

THE CASCADE RECORD

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

VOL. III.

CASCADE, B. C., JUNE 22, 1901.

No. 33.

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

Drugs & Photographic
SUPPLIES.
We carry an up-to-date
and complete stock.
H. E. Woodland & Co.
GRAND FORKS.

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

The
Old
Reliable
Store,

THE PIONEER STORE

W. M. WOLVERTON, Manager.

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

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. 80785, intend sixty days from the date hereof, to apply to the Mining Recorder for a certificate of improvements for the purpose of obtaining a crown grant of the above claim.
And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.
Dated this 1st day of June, A. D. 1901.
ALBERT E. ASHCROFT, P. L. S.

MINERAL ACT
Certificate of Improvements.
NOTICE.
"Molle," "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. Hallett, Free Miner's Certificate No. 149008, for myself and as agent for James F. Cunningham, Free Miner's Certificate No. 89016, 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 30th day of April, A. D. 1901.
I. H. HALLETT.

W. R. Megaw,
General Merchant
Makes a Specialty Fine
DRY GOODS,
CLOTHING,
BOOTS AND SHOES,
AND GROCERIES,
Fisher Block, GRAND FORKS.

City Barbershop
AND BATHROOMS.
Everything neat, clean and convenient, and workmanship the best.
Robert Prebilsky,
GRAND FORKS.

Mrs. M. F. Kraus,
Proprietress JOHNSON BLOCK
LODGING HOUSE,
FIRST AVE., GRAND FORKS.
Rooms 50c and up.

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.

BRITISH COLUMBIA.

(From the Victoria Colonist—Article II.)

The resources of British Columbia are very diversified. All the chief industrial pursuits of mankind can be carried on here successfully. These are agriculture, stock-raising, mining, lumbering, fishing and manufacturing. Of few individual states, provinces, colonies or even countries can this be claimed. In addition, the geographical position of the province is such that it must play an exceedingly important part in the commercial development of the Pacific Ocean. A little space may be well devoted to a consideration of this aspect of the case.

The continents of Asia and America converge towards each other as they approach the north, so that at Behring Strait they are only 36 miles apart. The convergence is greater than is indicated by the difference in longitude. Thus the longitude of San Francisco, Cal., is 122 deg. 34 min. West, and that of Port Simpson, the most northerly port in British Columbia, is 130 deg. 20 min. West, but owing to the shortening of degrees of longitude towards the North, the difference in distance between these two points and Yokohama, is nearly 700 miles in favor of the British Columbia port. The difference between the distance of more southerly ports in British Columbia from Yokohama and that of San Francisco is somewhat less than this, but it is sufficient to give our coast a great advantage when the time comes for time to be a governing element in the trans-Pacific trade. This advantage holds good not only for the coast, but also for the productive interior of North America and for European traffic, which may seek a western route to the Orient or Oriental trade, which may traverse America in order to reach Europe. From San Francisco to New York the distance by rail is 3,331 miles, and from New York to Liverpool 3,130 miles, which makes the distance from Yokohama to Liverpool via San Francisco 10,931 miles. The distance via Vancouver and Montreal is over 700 miles less than this. But there is a shorter route than either of these across the continent of North America, and that is the most northerly route of all, namely from Port Simpson to Fort Churchill on Hudson's Bay and thence to Liverpool. From Port Simpson to Fort Churchill is 1,450 miles, and from Fort Churchill to Liverpool 2,960 miles. Adding to these the 3,865 miles between Yokohama and Port Simpson, we have the distance between Yokohama and Liverpool reduced to 8,275 miles, a difference of 2,678 miles in favor of the Port Simpson-Hudson's Bay route over that via San Francisco and New York. In an article, which will be printed in tomorrow's Colonist from the pen of Mr. E. J. Clarke, one of the staff of the paper who has given much study to the Hudson's Bay route, many interesting and valuable data in regard to this subject are given, and to these the reader is referred. Even without taking into consideration the

Hudson's Bay route, and relying upon a land route to the Atlantic, the distance from Japan to Europe will be much less via British Columbia ports than by any other possible route.

