Legislature Library

43

THE CASCADE RECORD

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

VOL. III. CASCADE, B. C., JUNE 8, 1901. No. 31.

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,
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.

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

Mrs. M. F. Kraus,
Proprietress JOHNSON BLOCK
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
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. 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 this 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. B8008, 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.

MINERAL ACT.
Certificate of Improvements.

NOTICE.

"Hard Cash" Mineral Claim, situate in the Grand Forks Mining Division of Yale District.

Where located—In Wellington Camp.

TAKE NOTICE that I, Isaac H. Hallett, as agent for Laura Shonquest, Free Miner's Certificate No. B29667, George R. Naden, Free Miner's Certificate No. 14357A, and Mary McArthur, Free Miner's Certificate No. B7784, 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 4th day of May, A. D. 1901.

I. H. HALLETT.

Notice of Dissolution.

NOTICE is hereby given that the partnership heretofore existing between D. D. Ferguson and R. G. Ritchie, doing business under the firm name and style of Ferguson & Ritchie, general merchants, Cascade, B. C., is this day dissolved by mutual consent.

R. G. Ritchie will continue the business, assuming all liabilities of said firm, and all accounts owing to said firm are to be paid to said R. G. Ritchie.

Dated at Cascade, B. C., this 8th day of May, 1901.

Signed, D. D. FERGUSON,
R. G. RITCHIE,

THE KETTLE RIVER VALLEY.

A Description of its Streams, Resources and Projected Railway Lines.

(J. Mayne Baltimore in Spokesman-Review.)

Within the last year Kettle river has been brought into much prominence through two or three projected lines of railroad. The most important line of the roads, to Spokane, is the one to be constructed by the Great Nortern, commencing at the mouth of that stream and following the mountain valley to Cascade, thence on to Republic.

Another road is projected by the Grand Forks Railroad company, from that place over to Republic. For some distance this road will follow the course of the Kettle river. A third road is projected which, leaving Grand Forks, will follow up the west fork of that stream, and for some distance tapping the extensive Beaverton country, running nortwestward, will strike Okanogan river and effect a connection with a branch of the Canadian Pacific.

Kettle river finds its sources a long distance north of the boundary line—away up in the fastnesses of Monishee mountains. Some of the smaller tributaries of the main west fork reach into the Beaverton country. The head waters are fully 35 miles north of Rock creek, which is one of the principal tributaries, and is not far from Midway. The main (or larger) stream rises far to the northwest of Grand Forks. This is called the west fork. Two streams with widely divergent sources unite which form this main stream. One of these is called the east fork and the other the west fork. This main fork crosses the boundary line in one place and after serpentine meanderings recrosses into British Columbia. After both streams unite below Grand Forks, the river flows southward and empties into the Columbia about a mile-and-a-half below the little railroad town of Marcus, which stands on the south side of the latter stream. The other branch of Kettle river is known as the North Fork. As in the case of the west branch, two small streams unite which form the main stream. One is known as the east and the other the west fork. Thus, in reality the stream above the grand forks has four forks or sources. Below the grand forks there are a few tributaries, the principal one being Christina creek at Cascade, which gives vent to the waters of Christina lake one-and-one-half miles north of that gateway town. Grand Forks stand two miles north of the international boundary. Twelve miles below is located Cascade. To this point the Great Northern surveyors have located a line from the mouth of Kettle river, a distance of about 30 miles. More than two weeks ago (now about four weeks) the line between Cascade and Midway was located by the surveyors. This part of the line follows the main west fork of Kettle river for a considerable distance. Between Cascade and the mouth of Kettle river the valley narrows down. At Cascade the stream passes through a rocky gorge and plunges over an abrupt precipice, making a beautiful and picturesque cascade, not only this but it constitutes one of the most magnificent waterpowers in this province, and which is being developed by capitalists for the purpose of supplying electric light and power to the whole Boundary country. Northwest of Grand Forks there is considerable go d agricultural land. The country is generally high and rolling, and the soil dark and furtile. There are a number of good farms and some fine fruit ranches in that region. Between Grand Forks and Cascade are also excellent farming lands, and many ranches are scattered through the country.

