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VICTORIA, B. C.

NAKUSP LEDGE.

VOL. 1. No. 25. NAKUSP, B. C., MARCH 22, 1894. PRICE TEN CENTS.

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Front Street, West, - Kaslo, B.C.,

The Largest and Most Complete Stock in the Kootenay Country.

DRY GOODS, GENTS' FURNISHINGS, HOUSE FURNISHINGS, CLOTHING, CARPETS, BOOTS & SHOES.

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The bar is stocked with the finest brands of wines, liquors and cigars.

Hotel Nakusp.

This hotel is situated near the water front and has every accommodation for the travelling public.

U. S. THOMAS, Prop.

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SUMMIT LAKE, B. C.

Good accommodations for travellers. The bar is supplied with a good stock of Wines, Liquors and Cigars.

RISDALE & McKAY, Proprietors.

MADDEN HOUSE

NAKUSP, B. C.

ROBT. MADDEN, Prop.

Beautifully situated on the Lake shore at the entrance to the best and shortest road to the Slocan mines and New Denver. The best fishing and hunting in the district, with grand boating and sketching facilities for tourists and artists. The bar is supplied with the best brands of wines iquors and cigars. The accommodations of the Hotel are the best.

SPOKANE TO ROBSON.

A Railway Enterprise That Will Greatly Benefit Nakusp.

Arrangements have been made by the C.P.R. whereby the gap at present existing between the terminii of of the C.& K.R., at Nelson, and the N.& Ft.S.R., at Five-mile point, a distance of five miles, shall be built as early as possible this spring. When the connection between the two roads has been made, trains will be run direct from Spokane to Robson. There the steamers of the C.& K.S.N.Co. will meet the trains, and make connection with the N.& S.R., at this point, and the main line of the C.P.R. at Revelstoke.

This arrangement is of considerable moment to Nakusp, as all passengers and freight to and from Bear Lake, Three Forks, New Denver, and other interior points, and the United States must be transferred from train to steamer here. Added to this is the fact that the larger portion of the output of the mines in the Slocan country will travel this way to the smelters, rendering the use of the tortuous wagon road to Kaslo of none effect, as the new route will afford a much quicker and cheaper means of transportation. The five miles spoken of above can be constructed in a few weeks, so that by the time the Nakusp & Slocan Railway is in running order, direct communication can be had with Spokane. This will certainly cause a great increase in the volume of business done here and the citizens generally will reap the benefit of the increased passenger and freight traffic.

No secret is made of the fact that the five mile section to be built at Nelson is part of the proposed and much talked of Crow's Nest Pass railroad, and will be utilized as such by the C.P.R. Contracts have been entered into for the construction of the Crow's Nest Pass Railway, work to commence on the eastern face of the pass. Operations will begin early next month and the work hurried on as quickly as possible. The distance from the pass to Nelson is estimated at a little over 300 miles, and it will take fully two years to complete the contract.

To make the link complete the C. & K.R. would undoubtedly be utilized to Slocan Crossing, and the link between the terminus of the N.& S. R. and the Crossing built, following the course of the Slocan creek to Slocan Lake, surveys of which were made last year. Then with the continuance of the Nakusp & Slocan Railway to the head of Arrow Lake, there connecting with the Revelstoke & Arrow Lake road, the system would be complete. And that is the manner in which the C.P.R.'s great cut-off will be made, so local railway men assert. So let it be, for it means eventually the upbuilding of this place and the extension of its business circles.

A Word to Correspondents.

A communication was addressed to THE LEDGE this week by a Three Forks subscriber, complaining of the unsatisfactory treatment accorded shippers at the Kaslo steamboat wharf. While this paper gladly welcomes contributions to its columns, it cannot permit of its being made the receptacle of unpleasant personalities, and for that reason the insertion of the said letter is politely declined. No greater mistake can be made by a paper than to permit of its space being utilized for the too often petty and childish complainings of some one subscriber—the party in question, however, appears to have had grounds for his feelings—and it is this evil that THE LEDGE will ever strive to avoid.

A Sign of Spring.