An immense business is likely to be developed between America and Siberia. Vladivostok is the eastern terminus of the trans-Siberian railway. During a portion of the year the approach to this harbor is obstructed by ice, but for the greater part of the year it is as easily accessible as any harbor in the world. It is little if any further from British Columbia ports to Vladivostok than from those ports to Yokohama, but from San Francisco to Yokohama it is several hundred miles further. The reason of the great difference, is steamers from British Columbia will pass around the northern end of Japan.

If in this connection we turn our attention to the great producing belt of the North American continent, that is the portion of the continent which will produce what the Orient will purchase, and will purchase what the Orient will export, we will see that it is more readily accessible from the British Columbia coast than from San Francisco. The great tier of states which stretches across the continent immediately south of the International boundary, with the exception of those in the extreme west, can be better served, so far as Oriental traffic goes, from British Columbia ports than from any in the United States, and this is true of the whole Atlantic seaboard states. It is necessarily true of all of Canada. A further recommendation to the northerly routes is that the height of land to be overcome by railways is less than towards the south.

There is a growing commerce between Canada and the Australasian colonies, the full development of which is yet far from being realized. When reference is made to the various products of British Columbia, mention will be made of the lines in which trade can be profitably done with that part of the world. The distance from Victoria to Sydney, N. S. W., is 6,754 miles.

British Columbia has an almost innumerable number of excellent harbors. No one can tell how many there are, which are fully equal to the demands of ocean-borne commerce. They are at all times absolutely free from obstruction by ice.

It is obvious that on this phase of the subject all that can be done is to point out the salient facts. The inferences from them must be left to each reader. We have shown above sufficient data to warrant the claim that for the prosecution of commerce on the Pacific ocean, British Columbia is exceptionally well situated, and it is only necessary to add that the magnitude of this commerce is certain to be enormous, and that in the long run the facts of physical geography control the avenues of trade. Undoubtedly among the most important recommendations which this province has to those who desire to settle or invest in a country whose prosperity will rest upon a permanent basis, is its geographical position.

Local News From Abroad.

Engineer Anderson, of the Cascade Water Power and Light company was in Greenwood last week, and being pursued by the ubiquitous reporter, gave the following information, according to the Greenwood Times: "So far practically the whole of the local works, including the dam have been completed at a cost of about \$115,000. The first installation of machinery will consist of three turbines of 1000 horse power each.

In order to guarantee the utmost efficiency, the company will erect two independent lines for the transmission of the power to its customers. As soon as the first 2000 horse power has been contracted for, four more turbines will be installed to bring the full efficiency up to 6000 horse power. The estimate for the installation of the first 2000 is \$433,135, while to bring the efficiency up to 6000, a further estimated expenditure of \$431,210 would be required.

The London & British Columbia Goldfields company, limited, is placing the undertaking on the London market, while the Dominion Mining, Developing & Agency company, limited, occupies the position of vendor."

Western Federation Officers.

James Wilks who was in attendance upon the annual convention of the Western Federation of Miners, has returned. He says there were some 150 delegates present, and that the condition of the federation numerically and financially is better than at any former period in its history. The following were elected officers and members of the executive board: Edward Boyce, Denver, secretary-treasurer; John C. Williams, Grass Valley, California, John Kelly, Burke, Idaho; Phillip Bowen, Butte, Mont.; Thomas J. Sullivan, Leadville, Colorado; Charles H. Mayer, Deadwood; James A. Baker, Slocan City.

The executive board has engaged John H. Murphy of Denver, author of the eight hour law, as attorney for the organization. The Miner's Magazine, enlarged, will be issued from that city. Two new organizers will be put in the field at once, one on the Pacific coast and one in Colorado. Charles Moyer of Deadwood, S. D., was appointed one of these.

Boundary Boys in South Africa.

A letter received here recently from W. S. Keith, who is now at Krugersdorp, states that he is getting along famously. He says that he and Smith have been appointed corporals, Nicholson a troop leader, and Jones, of Phoenix, a sergeant. The trip on board ship was any thing but pleasant and the food very bad. There had been considerable sickness in the force, Nicholson having had a very hard time of it, and at the time the letter was written Trimm of Greenwood, was in the hospital, down with the mumps. They were waiting for mounts, and when these arrive he expects to be moved where the boys will have an opportunity of dodging bullets.—Greenwood Miner.