There is a good wagon road leading from Grand Forks down to the mouth of Kettle river through Cascade, which is traveled a great deal. It is the principal outlet in getting down to the Columbia at Marcus and other points.

As yet there are comparatively few white settlers between the Columbia and Cascade. Indians and halfbloods compose the principal population. Some 12 miles above the mouth of the stream is quite a settlement of semidomesticated siwashes and mixed bloods. No extensive efforts are made to cultivate the soil. At wide intervals are small ranches where white people live. At Hall's Ferry and at other points along the valley are places where traders and teamsters can remain over night and be comfortably entertained.

Throughout its length the valley is hedged in by mountains which, in places, tower many hundreds of feet and are rocky and precipitous. These mountains contain more or less mineral wealth. Hundreds of claims are staked out all along the valley and the mountains. The majority of these claims have never been worked. Very little if any ore has been hauled out. Capital to operate these locations and want of railroad facilities to transport the output have hitherto been the two great obstacles.

Concerning the projected railroad the engineers have found a feasible route from the mouth up to Cascade. It will be necessary to cross the stream several times, but the matter of bridging will not be serious, or involve heavy costs, as the river is not wide. The question of grades, it is claimed, is not a difficult one to overcome. In many places the mountains press down upon the stream, and it will be necessary to make some heavy sidecuts through rocky walls. There will be some fills and considerable trestle work. However, it is asserted on good authority, that the average cost of the construction of the 30 miles of road up Kettle river will not be unusually heavy.

That the road which is to give Spokane direct railway connection with the new Eldorado will be built along the valley of the Kettle river is a foregone conclusion. But the less important question of when the Columbia will be bridged, is still held in abeyance. Whether the stream will be spanned at the Kettle Falls or above at the little town of Marcus has not yet been made public by the railway officials.

Contentment begets healthfulness.

GOVERNMENT SHOULD HELP FARMERS

All Wealth Comes from the Soil—Agriculture is the Foundation of True Prosperity.

Victoria Times:

It is impossible to write about agriculture without incurring the risk of writing platitudes. The newspaper editor realizes that on this subject he is scarcely likely to write things that are both good and new. Specialists in every branch of agricultural pursuits have well nigh exhausted the field of inquiry and discussion. An occupation that is co-existent with our race—for Adam was placed in Eden "to dress it and keep it"—is hardly likely to have escaped the most searching investigation by competent experts.

The Times is not desirious of offering advice to the practical agriculturalist. The management of dairying, cereal-producing, fruit or poultry raising, presents a tempting field for the theorist, but—our readers will commend us for our forbearance—we firmly decline the bait.

It is necessary to point out again and again that the production of farm produce, cattle, sheep, hogs, butter, cheese, poultry, cereals, is not keeping pace with the growth of the population in this province. Manufactures have increased, commerce has grown, shipping has expanded, mining has made gigantic strides, railways are multiplying, but agriculture has moved very slowly. Yet the most necessary, permanent and useful employment of any country is that of farming. When all other sources of income fail, that of food producing remains. The department of agriculture should rightly be considered one of the most important of the administration.

Why, then, is farming at a standstill; or, to be more accurate, why does it move so slowly? Here, at the very doors of the farmer, is a market that will consume every pound of grain that can be raised, and all sundry products of the farm. True it is, there may be an over production of certain classes of fruit, but this is only apparent, because we have no factories to dry or prepare evaporated fruits.

It must be admited and is equally true of all governments, that too little encouragement is given to the farmer. Railways are subsidized, mining has its great chances of gain, shipping receives government help, manufactures are often bonused, but whoever proposes to bonus, subsidize or aid the farmer?