THE LEDGE feels positive that spring is nigh, because of the receipt by a recent mail of the appended poetical effusion. This literary gem, though perhaps somewhat delicate in construction and devoid of the polished rhythm of Tennyson, Longfellow & Co., nevertheless has a peculiar charm of its own. Nor is it supposed to be entirely lacking in pointedness—a fact the average reader will possess himself of by careful study:

THE PLACE THAT ONCE WAS NELSON.

VERSE X.

Nelson's cheap editor, with his wondrous pen of steel,
Discusses the tail end of finance with acrimony and zeal;
And also things in general, with some asperity,
Which really does not enhance his doubtful prosperity.
At other times he'll strut, and rant, and snort and cave,
And try and make people believe he's wonderfully brave.
But now he's as silent as the grave about electric lights,
As he observes the iron highway curving on Joshua Heights.
He's as reticent as a mummy about lead ore and iron pyrites,
And he leaves us in the distance to moulder and to freeze.
Nelson's brainy men, however, are pushers from the word go,
For, in his Seattle interview, Jowett told them it was so.
But John is as mum as a tomb stone about low grade ore
Near a place called Nelson, but now is known no more.

CAMPERDOWN.

Watson, B.C., March 13th, 1894.

LOCAL ASSAYS.

W Simpson, of Bear Lake, is in town on his way to Kamloops.

Considerable activity is noticeable among the mines on Trail Creek.

Contractor Hastings is making good headway with the wharf at Wilson Creek townsite.

The town has been quite animated of late, the spring passenger traffic having opened up.

The Arrow is making semi-weekly trips to the head of the lake at present. She is doing a good trade.

Kaslo's legal faternity has signed a round robin refusing to do anywork for the city, because of alleged official slights.

The Union Sabbath School has received a donation of 20 Oxford Bibles from the Upper Canada Bible Society, Toronto.

H. Hubbard, one of Kaslo's pioneer assayers, came in Tuesday from the Noble Five mine, where he has been engaged for some time. He is on his way to the Fairview mining camp.

Messrs. Bigelow, Lemon, and Hume, Nelson's mercantile princes, last week received from the Dominion Customs Department the sum of $7,500, as a rebate on the big sum extracted from them in the Customs' round-up of Kootenay Lake merchants, some 18 months ago.

Chief Engineer McMillan, of the K. & S.R., has returned to Kaslo from the coast. He asserts that money is forthcoming for the immediate construction of the road, and as an evidence of the fact has ordered the bridgemen to resume their labors. In the meantime the business men will not rebuild their burned stores until some more definite promise has been made by the company.

With the opening of navigation on the Columbia the various vessels of the C.&K.S.N.Co.'s fleet will be put into service, their heaviest work being the freighting of supplies for the railway. Once the irons and railway outfit generally has been brought down it is said the boats will all be tied up with the exception of the Columbia, which will continue to ply from Hall's Landing to Trail Creek or Robson.

The report of the Minister of Mines for the province for the past year has just been issued, and it affords a mass of interesting and valuable data that is certain to greatly benefit the country. West Kootenay comes in for a large share of attention, each prominent mine being described, the output of ore detailed and a brief history of the district outlined. The coal industry is also elaborately written up.

CROW'S NEST PASS ROAD.

Nakusp Will Undoubtedly be on the Main Line.

A Victoria dispatch to the Spokane Review says negotiations are pending between D. C. Corbin, president of the Spokane Falls & Northern Railroad Company, and W. C. Van Horne, president ot the C. P. R., by which it is believed the former road will be taken in charge by the C. P. R. by May or June of this year and operated as a part of that great road.

Authority for this statement is a C. P. R. official, who mentioned it during a confidential chat with a well known member of the B. C. government. The reporter for the Review had a long chat with the gentleman recently and there is little doubt of its correctness.

"The fact is," said the railroad man referred to, "the C. P. R. for some time has had its eye on the S. F. & N. road as a necessary branch to an important freight field, and recently has aided Mr. Corbin in every possible way to extend his road. The higher officials of the C. P. R. have studied the problem of mountain travel and the necessity for a more favorable route and increased feeders for many years, and it is only now getting in a position to put its plans into execution. As to the present status of the deal, however, I am not able to give you, for I believe President Van Horne and President Corbin are the only men who know exactly what is going on."