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.

THE CASCADE RECORD is offered for sale.

BOARDS OF TRADE AND ROAD MATTERS.

Were the matter of government road and trail appropriations taken up by the various boards of trade in their several districts, and an honest effort made by them to assist the government in distinguishing between the appeal of worthy citizens for a needed improvement and the efforts of political grafters, much money now wasted would be saved, and road conditions would be much improved over their present state. At the meeting of the Cascade board of trade on the 10th instant, a resolution was passed instructing its secretary to correspond with other boards in the interior district with a view of bringing this subject before these bodies for discussion, and to obtain united action by them.

In every community there are those who are keeping a close watch on the government pie counter for the crumbs that might be made to fall their way. They are ever ready to advise the government where to vote money for improvements, and nine times out of ten they are the principal beneficiaries. These boards of trade, acting as the reflectors of public opinion and sentiment in their localities, would be much more apt to direct the government in the right course, than an individual who makes politics his study. We think the Cascade board of trade has taken a step in the right direction, and hope to see it seconded by all the other boards of the inland association.

A SWEEPING DECLARATION.

There are two daily newspapers in Victoria, three in Vancouver, and one in New Westminster; six in all. Were all six carefully read, each day during a month, it is doubtful if one item would be found in all six that would be classed as original or bright. The Colonist is stale; the Times is flat; the News-Advertiser is prosy; the World is rusty; the Province is frothy; and the Columbian is dull.—Nelson Tribune.

The office of the inspector of metalliferous mines for all of West Kootenay, except Goat river mining division,

and Southern Yale, has been moved from Rossland to Nelson. It is presumed that this order of the Victoria authorities will cause the Rossland Miner to leap into the air and screech "Fool Government" several times before it hits terra firma again.

Two Serious Accidents at Grand Forks.

Two serious accidents occurred at the steam laundry in Grand Forks when Mrs. Dan O'Rea and Jake Stover were seriously injured. Mrs. O'Rea was caught in the mangle and her arm drawn into the machine. Before the machinery could be stopped her hand and arm had been drawn under the roller and crushed to pulp. Her hand was forced tight up against the steam box and the flesh literally roasted before the hand could be extricated. The doctor fears that amputation will be necessary to save the rest of the arm. The other victim, Jake Stover, slipped and fell from a ladder. On the top of the ladder were iron hooks and one of these struck Stover's head, cutting his face so badly that ten stitches had to be taken in dressing the wound.

Recognized The Indications.

It is told that a man was called to the telephone to receive a message. He asked of the telephone girl who called him, she replying that she thought it was his wife who wanted to talk with him. He went to the phone and putting it to his ear just as a lurid flash of lightning occurred was knocked down by the shock. Rising, he said: "Yes, it's my wife; just like her." Commander Tilley, of the U. S. Navy, who has been governor of the United States portion of Samoa, was banged on the head and robbed of his watch and money in San Francisco the day that he returned, and immediately recognized the fact that he was home again.

BRIEF LOCAL MENTION.

Madam Rumor is painfully silent on local railway matters.

Rumor has it now that Jim Breens' smelter will be located at Eholt.

Engineer Anderson, with a crew of men, started out Tuesday over the line of the Waterpower company's wire way to reset stakes for the poles. J. A. Bertois, of the B. C. stables, furnishes the team for transporting the outfit.

The remaining 40 feet of rock work on the Waterpower company's flumeway, was contracted to a company of six men who went to work at their task Monday morning with Ben Johnson and Chas. Stranburg in the lead. They expect to be able to complete the work in six or seven weeks, although they have over two months in which to do it.

By reference to our advertising columns it will be seen that the C. P. R. is offering low rates for round trip to either the Pan-American exhibition at Buffalo, the Epworth League meeting at San Francisco, Christian Endeavor convention at Cincinnati, or the gathering of the National Education association at Detroit. It is conceded that accommodations on its lines are inferior to none, and superior to many.

