

THE CASCADE RECORD

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

VOL. II.

CASCADE, B. C., APRIL 28, 1900.

No. 25.

BURNT BASIN MINES ACTIVE

The Contact Claim Tunnel Encounters a Vein of Fine Quartz.

40-OZ. GOLD ASSAY FROM MECLENBERG

Jackson Bros. and Mike Schaich, Mitchell & Mackie, Richard Cooper, Plewman, Keller, Crawford and Others (Operating in Burnt Basin).

Messrs. Jackson Bros. and Mike Schaich, who are exploiting the Contact claim in Burnt Basin, report having encountered an exceptionally rich and massive vein of quartz.

Mitchell & Mackie are pushing their contract on the Mother Lode, following up a base ore lead. The tunnel is in 15 feet, and there are three feet of solid ore in the face of the tunnel.

Richard Cooper, of the Golden Age is sacking ore for shipment.

Mr. Plewman is in the Basin doing assessment work on the Edison group, and Mr. Crawford has begun like operations on the Meclenberg claims, from which it is said an assay of 40 ounces in gold has already been obtained.

Keller and his partners are engaged packing in supplies for the summer's use. They have already done considerable work on their claims in the North Basin, and are preparing for energetic development which it is their intention to prosecute throughout the coming season. Altogether mining industries in the Basin are active and promising, from which will surely come more definite and tangible results later on.

Mr. Mike Schaich as a Farmer.

Mr. Mike Schaich, of Gladstone, is a very busy man these days. Along with the management of his extensive mining interests, he has taken up another important department of labor that engrosses much of his time, agriculture. He is said to have developed an extensive and prolific vegetable garden, near his residence on the Unexpected claim in Burnt Basin. The garden is remarkable for two reasons—its immense proportions and the prodigiousness of its products. He has onions and other vegetables that will undoubtedly wear the blue ribbon at the next agricultural fair. The success which has attended Mr. Schaich's efforts in agricultural pursuits proves not only his adaptability to that line of activity, but that the

Gladstone soil and climate are most favorable factors in making that section a desirable one to immigrants.

THE COMING STRUGGLE.

Matters political have been rather quiet during the past week, but the time is at hand when there will be no lack of life in the ranks of the fighters of the opposing forces. There is so much indefiniteness in regard to the intentions of the party lines Conservatives that it is difficult to say in what formation the hosts may confront each other. There is nothing to indicate with definiteness who will be chosen to uphold the principles of the platform of the Premier, although there are rumors that Mr. Martin himself may enter the lists for the supreme pleasure of having a bout with the strongest man the opposition can put up against him. To those who know the leader of the government and remember that the joy of political conflict is the chiefest of his delights, this does not seem at all improbable. If our Conservative patriots had not insisted on conducting the campaign on Federal party lines there could not have been much doubt about the result of the balloting, but as they have chosen their ground and weakened their position by driving out of their ranks the large number who desired to deal with provincial matters irrespective of Dominion questions, we tell them that the indications are there is a surprise in store for them. If the Premier decides to join Mr. Yates, the only candidate so far in the field in Victoria, they will make a strong run, for reasons which it is not necessary to further enter into. As to Mr. Smith Curtis, admittedly a strong, able and safe man, he has a strong opponent in Mr. Mackintosh, but the satisfactory settlement of the labor troubles through his agency has added considerably to his reputation for political sagacity and given him a standing with the metalliferous miners which will stand him in good stead on election day. Nothing is known of the other ministers outside of their constituencies. Mr. Beebe is said to be a successful farmer without business or political experience; while as to Mr. Ryder, it is not claimed for him that he has had the financial training necessary to qualify him for the duties he is now said to discharge. —Victoria Times.

The Record is informed that Ira Black, the hotel man of Phoenix, formerly of Cascade, has assigned for the benefit of his creditors.

CAMPAIGN AMMUNITION IN DISPUTE.

Who Settled the Rossland and Slocan Labor Troubles?