Consider the great difficulties a settler on the land meets with in the inception of his enterprise. His land is heavily timbered, or intersected with rocks, or surrounded with swamps, or is far distant from railways or roads. To clear timbered land will cost from $40 to $100 per acre. To drain marshy or swampy land will cost a like amount. Much of his farm is unproductive. The government looks askance upon his request for roads, not knowing whether the few struggling settlers will remain in the district or abandon the ranches to their primeval solitude. Agricultural implements are very expen-

sive. To stock a farm of one hundred acres takes quite a respectable sum of money. In order to fairly start upon a quarter section of wild land near Victoria it is necessary that the farmer have a capital of from $3,000 to $5,000, and this needs to be most economically and judiciously expended.

Is it not reasonable, therefore, that the government should do something to help the farmers? Is it not just that agriculture should receive the fostering care of the state? Ought not the Minister of Agriculture to lay before the Legislature a policy that shall give to the original industry an impetus that shall be of lasting benefit to the Province, and presuming he has not collected sufficient data to do this at the coming session, is it not desirable that he should at once take steps to make himself practically acquainted with the requirements and difficulties of the average farmer?

The Times respectfully urges the Dunsmuir government to make diligent enquiry into the whole subject, fearing neither the criticism of the economic alarmist on the one hand nor the effusive support of the socialistic on the other, but looking only to the development of a source of wealth that is destined to have a great future in this province if properly assisted and conserved. The appointment of a Royal Commission is often an easy way to shelve responsibility, yet it may be possible that the appointment of a thoroughly competent and independent commission might bring about the solution of many of the problems we have hinted at in the lines above written.

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.

Nelson is blessed with the benign presence and influence of about 400 slant-eyed copper colored citizens, whose society must be endured "for Imperial reasons."

What has happened to "Our Billy" who was chosen last year to represent our interests at Ottawa? Did he never reach the parliament halls, or, arriving there, was he ossified by the august austerity of parliamentary airs? Oh, Billy! Where are you? If in the land of the living, speak up! Have we lost an M. P.? If so, we want to know it.

We are reminded that our statement last week relative to railway bonuses overreached a little. It is stated that the C. P. R. was favored with a $92,000 bonus for its Lardeau branch. There can be no doubt but such a bonus—a re-vote, it is said—was granted if applied for by that monopoly, as it seems it can have anything it may desire from the Dominion government. The discouraging feature of the railway situation in British Columbia to-day, especially in the Boundary, Similkameen and Okanagan sections—the most promising portions of the province—is that both the local and federal governments seem determined to favor the long-haul sinch, by denying aid and privileges to all proposed competitive enterprises. This is a condition unpleasant to contemplate, when it is remembered that Sir Van Horne, with the enormous profits wrung from the Canadian people by the aid of their governments, is seeking to invest the surplus so obtained in railway schemes to develope the island of Cuba, a foreign territory.

The Victoria Colonist is doing a good service to the whole province in its efforts to enlighten its readers by a series of articles relative to the vast territory comprised within the boundaries of this province, its inexhaustible resources and opportunities for development. The articles are entitled "British Coulumbia," and containing as they do in narrative form valuable geographical, historical and statistical information, and coming as they do from a conservative and reliable source, are highly meritorious, notwithstanding Mr. H. Hirshchell-Cohen's vigorous dissent. They should be carefully perused by all having the opportunity to do so.

Thos. L. Johnson, ex-United States Representative, now the Mayor of Cleveland, Ohio, and frequently announced as the next probable candidate of the Democratic party for president is pronounced by Munsey's magazine as being the most paradoxical man in the United States. Though a multi-millionaire he is an enthusiastic worker for Single Tax; a manufacturer of steel rails and an advocate for Free Trade; an owner of several street railways, yet a believer in municipal ownership of these lines. From a poor urchin selling newspapers for a livelihood he has become rich, having amassed a fortune of from ten to twenty millions of dollars. He is an inventor of no mean ability, having invented the "Nickel-in-the-Slot" box for receiving car fares, an automatic switch, a car-fender, and a pattern of steel rails which has been almost universally adopted. Though an employer of 3000 men he has never had a strike. He conducts his affairs and makes his money under existing laws and conditions and as a matter of business, but advocates Free Trade, Single Tax and Municipal Ownership through principle, having the honesty, courage and sincerity of his convictions.