D. C. Beach, one of the directors of the Victoria Group Mining company, and manager, was in town yesterday. He says development

work is proceeding steadily on the Victoria, and results more and more assuring. A shift of six men is employed. Next Monday will be payday at the mine. Mr. F. E. Starkey, president of the company, is expected up from Spokane again soon.

Hon. Smith Curtis Visits the Boundary.

Hon. Smith Curtis was in the Boundary country this week, inquiring after the welfare of his constituents and seeking information as to their wishes and actual needs in the line of legislation. He told The Record that the matter of the Texas Point road to the head of Christina lake would be looked into and provided for at the next regular session. He said in the matter of roads and trails, he acted on this basis, that a bona fide shipping mine was entitled to government aid in building a wagon road over which to transport its ore, and that prospectors should be aided in obtaining passable trails into the districts where they toiled devotedly not only in their individual interest, but for the benefit of the great mining industry of the province generally. One thing is patent, that our representative is anxious to serve his constituents faithfully, and for that reason travels extensively among them that he may be the better informed as to present conditions and know what they should be so far as required legislation is concerned, and his supporters have the utmost confidence in his integrity of purpose and ability.

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

SPOKANE FALLS & NORTHERN, NELSON & FORT SHEPPARD, RED MOUNTAIN RAILWAYS.

The only all-rail route between all points east, west and south to Rossland, Nelson and intermediate points; connecting at Spokane with Great Northern, Northern Pacific and O. R. & N. Co.
Connects at Nelson with steamer for Kaslo and all Kootenay Lake points.
Connects at Meyers Falls with daily stage for Republic.
Leave DAY TRAIN Arrive
9.00 a. m. Spokane 7.35 p. m.
12.50 p. m. Rossland 4.00 p. m.
9.15 a. m. Nelson 7.15 p. m.
22 hours to Seattle.
27 hours to Victoria.
30 hours to Vancouver.
Buffet sleepers run on passenger trains between Spokane and Northport.
H. A. JACKSON,
General Passenger Agent,
Spokane, Wash.

CANADIAN PACIFIC RY.

Summer Vacation Trips

Pan-American . . .

. . . Exhibition

BUFFALO, \$76
July 2, 16—August 6, 20.

EPWORTH LEAGUE
MEETING
San Francisco, \$50
July 13, 14, 15.

CHRISTIAN ENDEAVOR
CONVENTION
Cincinnati, \$68.50, July 2, 3.

NATIONAL EDUCATION
ASSOCIATION
Detroit, \$71.25, July 2, 3.

For time tables and full information call on or address nearest local agent.

F. E. TEBO,
Agent, Cascade, B. C.
J. S. CARTER,
D. P. A. Nelson, B. C.
E. J. COYLE, A. G. P. Agt,
Vancouver, B. C.

THE ENGLISH STORE.



WE have still left the biggest stock in town to select from, and which has got to be cleared at or below cost.

WE give you the opportunity to buy now and save money.

GIVE us another call and buy before the boom comes and prices are way up.

IF there is anything you need or think you may want you had better decide to get it now.

Dress Remnants and broken lines of Ladies Goods will be sold out at a great sacrifice.

Gents Furnishings, and a large supply of

Hardware, Crockery, etc., in stock to select from.

There are some Shoes for ladies and children still left.

Special cut in detonators, fuse, tools and other material necessary for the prospector and miner.

Furniture and House-fittings.
The English Store,
CASCADE, B. C.



THE ENGLISH STORE.

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LATEST RAILWAY TALK.

The Spokesman-Review says: There was a persistent rumor in the city yesterday that the contract had been let for the construction of the Great Northern branch to Republic.

A St. Paul special reads: June 20.—The chief engineer's office of the Great Northern says the contract for the Republic branch has not yet been awarded. Vice-President Miller will return in a day or two when it is said the papers will be signed.

A special from Marcus, says: The arrival of two Great Northern railway contractors has led to many rumors that work on the road from this place to Republic is soon to begin. Although there seems to be nothing definite to be learned here, it is the general impression that the road has been fully decided upon, and that work on it will begin in a short time.