There has been quite a spirited discussion in the Rossland and Nelson papers concerning the allotment of credit for the settlement effected. The Nelson Miner ascribes it all to Messrs. Mackintosh and Daly. anti-Martin papers, excepting the Rossland Miner, ignore Hon. Smith Curtis in their discussion. Of Mr. Curtis the Miner says: "Not one of the parties to the negotiations but gives Hon. Smith Curtis credit for a disinterested desire to bring the trouble to an end and had he not taken the initiative there would, we are safe in saying, have been no settlement yet. No progress had been made or even attempted towards a settlement before he came here, and daily the trouble was assuming a worse form. He did what proved beyond all doubt his desire to terminate the difficulty and what proved as well the absence of ulterior motives. He sent for Mr. Ralph Smith, a political opponent, and the one man whose influence was great enough to give promise of his success to assist him. He gave these gentlemen his aid until matters were in such a condition that the end was in sight, when he quietly dropped out, and without claiming any credit for the good work he accomplished—work which the whole camp has reason to be grateful to him for."

A Near Shave for the Red Bug.

Dynamite is almost as uncertain as a lady; it goes off unexpectedly. A little while since a car of iron pipes telescoped a car of dynamite, and nothing happened. Then, shortly afterwards, a miner sat down by one solitary case and, as far as available evidence goes, did nothing more than crack a joke, and went instantly into eternity in small installments.

"Powder" is in its most erratic state when at its own peculiar freezing point, say 42 deg Fahrenheit. And that was about the temperature of a case which a Swede was carrying along the railroad track Wednesday, when "a small red and black bug" got its fine work in on the back of his neck. Oblivious of all else, he dropped the powder with a yell and an oath. The case split in fragments. Then the Swede recovered himself and smiled a sickly smile. "Say" he slowly drawled, "if that powder was go off it—blew—that-bug—all-to-hell."

Keep your eye on Cascade.

LOCAL AFFAIRS POLITICAL

Cascade Voters Closely Watching Politicians in the Field.

MARTIN STOCK IN THE ASCENDANCY

The Mackintosh "Push" Passed Us By—Government Supporters to Address a Mass Meeting Here Wednesday, May 2—Premier Martin and Minister Curtis.

Cascade will probably surprise some of the politicians of the Boundary on election day. One day this week a prominent citizen received a communication from an active politician in Greenwood urging the necessity of the formation of a Liberal association. The truth is Cascade has had a healthy and active club of this character in good working order for several weeks, and its efforts will be crowned with success at the polls. Last Saturday evening the association held a regular meeting, passed resolutions emphatically endorsing the Premier's platform, and also the candidature of Hon. Smith Curtis as a representative of Rossland riding in the provincial legislature. Mr. D. D. Ferguson was elected a delegate to the nominating convention to be held at Grand Forks next Wednesday evening and Thursday, and Donald Dunbar as alternate.

Notice has been received at this office that Hon. Joseph Martin and Hon. Smith Curtis will be in Cascade next Wednesday to address the electors. Arrangements will be made in accordance with this information for a mass meeting to be held in Montana hall on that day at 1 p. m. The political issues of this campaign will be fully and exhaustively discussed by these interesting and able platform speakers. All should hear them.

Another Feather in the Premier's Hat.

Victoria, B. C., April 26.—An outcome to the dispute between the Premier and the C. P. R., over the timber and ties which the former claimed the big corporation had appropriated along the Crow's Nest road without paying the Government royalty thereon, was reached to-day when the railroad company came to terms. The C. P. R. tendered a check for \$22,500 in full payment of the Government claim.

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GOVERNMENT OWNERSHIP OF RAILWAYS.

In a democratic country like Canada, the ownership of railways by the government would mean the ownership of railways by the people, and, since the welfare of the people of this country is dependent to a great extent upon the railways, they ought to belong to the people. The ordinary highways, which have been brought into existence by the expenditure of labor, belong to the people, and the railways, which have been brought into existence by the same means should also belong to the people. The fact, that the government exercises the right of eminent domain by forcing the owners of land to sell such land at a price fixed by arbitration, when it is needed for railway purposes, shows that railways are regarded by the law as property of a public nature, which may be allowed to remain in the hands of private companies so long as public opinion sanctions such a thing, but which the people may at any time, by giving just compensation, take into their own hands. The owners of Canadian railways are at present, according to the fundamental principles of our law, merely owners by the will of a majority of the Canadian people, and may legally and justly be dispossessed of their ownership at any time by a change in the opinions of the majority. Since this is the state of affairs, it would be judicious for Canadians to consider whether it would not be wise to take the ownership of the railways out of the hands of the men who now control them, and control them themselves.