Change in C. P. R. Running Time.

On and after Monday next the C. P. R. passenger trains and mails will arrive at Cascade as follows: Going west; 8:23 p. m.; going east. 1.39. This is, we believe, the same regulation as was in vogue last year for the summer and fall months. The "Imperial Limited" will be put on the main line at the same time.

Mr. and Mrs. D. O'Connor expect to leave for their old home in Winnipeg, on the return of F. E. Tebo, who is looked for to arrive today or Monday.

Fatal Stage Accident Near Camp McKinney.

Information reached here Thursday that the mail stage running from Camp McKinney to Greenwood plunged into Jelly creek, four miles from McKinney, that morning. Driver Andrew Kirkland's neck was broken and he was instantly killed. Henry Nicholson, J P., and Mrs. Buners, both of Camp McKinney, were injured. Henry Black, of Portage la Prairie, another passenger, escaped without injury. The driver lost control of the powerful four-horse team while going down the steep pitch above the creek. They missed the bridge and horses and wagon plunged into the creek below. Kirkland's body and the injured passengers were taken back to McKinney.

Personally Conducted Tourist and Family Excursions to the East.

On six days in the week the Rio Grande Western railway, in connection with the Denver & Rio Grande or Colorado Midland, operates a personally conducted excursion to Denver, Omaha, Chicago, St. Louis and Boston. The route includes a glimpse of quaint and picturesque Salt Lake City—the city of saints—Glenwood Springs, Leadville, Colorado Springs and Denver, and carries the passenger through the most magnificent scenery in the Rocky mountains. Cool, and interesting ride. Each excursion is in charge of a competent uniformed guide whose business it is to look after the comfort of his guests. No more pleasant and inexpensive means of crossing the continent can be found than is provided by these excursions. For additional details, bookings, etc., inquire of J. D. Mansfield, General Agent, 122 A. Third St., Portland, Ore., or Geo. W. Heintz, General Passenger Agent, Salt Lake City.

Alexander Henderson, ex-attorney-general of British Columbia, has been appointed county court judge at Vancouver. This was one of the two judges provided for last session.

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.

Reduced : Rates : East

31 May. 8 June.

Pan-American - - -
- - - Excursions

June 4, 18. July 2, 16.
August 6, 20.

CHOICE OF ROUTE.

: Imperial Limited :

10 June.

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

D. O'CONNOR,
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 biggist 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.

44

BRIEF LOCAL MENTION.

Miss Grant, of Gladstone, is a guest at Laurel Ridge.

Some very nice fish are now being brought in from Christina Lake.

A newsy letter from Gladstone too late for publication this week.

Dick Darrow has found native copper on his Cambria claim in Burnt Basin.

In about two weeks work will begin in earnest on the Water Power company's enterprise here.

S. W. Bear is in Grand Forks lettering the windows of the new quarters of the Eastern Township bank.

Rev. and Mrs. Ray, of Columbia, who have been the guests of Mr. and Mrs. McFetridge and Mr. and Mrs. Coates, returned home Tuesday.

Dick Darrow and P. A. Munro have been engaged the past week doing assessment work on the latter's claim in close proxmity to Gladstone station.

Spring is lingering altogether too long in the lap of summer. Snow falling on the near-by mountains in June is something unusual hereabouts, and to which the farmers take exception.

As near as we can get at the matter with our reportorial forceps we are inclined to think the pole-contract was secured by the Genelles, in which case Cascade will get little profit out of it.

The Tammany Mining company with headquarters at Rossland and good mineral properties in Burnt Basin, now claims to have $10,000 in its treasury, which will be applied to development work.

Managing Director J. Roderick Robertson, and Engineer Anderson took a trip over the pole line between this place and Phoenix this week previous to awarding the contract for the furnishing of the poles to be used in carrying the wires.