This much is certain, the surveys have been completed and have for several days been at St. Paul waiting orders from President Hill to give orders to start work. Hill is said to be on a fishing trip on the coast of Labrador.

A Grand Forks dispatch to the the Rossland Miner states that J. F. Stevens, chief engineer of the Great Northern, will reach Marcus to-morrow (21st) for the purpose of being present at the commencement of construction work on the proposed railway from Marcus to Vancouver. The Canadian section of the line is known as the V. V. & E. Ry., and a branch from Curlew, Wash., will be extended to Republic. J. H. Kennedy, chief engineer of the V. V. & E., states that the line has been located to a point 20 miles west of Midway. There is an unconfirmed report in circulation that Peter Simms has been awarded the contract for the section between the Columbia river and Cascade.

Striking Trackmen.

The threatened strike of the C. P. R. main line trackmen has occurred the men being generally out, and is much more serious than is generally thought, as the C. P. R. press service is colored to suit that concern. It is stated that the engineers, firemen and trainmen are in sympathy and are liable to be drawn into the struggle. Public sentiment is with the trackmen, whose wages have been reduced till their condition is pitiable.

The trackmen on the C. & W. branch of the C. P. R. threw down their tools yesterday. The company as well as the public may yet discover that Mr. Shaughnessy's indifferent dispatches fail to truthfully set forth the facts in the case.

This Will Do For a Straw.

Mr. Buchanan, of Kaslo, who has been so active and successful in obtaining the handsome bonus for the lead refining business, passed thru Cascade one day this week. He told Mr. Angus Cameron that while he was east he was informed by Great Northern officials that Cascade had been selected as its Canadian smelter site.

Sudden and Mysterious Death in Grand Forks.

On Monday last a miner named Johnson, well known in the Forks, went from Summit city to the latter place, and after taking a drink in one or two saloons, went to the Square saloon on Bridge street, and feeling sick, said he thought he had been poisoned. He went out and laid down in the back yard for a

little while, thinking that quiet and fresh air would bring him out all right. Presently a friend went out and told him he had better go to bed, which he did at the Criterion. He told his friend to wake him at 6 o'clock in the morning. He was found dead in the morning when his friend went to call him. He had over \$200 in checks and money in his pocket. It is supposed that some one who knew this tried to dope him for the purpose of robbery, and gave him an overdose. We have not learned what the inquest revealed. The whole matter seems to have been kept very quiet.

BRIEF LOCAL MENTION.

Service to-morrow evening at 7 o'clock, at the Presbyterian church.

E. D. Hall, one of the proprietors of the Phoenix Pioneer, is in town to-day.

The Cascade public school will close next Friday for the usual summer holidays.

E. Charles, Great Northern right-of-way man, and James Breen, the smelter man most in the Boundary eye, were guests at the Cosmopolitan here, to-day.

Dr. Northrop of Grand Forks and W. A. Harkin the press correspondent with headquarters there made a visit to Cascade yesterday. What their still hunt portends dependent sayeth not.

Nelson, Trail and Grand Forks are preparing to celebrate Dominion day "a la manifique." The Spokane Board of Trade will visit Grand Forks on that day and participate in the "Grand Aggregation of Twentieth Century Wonders."

The dispatches in to-day's papers will state that the contract for construction of the railway from the Columbia to Cascade has been let to Peter Simms & Co., and that the work of grading will be begun just as soon as the necessary outfit can be placed. The contractors are a St. Paul firm.

Last Tuesday evening some 25 friends joined Rev. Mr. Robb at the Manse, by invitation, where a big bon-fire was already lighted. Seats were furnished for the crowd, and "camp-fire yarns" and singing were indulged in till a late hour. And say! the best taffy (homemade) we ever ate, Mr. Robb furnished us on that evening. As the company dispersed, we were informed that the occasion was the celebration of our host's birthday. Many returns of the same, Bro. Robb.

An Excursion to Cincinnati.

The official route selected by the Society of Christian Endeavor for their International Meeting at Cincinnati, Ohio, July 6th to 10th, is O. R. & N. Co., Oregon Short Line, Rio Grande Western Ry., Denver & Rio Grande R. R., Burlington and Big Four systems.