The chief stumbling block in the way of such a reform is the fact that the companies which own Canadian railways have by the watering of stocks and exorbitant charges for services rendered, given their property a value in the markets of the world, which is very much higher than its real value. Not long ago our Canadian newspapers indulged in a great deal of unthinking gratulation, because the Canadian Pacific stock had risen to par. This should have been a subject, not for gratulation, but for deep mourning on the part of Canadians, as it meant that the Canadian Pacific company had created millions of dollars out of nothing by watering their stock and then charging Canadian shippers extortionate rates for the purpose of bringing the watered stock up to par. This was a great misfortune for Canada, and not a subject for rejoicing. Many of the present holders of Canadian Pacific stock have bought their stock at par or above par, and, if Canada should wish to buy the Canadian Pacific railway for the purpose of using it as a government road, these stockholders would want a great deal more for the road than it is really worth. Having bought watered stock at par or above it, and being innocent holders thereof, they would consider themselves treated with gross injustice, if the government were to take the rail-

way through arbitration, and pay only its real value for it, repudiating the watering of stock, which is a contrivance that must have originated in the infernal regions. The rising of the Canadian Pacific stock to par was, therefore, one of the most unfortunate things that ever happened to Canada, as it will greatly retard the Canadian people in their efforts to bring about the government ownership of railways.

The same thing will take place in the case of the Crow's Nest road, unless the government obtains it immediately. The company will, if the matter be delayed, water the stock, and then proceed to raise it to par by charging the people of southern British Columbia extortionate rates. When the stock is raised to par, there will be many innocent holders, who will have paid the full market value for their stock, and it will then be considered unjust on the part of the government to take the road through arbitration at its real value. The men who will have watered the stock and then unloaded it on these innocent persons, will be millionaires, and the government will be unable to get at them, as their stock will be in the hands of innocent stock-holders.

The government of Canada should certainly build the new transcontinental road projected by Messrs. Mackenzie and Mann. It will be a crime worse than murder for them to decline doing so, as a murderer wrongs only one human being, while they will wrong a whole people by unpardonable negligence, if they permit the Mackenzie and Mann syndicate to build a transcontinental railway, water the stock, and then charge extortionate rates to bring it up to par.

The diabolical contrivance of watering stock flourishes to a great extent in the United States, and has produced untold misery in that country. The United States government gave the Union Pacific railway \$54,400 per mile in cash and land for building their road through Kansas. The building and equipping of the road cost about half that amount per mile. If the road, when built and equipped, had been given back to the government, the Union Pacific company would have made a clear profit of more than \$27,000 per mile. The company, however, not only kept the road, but issued bonds and stock to the extent of \$105,454.78 per mile, and the people have to pay dividends and interest on this amount. It cost \$38,824,000 to build the whole of the Union Pacific railroad, but it was capitalized at \$109,314,812, and the people using it have to pay extortionate rates, so as to furnish dividends on this watered stock. It cost \$40,000,000 to build the Central Pacific and its extensions, but bonds and stocks were issued to the extent of

\$124,211,680, that is, the people using it have to pay interest and dividends on more than three times its actual cost. These are only two instances out of dozens that might be taken from the official figures of the United States Railroad Commissions. If the government owned the railways, the people would simply have to pay the running expenses and interest on the actual cost of construction at the low rate obtainable by the government, and the system of watering stock would be sent back to the infernal regions, in which place it undoubtedly had its origin. JOHN SIMPSON.

Another Tramway.

R. A. Dickson and P. T. McCallum gave notice under the tramway company incorporation act of an application for the incorporation of the Boundary Rapid Transit Co., for the purpose of building and operating a tramway line with telephone and telegraph lines in connection, from Cascade City up the north fork of the Kettle river 50 miles from Grand Forks, and from Carson to Greenwood and Midway. This will make a large and important system.—Greenwood Miner.