"You speak of the C. P. R. having aided Mr. Corbin. What do you mean by that?"

"Simply this: the Spokane road is an independent organization. It is the only road running out of Spokane not owned and operated by a transcontinental railroad. When it was built it ran from Spokane into a thinly settled section of the state. The territory headed for with its extension is rich in minerals, but the mines were undeveloped and there was no prospect of any great freight or passenger business, except as it might be developed in the future. Mr. Corbin is a man of means, but not a millionaire, and he had to look somewhere for financial strength. It is reasonable to think that the C. P. R. was consulted in this matter and it found the scheme an acceptable one, and withdrew its opposition. The C. P. R. had at that time in contemplation a cut-off or shorter route for its main line, in which it would cross the Rocky mountains at Crow's Nest pass and skirt the state of Washington in making a line for the coast, joining the old road at Hope, B. C., on Fraser river. The S. F. & N. road was built to a point near the B. C. line and there rested until it was decided to build the C. P. R. cut-off. Then the Spokane road decided to push the line on to Nelson, and the C. P. R. gave it hearty support. If it had not been so the Spokane road could never have secured a charter for the Nelson & Fort Sheppard road, which is the Spokane Falls & Northern's B. C. extension, and I have every reason to believe that the C. P. R. aided with funds as well as legislation.

"About the time that the Spokane road was pushing its line into B. C. the C. P. R. was doing equally good work just east of the Rocky mountains in taking the narrow guage from Dunmore to Lethbridge and changing it into a standard gauge. This gave it connection with the Great Falls & Canada running from Lethbridge to Great Falls, Mont. From Lethbridge surveys were run on to Fort McLeod, to connect with the branch running from Fort McLeod, through Calgary, on the old C. P. R. line to Edmonton. The work kept more secret was the running of surveys through Crow's Nest pass to Nelson, and then by a detour to Slocan Lake and Nakusp. I believe that now surveys are being made from Nakusp to Revelstoke, and as soon as this line can built it will be operated.

"But I forgot to make my connection with the Spokane road. It now runs into Nelson, and when the C. P. line is completed from Fort McLeod to Nelson it is intended to use the Spokane road and operate it as Canadian Pacific property."

"Will it be by purchase?'

"I believe not; that is a matter very little known about, but my best in formation is that the Canadian Pacific will take the road under a long lease—that is, the part in Washington—and operate it as its own, making returns of actual profits to the stockholders. As to the Nelson & Ft. Sheppard, the Canadian Pacific will purchase that and use it as its main line when the cut-off line to the coast is built."

"Is it contemplated to go on with that?"

"Oh, yes; and it will open up the Okanagan mining country as it goes. So you see the Canadian Pacific is fortifying itself with strong freight-producing branch lines."

"Have you any idea when the Crow's Nest Pass line will be commenced?"

"This spring work will be started, I believe as soon as the weather is fit. The deal with Mr. Corbin will be closed shortly—in four or six weeks at most—and next year regular Canadian Pacific trains will be running into Spokane."

The gentleman requested that his name be not mentioned, as, while there was no real harm in talking, it would be the strictly proper thing for President Van Horne to be allowed to talk for himself.

When in Kaslo stop at the Great Northern Hotel. Rates reasonable. Headquarters for Hudson Bay Co.'s goods. †

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HUNTER & McKINNON,

—OF—

New Denver and Silverton.

DEALERS IN GENERAL MERCHANDISE.

All kinds of Miners' supplies kept constantly in stock.

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Wholesale Grocers

and

Commission Merchants,

Corner Post and Railroad Ave.

Spokane, = = Wash.

B. C. NICKEL FIELDS.

Promising Mines in the Neighborhood of Mission City.

Once more the nickel mines within two miles of Mission City have begun to be operated, says the News. So much work must be done every year. Last year much more work was done than the law required. The owners paid no attention to the limited demand of the law, but worked on until they had used all the money in their possession, and now they have started operations again just as soon as the weather has been in any way favorable.