Owing to heavy rains on the mountains between Kettle Falls and Republic nearly all the freighting is being done via Marcus and Cascade. Great Northern surveyors have about completed their wort at Marcus and active operations are looked for at any time. It is expected a cable transfer will be put in, perhaps the same one that was used at Northport by the old company.

George McKugo Returns To Cascade.

George McKugo, who left Cascade some eighteen months ago and went to South Africa as a member of the Strathcona Horse, returned here last Wednesday, hale and hearty, looking none the worse for his experiences in the stirring scenes on the veldts and kopjes of the Transvaal. He has some interesting reminiscences, which he relates to eager listeners. Says he was in several lively as well as deathly engagements, and the Boers are fierce fighters and stoic and sulky stayers. Mr. McKugo intends to remain here if he can find employment.

Contracts Signed.

It is reported that W. C. Morris and associates signed contracts in Spokane last Tuesday for work on the Republic-Grand Forks railway, and it was then stated that work would begin thereon the following day, and that a thousand men were to be set to work within a month. This enterprise is thought by many to be backed by the C. P. R., but this is emphatically denied at the Forks. Others say the affair is a bluff to coerce the Great Northern to buy out the local promoters and immedately build the desired line, and yet, in the event of failure by the G. N. to act, the local company would undertake the work. However this may be, there is very little doubt but that a year hence a completed railway between the mouth of Kettle river and Republic via Cascade will be in active operation.

Embarks in the Poultry Business.

Tuesday Mr. Geo. C. Rose received by express from Mr. J. Carraher of Grand Forks a brace of domestic birds, a rooster and hen of the Buff Cochin bantam strain. Being unadvised of their coming he had not made provision for them, so had to make temporary arrangements. From these confines the birds soon made their escape, and the services of the fleet-of-foot citizens were called to aid Mr. Rose after his collapse in an effort to effect a capture of the miniature cacklers. Upon reflection Mr. Rose remembered that several months ago Mr. Carraher had threatened to forward these birds, to which he demurred then and there, but it seems the demurrer was overruled, and Mr. Rose is now in the poultry business on a miniature scale.

The British America Corporation Goes Into Voluntary Liquidation.

A London dispatch states that the shareholders of the British America Corporation agreed to go into voluntary liquidation. The corporation was closely affiliated with the London and Globe Finance Corporation, Ltd., whose suspension in December last caused so much excitement on the Stock Exchange. Lord Dufferin was a director of the British America as well as of the London and Globe Corporation. As this was only a promoting concern and not a mine working institution, its collapse will have no effect upon the mining industry of the province, unless its scope of operations be misunderstood. Its failure is not due to unprofitable mining, but to lack of success in promoting flotations or sales that would give the concerns big returns. We once heard a foppish young man of Spokane boast that he had cleaned up $17,000 in two months by promoting mining companies in British Columbia. Such as these make the success of bona fide mining enterprises all the more difficult to secure capital with which to develop genuine mineral properties.

Cascade Board of Trade.

The Cascade Board of Trade will hold its regular monthly meeting for June next Monday evening at the usual time and place. The May meeting was an interesting one, as many matters of local interest were earnestly discussed. At the coming meeting the special committee, appointed to investigate road appropriations and their application will report. The tax payers generally should take an interest in such affairs and seek to have the government ministers to secure more public and less private benefit out of such appropriations.

Our C. P. R. Agent Makes a Discovery.

William O'Brien, the well-known contractor of Eholt and Phoenix was in Cascade Monday in connection with the matter of a tender which he had put in for furnishing poles for the wireway of the Cascade Water Power & Light company. During the afternoon he went to the wicket at the depot to enquire whether it would be possible for him to get passage on a freight for his home town. At sight the agent, Mr. D. O'Connor, recognized him as his uncle whom he had not seen for eight years and had not the least suspicion of his being in this part of the country. Their meeting was a great surprise to both. Mr. O'Brien was invited to visit Mrs. O'Connor and the baby, and so well pleased was he with this revelation Baby O'Connor was made the recipient of a $20 gold piece. Mr. O'Brien forgot all about his aniety to get out of town, and passed the balance of the day in the company of his newly found relatives. He is a contractor with much experience and considerable note, and among his prominent works may be mentioned the noted the big Louzougn dam near Calumet, Mich. He visited the big dam here, pronouncing it a remarkably substantial affair. Mr. O'Brien said he had been reasonably successful in business matters in this part of the country which, he thought afforded excellent opportunities for acquiring wealth and, though his family, except a son who is his business partner, is still at Renfrew, Ont., he will send for them and take up a permanent residence in the Boundary.