Hon. Joseph Martin is holding meetings twice a day in the Kootenay districts. He can give any man in the province pointers about campaigning. He doesn't sit down and rant about his awful opponent. He gets right after him and pounds him with big chunks of platform oratory.—Greenwood Times.



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.

MINERAL ACT, 1896.

Certificate of Improvements.

NOTICE.

ROMAN EAGLE Mineral Claim, situate in the Grand Forks Mining Division of Yale District.

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

Take Notice that I, F. C. Green, of Nelson, acting as agent for J. J. Walker, Free Miner's Certificate No. B27,623, 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 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 5th day of April, 1900.

F. C. GREEN.

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YOU CAN Save Money And Time By Patronizing The RAPID STAGE LINE Between CASCADE And BOSSBURG To SPOKANE In ONE DAY.

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BRIEF LOCAL MENTION

D. D. Ferguson is suffering from an attack of la grippe.

Andrew Ravine has retired from the hotel business in Cascade.

Rev. Father Palmer was in Cascade Thursday and Friday.

Geo. Langley is here from Winnipeg, visiting his father, L. Langley, the tailor.

The benefit entertainment Thursday night was a success every way. Proceeds, \$22.50.

Born—In Cascade City, B. C., Saturday, April 21, 1900, to the wife of G. Devon, a son.

Mr. D. A. Moore, ore purchasing agent for the Trail Smelter company, was in town this week.

Mr. Robert Kelman returned from Vancouver Wednesday, where he had been to attend the wedding of his sister.

The C. P. R. has put in a crossing over its rails on Main street at the depot for the benefit of those who live on the south side of the track in that vicinity, Messrs. Carden and Rochussen.

The first specimens of new vegetables—onions and lettuce, were received at this office yesterday. They came from Laura Ridge, and attest much for our soil and climate.

The transfer of the Dominion Supply Co's business to Ferguson & Ritchie, last week, relieved Mr. B. Wilcox from duty in that store, and he and his wife left for Spokane Thursday morning, where they intend to reside permanently.

There is more or less wanton destruction of deer in the hills hereabouts. Not much regard is given to the prohibitive law in this matter, and steps should be taken by the proper authorities to make an example of one or more transgressors in the interest of this already nearly extinct animal.

Two heads of families in Cascade were rejoiced last week by the arrival here of their "better halves." Mrs. S. F. Quinlivan, accompanied by two children, arrived Saturday from Winnipeg, and Mrs. H. S. Turner from Spokane. Mrs. Quinlivan will reside at the Cosmopolitan, and Mrs. Turner at the Record building.

B. F. Vancleave returned this week from a visit to Sumpter, Ore. He says the boom there is a fraud. The town swarms with "beats" and "bums." The largest and oldest mine there is working only six men, and the largest mill in the camp has only ten stamps. There ought to be some means of legally stopping such fraudulent booms

which in the main are set in motion by transportation companies and real estate sharks.

Miss Darrow has been quite ill during the past week.

When is this "health certificate" farce going to be retired? That Bossburg 50-cent extortion practiced on all passengers coming into Cascade by stage should cease. There is a time when forbearance ceases to be a virtue.

MARTIN PREFERABLE.

A. B. Clabon, Speaking at Montreal, Does Not Favor Mackintosh.

Montreal, April 26.—A. B. Clabon of Rossland, B. C., in an interview here this morning regarding the political situation in British Columbia, attributed the present condition of affairs to the lack of interest on the part of the better element of that province politically. Speaking of Martin as leader of the government, Mr. Clabon said he decidedly preferred to see Martin in that position rather than Mackintosh. "For it was certain," he said, "that if the latter, with his friends, reached power there would be little left for the province at the end of their term."

Accident at B. C. Sawmill, at Gilpin's Ranch.

Yesterday forenoon at 10:30, a lad named Tom Gold met with an accident at the sawmill at Gilpin's ranch, which resulted in the loss of a part of one of his hands, by coming in contact with a circular saw. All the fingers were cut off including a portion of the back part of the hand which was badly mutilated. The unfortunate boy was taken to Grand Forks for medical treatment.

Dutton-Lamey Nuptials.