The delegates and their friends will leave Portland on the evening of July 1st, stopping enroute at Salt Lake City, where they will be joined by the California and Utah delegations.

Cordial invitation is extended to all, whether Endeavorers or otherwise, who are contemplating an eastern trip, to join the party.

Further particulars may be obtained from Rev. A. J. Montgomery Transportation manager, Oregon City, Or., or the Rio Grande Western Ry., No. 122 A Third Street, Portland, Oregon.

The commissioners of Ferry county, Wash., reduced the ferry

rates at Boesburg, and the owners tied up the ferry, claiming they could not operate it with profit at the rates fixed by the commissioners. It did not stay tied up but a few days when it was started again by H. J. Huffman, who purchased it, paying, it is said, \$1,500 therefor.

GLADSTONE BRIEFLETS.

JUNE 18, 1901.

P. A. Monro and Richard Darrow returned here last night after doing their assessment work on the Rubie. They are well pleased with the indications which were developed.

Mrs. and Miss Driwell of Rossland, arrived here yesterday, and are guests of mine hoste Martin Johnson, of the Hotel Gladstone, where the Gladstone string band, Prof. McIntosh in the lead, rendered sweet strains of music for their entertainment.

Mr. Martin Johnson and Mr. Ira Grant intend to celebrate Dominion Day in Grand Forks. And some of the fairer sex will also go to see the patriotic display on that occasion.

A beer hall has been erected at the rear of the Hotel Gladstone, where friends and strangers will be treated right.

Dick Darrow left for sheep creek this morning. R. NECK.

New South Wales has 15,000 miles of wire netting as a fence protection against rabbits.



Notice.

"Canadian Contingent Exemption Acts."

ALL returned South African Volunteers, who have not already done so, are requested to communicate with the undersigned without delay, as also the next of kin of those deceased, or of those who have not yet returned to British Columbia, or any other persons interested in mining properties held by such Volunteers. The latest date possible for receiving applications for exemption under the above Acts will be the 1st July, proximo.

RICHARD MORRIS, Minister of Mines.

Department of Mines, Victoria, B. C. 3rd June, 1901.



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 22.	Daily Arrive
7:30 a. m.	PAST MAIL - For the Coast d'Alene, Farmington, Garfield, Colfax, Pomeroy, Watsburg, Dayton, Walla Walla, Pendleton, Baker City, and all points EAST.	
4:00 p. m.	PAST MAIL - From all points EAST, Baker City, Pendleton, Walla Walla, Dayton, Watsburg, Pomeroy, Moscow, Pullman, Colfax, Garfield, Farmington, and Cour d'Alene.	6:15 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, Garfield and Farmington.	6:15 a. m.

STEAMER LINES
Sag 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 8:40 a. m., returning leave Lewiston daily at 7:00 a. m.
 M. M. ADAMS, General Agent, 480 Riverside Ave., Spokane, Wash.

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.

Big Reduction Sale
 - AT -
R. G. RITCHIE'S
 For a Few Days
 I WILL SELL
Table Fruits
 Consisting of Apricots, Grapes, Peaches, Plums, etc.
 At Rock-bottom Prices.
 Have an over-stock in these lines and will sacrifice the bulk of them.
 Come early if you want first-class goods at second-class prices.
 And while you are buying canned fruits, take notice that you are looking over the best assortment of Groceries, Tinware, Patent Medicines, Fresh Fruits and Miners Supplies in town.
R. G. RITCHIE.

A WARM WELCOME.

Skagway heralded the arrival of the Canadian Pacific Navigation Company's steamship Islander in its port on its first trip, by the following glowing report, which appeared on the front page of the "Daily Alaskan:"

"Sunday afternoon half of the population of Skagway accepted the cordial invitation of Captain Foot to inspect the steamship Islander. Captain Foot was personally in charge and he was very solicitous to see that everybody had a chance to see the fine ship and partake of the good things. He was most ably assisted by Agent Dunn, Mr. Pumphrey and every member of the crew. They were all just as polite and attentive as though those aboard had paid their hard cash to be taken care of.