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. *

GOVERNMENT DISTRIBUTION OF *STUMPING POWDER.*

Farmers desirous of being supplied with blasting powder at cost price for clearing land can obtain blank forms of requisition from the secretaries of the Farmers' Institutes as follows:

Henry Hills, secretary Alberni Farmers' Institute, Alberni.

J. A. Halliday, secretary Comox Farmers' Institute, Sandwich.

H. de M. Mellin, secretary Cowichan Farmers' Institute, Somenos.

John Stewart, secretary Nanaimo-Cedar Farmers' Institute, Starks Crossing, Nanaimo.

J. H. Smart, secretary Metchosin Farmers' Institute, Metchosin.

C. E. King, secretary Victoria Farmers' Institute, Cedar Hill.

E. Walter, secretary Islands Farmers' Institute, Ganges Harbor.

E. A. Brown, secretary Delta Farmers' Institute, Ladner.

H. Bose, secretary Surrey Farmers' Institute, Surrey Center.

A. H. P. Matthew, secretary Langley Farmers' Institute, Langley.

Alex Philip, secretary Richmond Farmers' Institute, Vancouver.

A. M. Verchere, secretary Mission Farmers' Institute, Mission City.

G. W. Chadsey, secretary Chilliwack Farmers' Institute, Chilliwack.

Wm. Green, secretary Kent Farmers' Institute, Agassiz.

J. M. Webster, secretary Maple Ridge Farmers' Institute, Webster's Corners.

John Ball, secretary Matsqui Farmers' Institute, Abbotsford.

A. H. Crichton, secretary Osoyoos Farmers' Institute, Kelowna.

W. P. Horsely, secretary Spallumcheen Farmers' Institute, Armstrong.

S. M. McGuire, secretary Salmon Arm Farmers' Institute, Salmon Arm.

J. F. Smith, secretary Kamloops Farmers' Institute, Kamloops.

H. Percy Hodges, secretary Okanagan Farmers' Institute, Vernon.

J. R. ANDERSON,
Deputy Minister of Agriculture.

Department of Agriculture,
Victoria, B. C., May 8, 1901.

O. R. & N.

UNION PACIFIC

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, Garfiled 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 8:40 a. m., returning leave Lewiston daily at 7:00 a. m.

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For a Few Days

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Table Fruits

Consisting of Apricots
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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.

James Breen and the Dominion Copper Co.

The following appeared in the Rossland Miner of Monday, dispatched from Greenwood:

"James Breen, of the Dominion Copper company, has been in the district for some time, traveling up and down between here and Phoenix. Asked where the company's proposed smelter is to be located, he said he didn't know. A portion of the company's land at Phoenix has been platted, and will shortly be placed on the market. Inside lots on Dominion avenue will probably sell for $750 and $1,000 for corner lots. It is rumored that the Great Northern depot at Phoenix will be located on the Idaho claim, owned by the company. An idea prevails that the company will finally select a site for the proposed reduction works at Carson, near Grand Forks. At least it is pointed out that Mr. Breen is desirous of locating as near as possible to the Boundary line, and the reason Carson is suggested is bceause the proposed Great Northern route into Phoenix camp is to be via Fourth of July creek. However there is nothing authentic in these reports."

Republic Bunk and Boarding Houses Destroyed By Fire.

Friday afternoon of last week a fire broke out in the kitchen at the Republic mine boarding house and spreading rapidly, totally destroyed that and the bunk house within an hour, says the Republic News.