The marriage of Miss Sadie Lamey, youngest daughter of Mrs. Ellen Lamey, and Dr. W. O. Dutton was quietly celebrated at the home of the bride's aunt, Mrs. J. W. Stewart, No. 2003 Riverside avenue, Spokane, Thursday morning. Dr. Dutton will be remembered as the hospital physician here in railway construction times, and J. W. Stewart as one of the managers for Mann, Foley Bros. & Larsen.

SWEPT BY FLAMES, THOUSANDS HOMELESS

Hull and Lower Ottawa Devastated by Fire Thursday.

Ottawa, April 26.—Part of Hull has been swept by fire. It extended to Ottawa and is now ranging in the vicinity of the C. P. R. depot. The power house, Bronson's mills, Booth's mills, McKay Milling company's mills, Carbin's factory, the residence of George Coster, Booth's residence and a hundred other residences are all in ashes. The house of commons on account of the fire, has adjourned until Tuesday.

LATER—Almost the entire city of Hull, all that part of Ottawa known as Chaudire Flats, Rochesterville as far back as St. Louis dam, and the Experimental Farm

from Hintonburg and Mechanicsville have been swept by fire. This covers an area from where the fire originated on the Hull side on the Chelsea road to the Experimental Farm, a distance of about five miles. The fire is still raging and all that saved the city of Ottawa was that the wind changed from blowing in a southwesterly direction to a southeasterly direction.

There are various estimates of the loss. What is looked upon as a moderate estimate places the loss at from \$15,000,000 to \$20,000,000. Some put it as high as \$30,000,000. On the Hull side the only building of any consequence now standing is the Roman Catholic cathedral. Twelve thousand people are homeless.

Hard Story on C. P. R.

The section men at Moyie and Moyelle are out on strike, and have been since April 1st. The men were receiving \$1.50 per day, and this scale was lowered to \$1.40. They are staying out and claim they will not go back to work until the old scale is paid. As it is, the section boss is looking after the road as best he can alone.—Ferne Free Press.

And this after the defeat of the charter application.

P. Burns & Co's new brick block in Nelson was damaged by fire the other day to the extent of several thousand dollars. The Tribune Publishing Co., occupying the second floor of the building, were frightened much and damaged to some extent.

NOTE AND COMMENT.

Phoenix miners endorse Hon. Smith Curtis.

The Canadian Patriotic Fund has reached the quarter million mark.

Fifty-two members of the Canadian contingents have died from one or other causes in South Africa.

Party lines cut down the standing room of a horde of office-seekers and this is the reason they prefer a free-for-all scramble. No party lines, no responsible government.

There has been no event of startling importance in South Africa this week, other than a battle or two on a small scale, in which the British forces gained prestige in position for the great struggle for the capture of Pretoria and the relief of Mafeking.

The persistent persecution of any person or institution tends finally to return sympathy for the apparently persecuted. This is proving the case relative to Premier Martin. The persistent dogging of the Premier by the political press and politicians is very likely to result in Mr. Martin's success at the polls.

Who Lost the Watch.

Found—a watch; on the road between Cascade and English Point. Owner can recover the same by applying to the Postmaster at English Point and paying for this notice.

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CASCADE, B. C.



HERE'S A POINTER.

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.

More Joyful to Give than to Receive.

Millionaires of the country who made large additions to their wealth through class legislation mainly, in the past, were liberal in their donations to charitable objects. When the world of wealthy people becomes fully possessed of the truth of the joy of giving in life time instead of grasping their worldly belongings with a death grip, then will good come to those of non-accumulative dispositions. Rossiter Johnson's compilation of public gifts and bequests in the United States which were made or became operative during the year 1899, shows there was a loosening of purse strings unprecedented in this country before. The total amount was \$62,750,000, exceeding the total of the previous year by \$24,750,000. The largest benefaction of the year was that of Mrs. Leland Stanford, who gave to the Leland Stanford, jr., university, stocks and real estate of the face value of \$38,000,000, and a cash market value of \$15,000,000. Next to her came Andrew Carnegie, who gave to libraries and other public institutions an aggregate of \$5,000,000. John D. Rockefeller's gifts were smaller than usual for the year and amounted to only \$730,000 cash. He offered the Chicago University however, to duplicate all gifts made to it during the year up to a total of \$2,000,000. P. A. B. Widener, the Philadelphia millionaire, gave away funds to the amount of about \$2,000,000, while J. Pierpont Morgan's benefactions in money, valuable manuscripts and works of art amounted to about \$1,350,000.