It would be difficult to give an accurate description of the vessel and her appointments, without going into the minutest details. The ship's exterior is well remembered by many Skagwayans, but the interior has been so completely changed that it was absolutely unrecognizable yesterday. The fittings are most elaborate and the decorations are all of artistic merit, and present a harmony of view which is indescribably grand.

The dining saloon is exceptionally large for a ship of the proportions of the Islander. Its finish could scarcely be finer, it would seem. The furnishings of the ladies' cabin, the lounging room and other parts are of the finest. One of the attractions which is always looked for by the sea traveller is a chance to promenade. The Islander's cabin is so located that a splendid walk can be had around it.

But it is in the state rooms where the well being of the passenger has been zealously guarded. Every arrangement and detail which could possibly contribute to the comfort has been provided. From main trunk to kielson, from stem to stern, the ship is kept scrupulously clean. As many wended their way up town after viewing the vessel and enjoying the hospitality of Captain Foot, they were constrained to say she was the finest vessel, with the most popular skipper on the run.

On the way up there were many musicians on board and the last night out a concert was given, at which T. B. Pumphrey presided.

A. H. Thompson will, during the summer, run an express and passenger stage between Cascade and Christina Lake, connecting with the Myrtle B and the trains. Two trips daily.

Don't forget the B. C. stables when in need of teams, stabling room or horse feed. Every convenience is provided at these stables for any and all accommodations in the livery line.

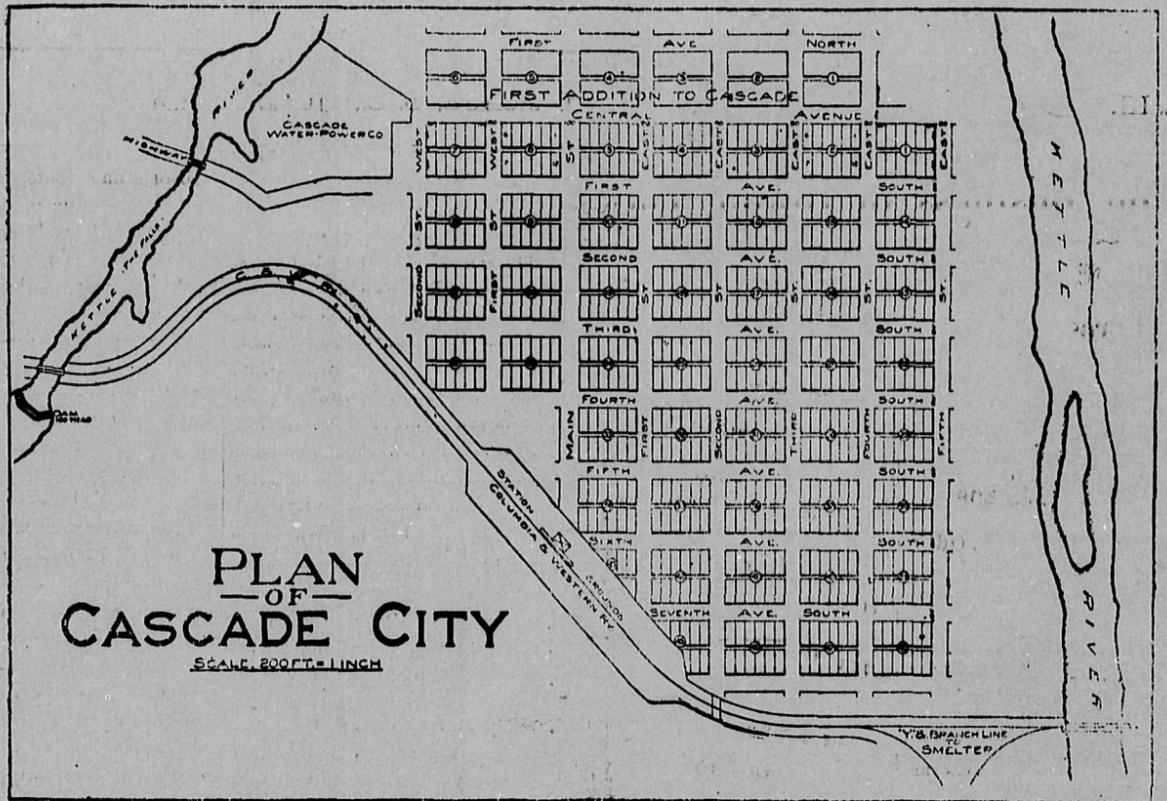
Three new British battleships planned for this year will cost \$6,250,000 each.