The place was almost deserted at the time the fire started, and but little was saved. Four miners were sleeping in the bunk house when the fire started.

An alarm was rung in, but not until the boarding house was a mass of flames and the bunk house already attacked by the devouring element. The chemical engines were takea in tow by a farm wagon but before Ninth street was reached one of them was overturned and out of the race.

The buildings were owned by the Republic company, and the boarding house was run by Richard E. Davis, who is a heavy loser. A large supply of grocer ies and pro visions were destroyed.

Mr. Davis carried $1,000 insurance on his furniture and fixtures. The buildings were insured for $3,100.

What few articles were saved from the bunk house were thrown from the burning building by Ed. Lowery, who climbed to the upper windows on the outside and succeeded in entering several of the rooms and throwing the miners' effects out of the window.

The outlook in South Africa is anything but cheering. Severe battles have recently been fought in which honors were about even between British and Boers. These, too, near Johannesburgh. This does not look like an immediate collapse of the Boer war.

NOTICE.

Steam Boiler Inspectors' Examination.

APPLICATIONS for examination for Steam Boiler Inspectors will be received by the Chief Inspector of Steam Boilers, New Westminster, B. C., up to June 10th, 1901. Applicants must be between the ages of 25 and 50 years, they must have had at least five years' practical workshop experience as machinists of boilermakers, and must also have a thorough understanding of steam engineering.

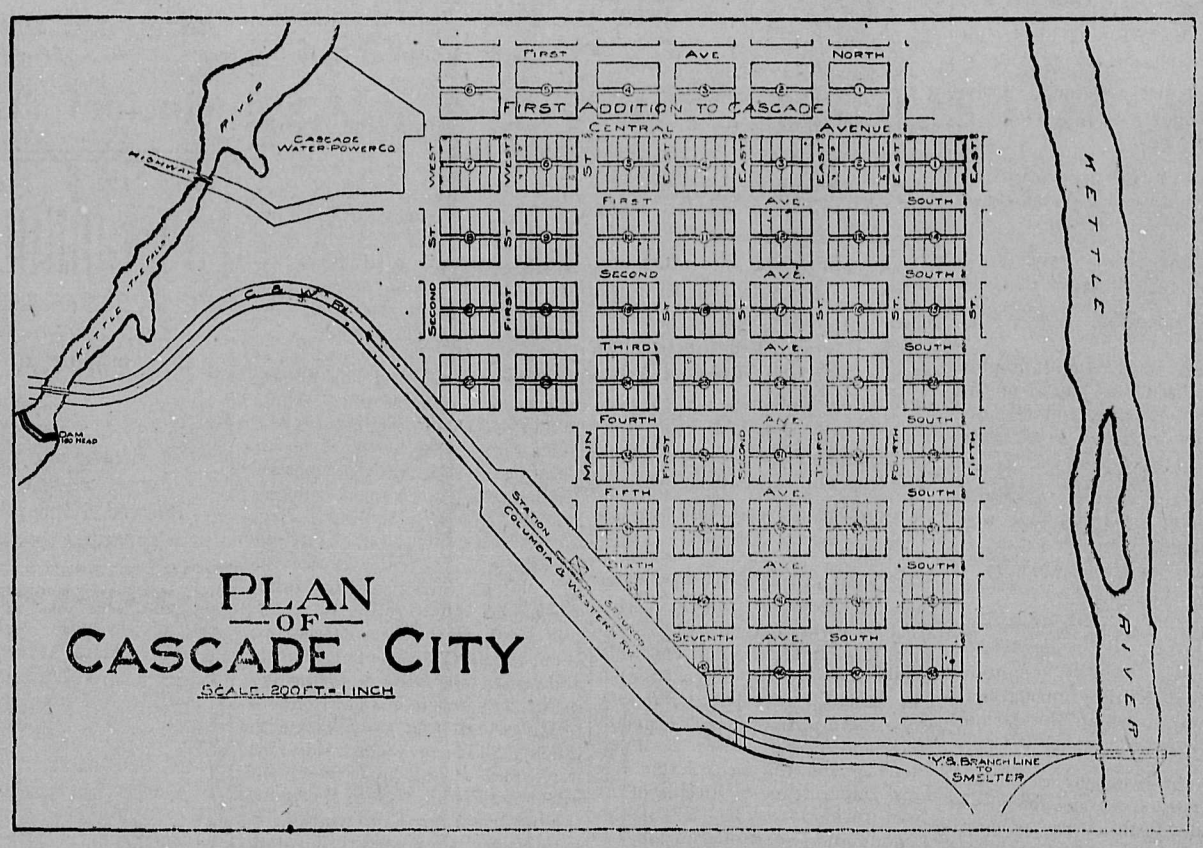
Forms of particulars may be obtained, on request of intending applicants, from the Chief Inspector of Steam Boilers, New Westminister, B. C., and must be properly filled in and returned to him on or before the above-mentioned date.

