking for a contingent of 50 men to be forwarded to South Africa at once to join the Strathcona Horse and be ready to fill the vacancies which may be caused by casualties or in other ways. It is, therefore, apparent that the Strathcona Horse will be at once sent into action, and it is accordingly intended to keep the regiment up to its full strength. The department of militia will see that the order is at once carried out. Plainsmen and mounted police will be selected, the same as was done in the first instance.

Dominion Finances.

The annual statement of the Chancellor of the Exchequer, Sir Michael Hicks-Beach, for the year ending March 31 shows a net increase over 1899 of £11,899,377, of which £7,462,801 occurred in the last quarter, evidently due to the immense payments for the release of bonded goods previous to the budget announcement.

Sipido, who attempted to assassinate the Prince of Wales, had accomplices, and they are already in the toils of the strong arm of the law.

P. BURNS & CO.'S

MEAT MARKET.

Fish and Oysters, Live and Dressed Poultry

WEINERWURST AND SAUER KRAUT.

F. GRIBI, Mgr.

SECOND AVENUE : : : CASCADE CITY, B. C.

The Cascade Sawmill

A large stock of Rough and Dressed Lumber.

Laths, Shingles, Mouldings, Etc

Estimates Furnished and Prompt Delivery Made.

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Premier - Martin's - Platform.

In appealing to you as the Premier of the Province, I beg to lay before you the platform of the new Government as follows:

1. The abolition of the \$200 deposit for candidates for the Legislature.

2. The bringing into force, as soon as arrangements can be completed, of the Torrens Registry system.

3. The Redistribution of the constituencies on the basis of population, allowing to sparsely populated districts a proportionately larger representation than to populous districts and cities.

4. The enactment of an accurate system of Government scaling of logs, and its rigid enforcement.

5. The re-enactment of the disallowed Labor Regulation Act, 1898, and also all the statutes of 1899, containing anti-Mongolian clauses if disallowed as proposed by the Dominion Government.

6. To take a firm stand in every other possible way with a view of discouraging the spread of Oriental cheap labor in this Province.

7. To provide for official inspection of all buildings, machinery and works, with a view to compelling the adoption of proper safeguards to life and health.

8. With regard to the Eight-hour Law the Government will continue to enforce the law as it stands. An immediate inquiry will be made by the Minister of Mines into all grievances put forward in connection with its operation, with a view of bringing about an amicable settlement. If no settlement is reached the principle of the referendum will be applied and a vote taken at the general election as to whether the law shall be repealed. If the law is sustained by the vote it will be retained upon the statute book with its penalty clause. If modifications can be made removing any of the friction brought about, without impairing the principle of the law, they will be adopted. If the vote is against it the law will be repealed.

9. To reestablish the London Agency of British Columbia, and to take every effective means of bringing before the British public the advantages of this Province, as a place for the profitable investment of capital.

10. The retaining of the resources of the Province as an asset for the benefit of the people, and taking effective measures to prevent the alienation of the public domain, except to actual settlers or for actual bona fide business, or industrial purposes, putting an end to the practice of speculating in connection with the same.

11. The taking of active meas-

ures for the systematic exploration of the Province.

12. The borrowing of money for the purpose of providing roads, trails and bridges, provided that in every case the money necessary to pay the interest and sinking fund in connection with the loan shall be provided by additional taxation so as not to impair the credit of the Province.

13. In connection with the construction of Government roads and trails, to provide by the employment of competent civil engineers and otherwise that the Government money is expended upon some system which will be advantageous to the general public, so that the old system of providing roads as a special favor to supporters of the Government may be entirely discontinued.

14. To keep the ordinary annual expenditure within the ordinary annual revenue, in order to preserve intact the credit of the Province, which is its best asset.

15. To adopt a system of government construction and operation of railways and immediately to proceed with the construction of a railway on the south side of the Fraser river, connecting the coast with the Kootenay district with the understanding that unless the other railways now constructed in the Province give fair connections and make equitable joint freight and passenger arrangements, the Province will continue this line to the eastern boundary of the Province. Proper connection with such Kootenay railway to be given to the Island of Vancouver. With respect to other parts of the Province, to proceed to give to every portion of it railway connection at as early a date as possible, the railway, when constructed, to be operated by the Government through a Commission.

16. A railway bridge to be constructed in connection with the Kootenay railway across the Fraser river, at or near New Westminster and running powers given over it to any railway company applying for the same, under proper conditions.

17. In case it is thought at any time advisable to give a bonus to any railway company, the same to be in cash, and not by way of a land grant; and no such bonus to be granted except upon the condition that a fair amount of the bonds or shares of the company be transferred to the Province, and effective means taken to give the Province control of the freight and passenger rates, and provision made against such railway having any liabilities against it except actual cost.

18. To take away from the Lieutenant-Governor-in-Council

any power to make substantive changes in the law, confining the jurisdiction entirely to matters of detail in working out the laws enacted by the Legislature.