Others who gave away sums ranging from \$750,000 to \$1,500,000, were P. D. Armour, Chicago; R. C. Billings, Boston; Mrs. Emmons Blaine, Chicago; Edward Y. Perry, Hanover, Mass.; Charles F. Smith, Boston, and Cornelius Vanderbilt. Princeton University received in anonymous gifts no less than \$800,000.

The coast papers have lately devoted a large amount of space to Premier Martin, his doings and his cabinet, mostly of a very abusive or uncomplimentary nature. No direct or actual charges are laid against him, with the exception of a league with the Dunsmuirs, about which even they themselves cannot agree, but insinuations are made and trash about him and his cabinet is dished up daily for the edification of their readers. If they have any charges or argument to bring against Martin or his colleagues, except their physical infirmities, let them come out with them and leave off all this absurd abuse of a man of whom they are evidently afraid. The present cabinet cannot be, to say the least, any worse than some that British Columbia has been cursed with.—Silverton Silvertonian.

Candidate Mackintosh of the Rossland riding is in the East trying to raise money to promote mining companies that are to operate in the Sampter district in Oregon; but his heelers are holding mass meetings and sending broadcast reports of the enthusiastic receptions that are given Mackintosh in the towns in the Boundary country. What frauds politicians are.—Nelson Tribune.

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F. GRIBI, Mgr.