Notice to Pre-Emptors of Crown Lands.

THE attention of Pre-emptors of Crown Lands is hereby called to an amendment to the "Land Act," passed at the last session of the Legislature, which provides as follows, viz.: "9. Pre-emptors of Crown lands whether in arrears in payment of installments of purchase money or not, who at the time of coming into force of this Act have obtained certificates of improvement, or who shall have obtained certificates of improvement within twelve months thereafter, shall on conforming with the provisions of the "Land Act," except as hereby altered, be entitled to obtain Crown grants of their pre-emption claims upon completing payments of purchase money at the rate of seventy-five cents per acre, and Crown grant fees, which payments may be made as follows: "Twenty-cents per acre on or before the 31st day of December, 1901; "Twenty-five cents per acre on or before the 30th day of June, 1902; "and the remaining— "Twenty-five cents per acre on or before the 31st day of December, 1902, and without any further payment of interest or arrears of interest."

W. S. GORE, Deputy Commission of Lands and Works, Lands and Works Department, Victoria, B. C. 1st June 1901.

CASCADE,

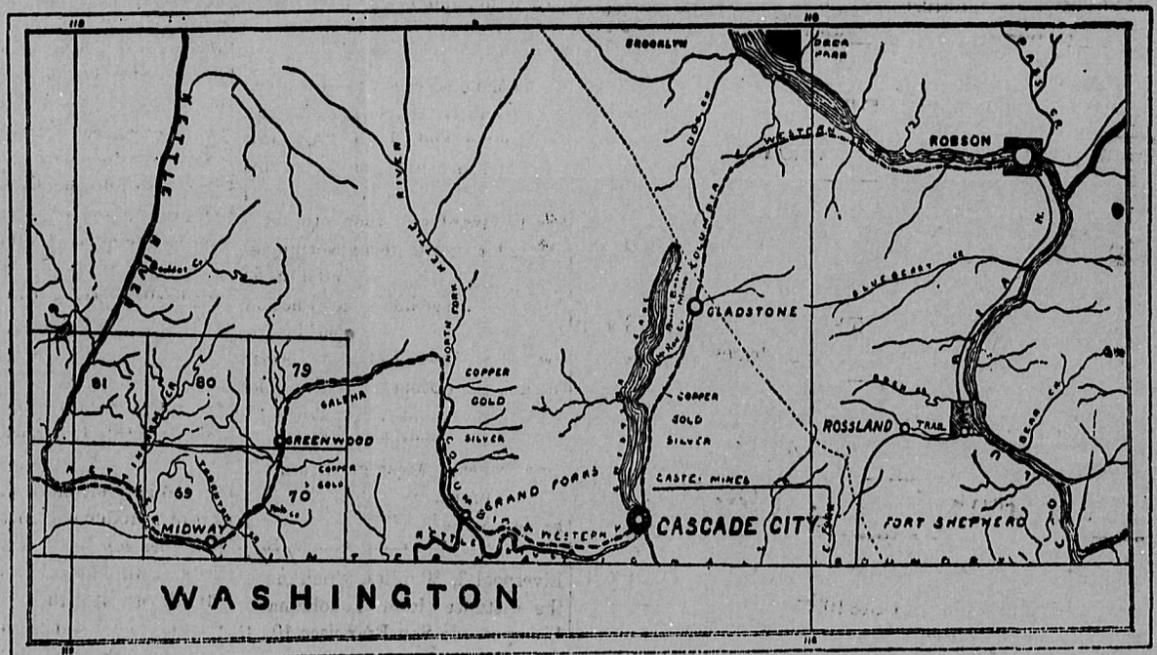


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