19. The establishment of an institution within the Province for the education of the Deaf and Dumb.

20. To repeal the Alien Exclusion Act, as the reasons justifying its enactment no longer obtain.

21. Amicable settlement of the dispute with the Dominion Government as to Deadman's Island, Stanley park and other lands, and an arrangement with Mr. Ludgate, by which, if possible, a sawmill industry may be established and carried on on Deadman's Island under satisfactory conditions, protecting the interests of the people.

22. Proper means of giving technical instruction to miners and prospectors. JOSEPH MARTIN.

Cecil Rhodes is in England telling the people how much he enjoys liberation from a Boer prison.

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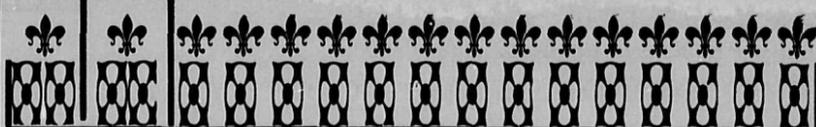
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TOWN AND BOUNDARY NOTES.

The addition to C. H. Thomas' barn is about completed.

Stage coaches are now running between Cascade and Grand Forks.

It is reported that the ledge in the Avon mine in Gladstone camp has been penetrated.

The public school here was adjourned Thursday afternoon till Monday, on account of the holidays, Good Friday and Easter Monday.

Joe Piane, the man who had been confined to his room in the Bear house here for nearly two months, with inflammatory rheumatism, is so far recovered as to be able to take out-door exercise.

Mr. Robt. Kelman, accountant in the office of Engineer Anderson, left by Friday night's train for Vancouver, where he goes to attend the wedding of a sister, which takes place next Tuesday. He will be absent about a week.

Rev. Joseph McCoy returned from Vernon last Saturday, and held services in the Presbyterian church here Sunday, morning and evening. Monday he went to Gladstone. Thursday he went to Phoenix, and will preach there to-morrow.

Finlay A. Sinclair, formerly customs assistant to Geo. C. Rose of Cascade has been appointed a preventive officer in Her Majesty's customs. James A. McRae, inspector of Indian agencies, Ottawa, has been appointed commissioner of police for British Columbia and the Northwest.

G. J. Simmons has been engaged this week with a crew of six men making a deviation in the county road a short distance above the big dam. The new portion of the road is about one-half a mile in length, and was rendered necessary by high water caused in a measure by back-water from the dam.

The high water in the Kettle river last week resulted in filling the boom of the Water Power Co. at the dam with debris and saw-logs. As a precautionary measure a force of men was put to work to relieve the boom by running the catch through the dam. John Earle with another crew was on hand to reclaim the good saw-logs, of which effort he made a fair success. Many people repaired to the dam last Sunday to witness the high water scene and the activity of the men engaged. Several narrow escapes from drowning were reported; among them were Messrs. Shafer, Earle, Nesbit and Kerr, whom we yet have with us in the flesh.

Grand Forks, notwithstanding

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the fact that at least half a dozen each of great factories and smelters have been erected there in the past year—in the papers—many of the business men are said to be putting stamps bottom side up on their letters as one of the means of keeping up the boom spirit.

At a meeting of Liberal-Conservatives called to appoint a delegate for the Rossland convention, the suggested nominee, Mr. Stanley Mayall, having explained that business would prevent his departure, a proxy was drawn up in favor of a non-resident Mackintosh supporter. At the Rossland meeting all proxies were disallowed, but as the convention supported Mr. Macintosh unanimously Cascade Conservatives are pleased with the result achieved.

D. D. Ferguson and Richard Darrow have begun work on their claims on Castle mountain, just across the river from town. There has been constant and active exploration work going on on Castle mountain the past few weeks, and some splendid specimens have been brought in.

Mr. Roderick McRae and family will begin a tour of Similkameen country next week. He has been delaying his trip in order to enjoy warm weather, as they are to travel in a camp wagon.

Cascade has experienced another coal oil famine this week.

Seeing and Observing are Different Things.

Cascade City, like so many other towns in the Boundary country, is situated an unconscionably long way from the railway station, and the train stops just long enough to allow the unwary passenger to get nicely away to the end of the platform, lighting up a fresh cigar, when the conductor, with a malicious humor, as it seems, shouts: "All aboard!" To see a corpulent passenger, thus caught, endeavor to "save his bacon" by a sprint for the rear platform of the last car, is said to be one of the most refreshing spectacles to be witnessed in that great country. Cascade City has at least a beautiful site and plenty of elbow room.

The foregoing is an extract from a letter written by a correspondent of the Victoria Colonist, and which appeared in that paper on the 7th inst. The correspondent is in error as to the distance of Cascade from the railway station. Owing to the height of ground between the station and the town, the latter cannot be seen by the former, and this evidently made the correspondent, who did not stop off here, think that the town was a long way off, while it was in fact, within a short distance of him.

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