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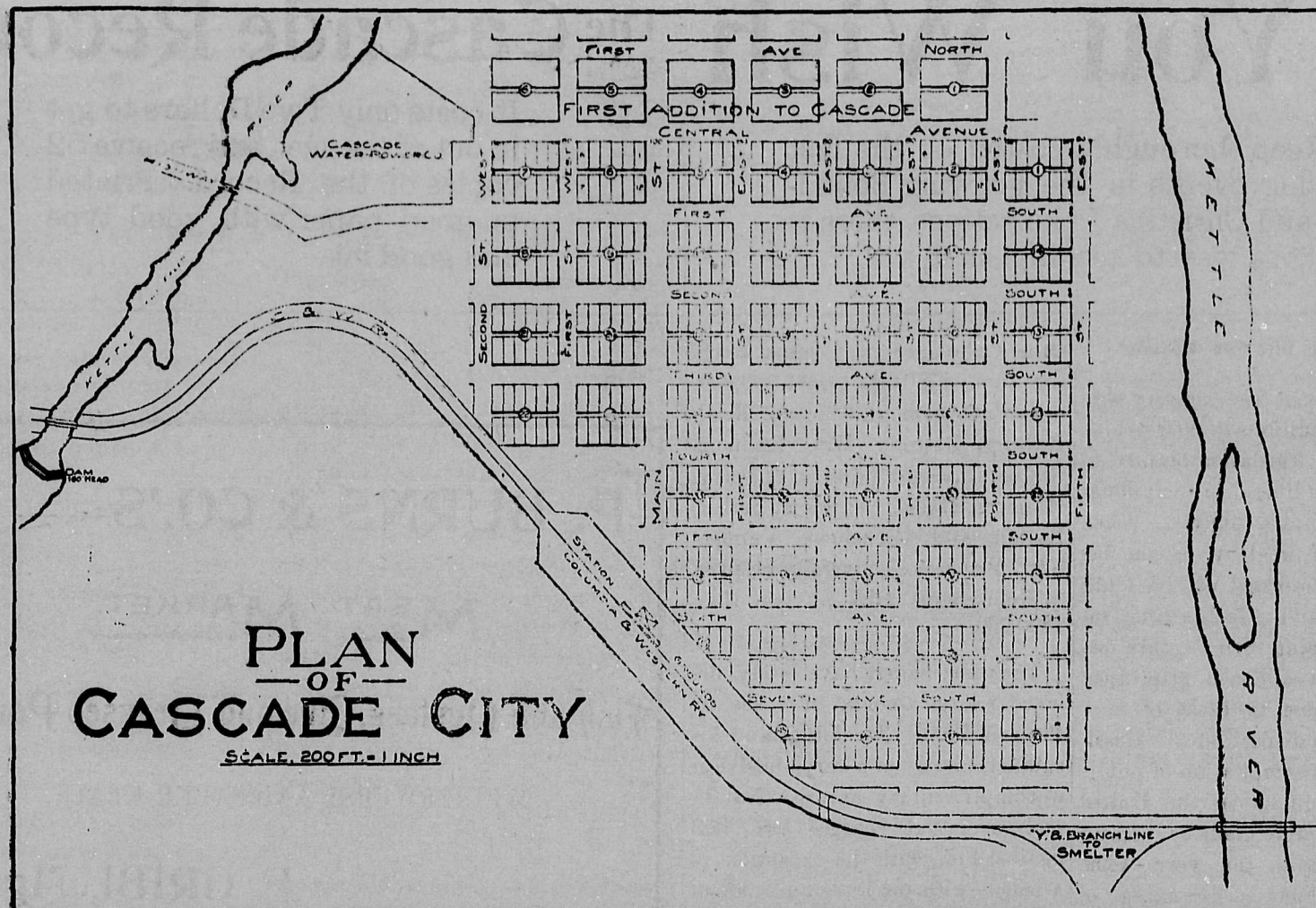
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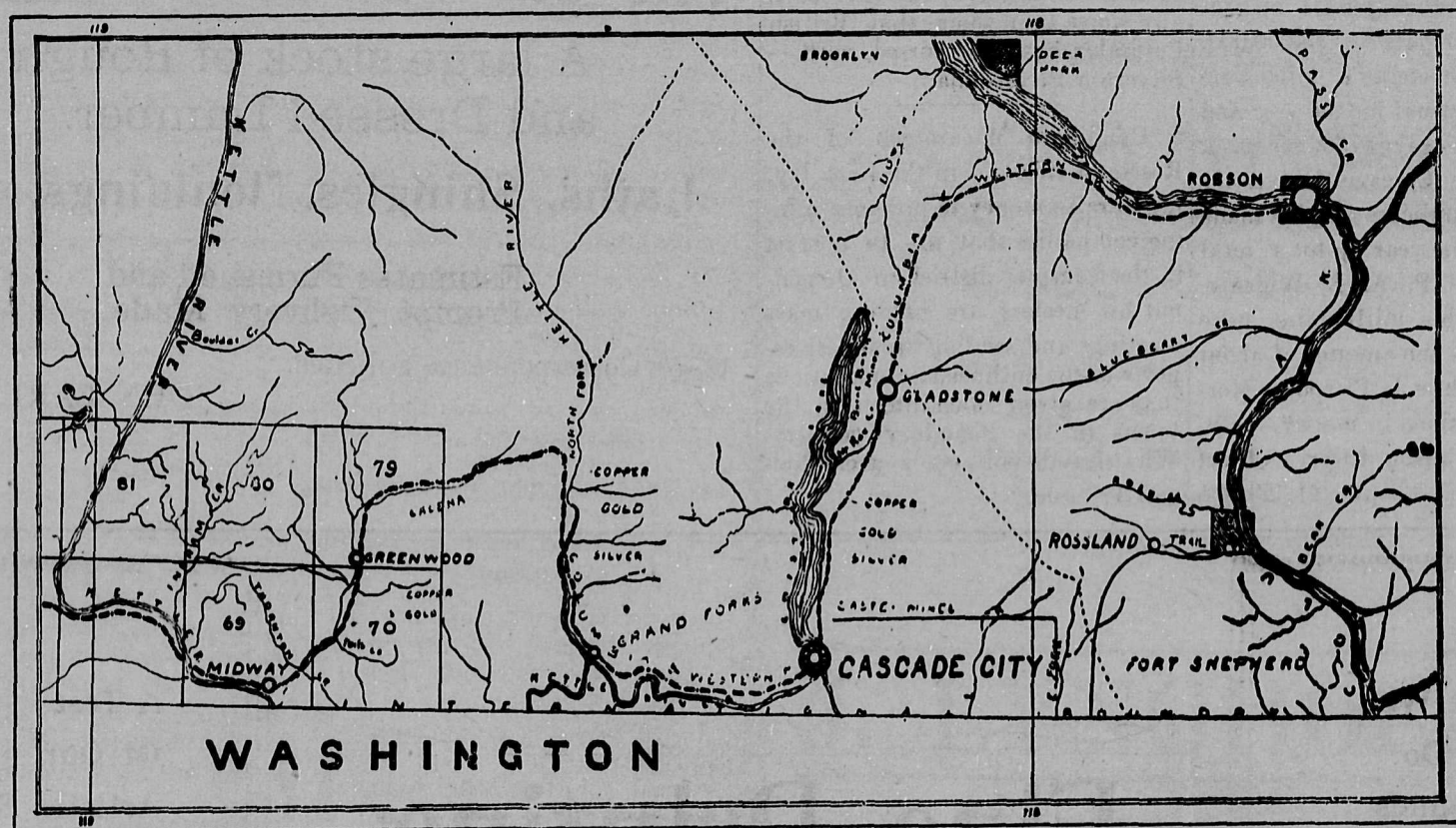