The candidates selected for examination will then be notified as to date and place of examination.

The salary will be $100 per month.

W. C. WELLS,
Chief Commission of Lands and Works.
Lands and Works Department,
Victoria, B. C. 22d May, 1901. 2tje1

CASCADE,



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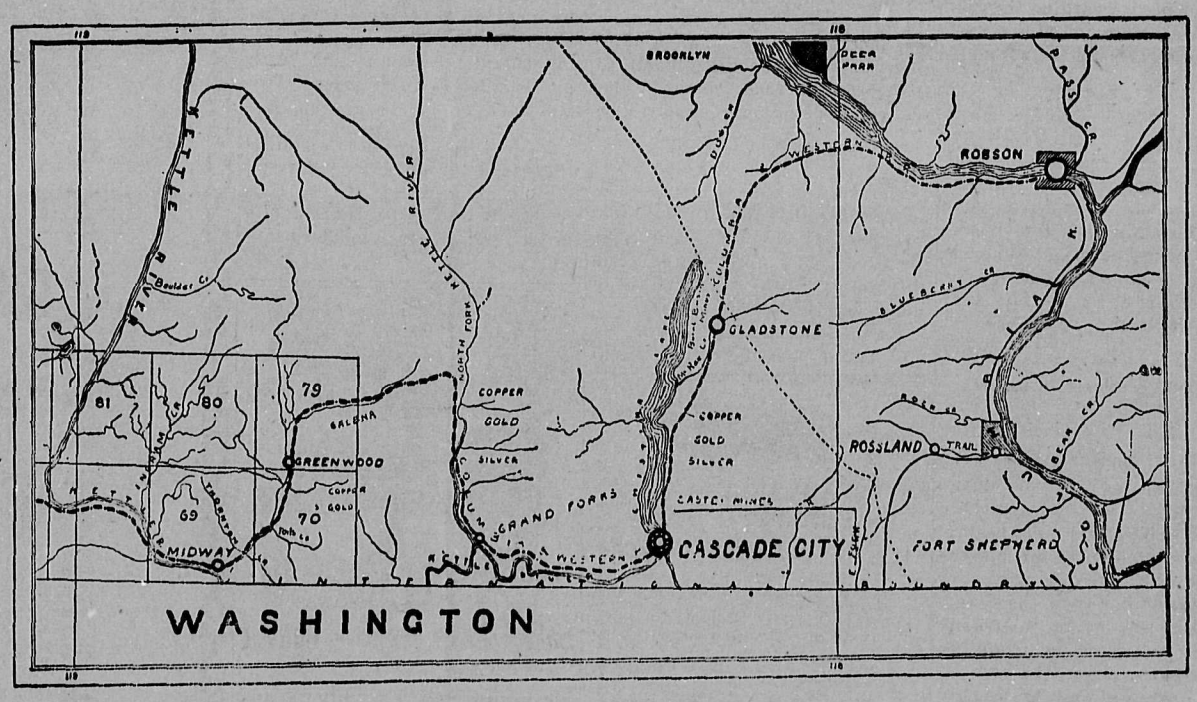

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