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GEO. K. STOCKER, Townsite Agent, Cascade, B. C. Or L. A. HAMILTON, Land Com. C. P. R., Winnipeg, Man

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 purpose, putting an end to the practice of speculating in connection with the same.

11. The taking of active measures 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.

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ing all the time. Every one knew he was fighting all the time. One would imagine, like Henry of Navarre, he would be a cheerful fighter with a smile always hovering about him. He is premier at last. One wonders what would happen if he were to visit the maritime provinces in turn, then Quebec, and finally Ontario. Of the good and bad qualities of the man we have nothing to say. But among the men of the time passing like shadows through life's brief drama there is no more unique or picturesque character than Joseph Martin. One is irresistibly drawn in thought to Stevenson's character of Alan Breck crying out in glee, after the bloody fight, to his companion David: "Am I no' a bonny fighter?"—Presbyterian Review.

As an Exchange Sees It.

The following editorial comment appeared in the Grand Forks Daily Gazette of the 18th inst.

"The last issue of the Cascade Record contains an exceedingly well-written and forcible article by Mr. Stanley Mayall, in which he makes a scathing denunciation of the C. P. R., showing the necessity of railway competition. It is an article of interest to every resident of this district. The same issue contains an article by Mr. John

Simpson, showing the other side of the question, but strongly favoring government ownership of railways. The articles taken together form an excellent commentary on the railway situation in this district, and afford much food for deep thought by residents of the Boundary."

BIG TIMBER THEFT.

Inspector Thorpe Has Seized 600,000 Feet of Logs.

A. D. Thorpe, timber inspector for the land department of the United States government, is in Republic, on important business. He arrived here a week ago and went from here to Nelson, Wash., at the upper end of this county, where he advertised for sale 600,000 feet of logs which were illegally cut on the American side of the line, between Nelson and Curlew, on the Kettle river.

Late in the winter word reached the land department that a large amount of logs were being cut in the district mentioned. Inspector Thorpe was sent from Spokane to investigate. He came here and went from here to Nelson and found the story was correct. The logs were lying in the snow along the Kettle river, the evident purpose being to throw them in the stream as soon as the spring should come and float them down to some mill

and cut them into lumber. Investigation revealed the fact that the logs were destined for Spraggett's mill at Grand Forks. Now Spraggett's mill is on the B. C. side and the man who had cut the logs had evidently come from the B. C. side hoping to run them out without detection. Mr. Thorpe reached the ground just as the work of cutting the logs had been finished. He promptly seized the whole lot in the name of the government and returned to Spokane to get instructions from Washington. The instructions were that he should sell the logs and that is what he is now going to do. He posted notices at Nelson that sealed bids would be received at the end of 16 days. An interesting fact is that the very people who cut the logs last winter will be among the bidders.—Republic Pioneer.

The people do not want a Martin government, but in order to get what they want they must find candidates who can discuss the issues that Mr. Martin has raised without discussing Mr. Martin. Personal abuse will not defeat Mr. Martin. The independent electors of British Columbia are taking a hand in this election.—Nelson Tribune.

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