There are three men now engaged in the mines, Messrs. Wright, Elliot and Esplin. The latter has been engaged in the place of Mr. Lane, who is one of the shareholders and engaged elsewhere just at the present time. Mr. H. Ross of this city who went out to the mines last Tuesday, was interviewed by a representative of the News regarding the prospects and quality of the mines. Mr. Ross brought some samples of ore in the same day. He stated that the depth of the shaft is now fifty feet, and that within the last few days it has gone through some material changes. The ore is now of a much finer grade than before. The assays of nickel last summer amounted to forty-five, and add to that the strong indications of increased gold quartz and cobalt, and you have something worth working for.

"The boys are rushing the work with all their might this season," says Mr. Ross. "It needs more capital than they have to develope it rapidly. One hundred men could be employed in the mines when they are opened up a little more."

There is no question but what the mines are equal to any claims that have been made, and that the future will demonstrate it. Mr. Ross felt very sanguine over the prospects ahead of it, and wished that it could be pushed ahead a little faster, although the men have done well considering the limited funds at hand.

A. H. HOLDICH,

Of Swansea and Wigan,

Analytical Chemist and Assayer.

The oldest and most experienced Assayer in the Province.

REVELSTOKE, B.C.

Blue Ridge Hotel,

10 MILES FROM KASLO.

Accommodations for travellers. Good stables. The bar is stocked with choice liquors and cigars. Pack train in connection with the house. Goods taken to any part of the mountains,

McDONALD BROS., Props.

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General Agent

for

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NEW DENVER

and

SILVERTON.

REAL ESTATE,

INSURANCE.

SPECIAL ATTENTION GIVEN TO THE SALE OF MINES.

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NAKUSP,

B. C.

H. M. HERRIN & CO

Commission Merchants.

Wholesale Dealers in Oranges, Lemons, Apples, Bananas, and all kinds of Fresh Fruits, Vegetables, Butter, Eggs, Nuts, Candy, Cigars, Etc. The largest Shippers in the Northwest.

518 and 520 First avenue, Spokane, Wash.

The Kootenay Lake Saw Mill,

KASLO, B.C.

The proprietor has on hand

THREE MILLION FEET OF LOGS

In lengths of from 12 to 50 feet. Any kind of bill stuff can be cut at short notice.

1,000,000 FT. ROUGH LUMBER; 500,000 FT. DRESSED LUMBER

Shingles, Laths, Mouldings, Turned Posts and Ballasters, Brackets. Etc. Two Carloads Sash and Doors; Two Carloads Dry Fir Clear Flooring, 4in.; One Carload Dry Fir Clear Ceiling; 4 Carloads of Clear Cedar, for Finish.; One Carload Glass, Paints, Oils, etc., including Fancy Glass, Wood Stains, etc.

G. O. BUCHANAN.

If you have Money and want to meet Monied Men stop at the

Newmarket,

NEW DENVER, B. C.

MINING CLAIMS WANTED.

Parties having good Mining Claims to dispose of should apply at

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A. H. KELLY, Nelson, B. C.

For particulars address

The Nakusp Ledge,

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R. T. LOWERY, EDITOR AND FINANCIER.

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SIX MONTHS 1.50
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Advertising rates furnished on application.

TO CONTRIBUTORS.

Correspondence from every part of the Kootenay District and communications upon live topics always acceptable. Write on both sides of the paper if you wish. Always send something good, no matter how crude. Get your copy in while it is hot, and we will do the rest.

THURSDAY, MARCH 22, 1894.

HISTORY OF THE KOOTENAY.

A complete history of the Kootenay country, from the earliest days to the present time, is being compiled by R. T. Lowery. Experienced men with valuable information would confer a favor by sending their address to this office.

STILL MORE SLICING.

Verily the Government have an unique way of equalizing the voting strength of West Kootenay. The Redistribution Bill, when first brought down, stipulated that the district should be divided into two ridings, the dividing line running parallel with this town. By this adjustment we were placed in the Revelstoke division, while New Denver and other interior places went into the south. Apparently this did not satisfy J. M. Kellie, M.P.P., who, acting upon the assertion that the Nelson division had still too many votes, prevailed upon the Government to make a more sweeping change in the boundary lines.

The first arrangement was bad enough, but the second presents a hacked, but withal ludicrous, appearance. As the amended bill now reads the whole country tributary to the Columbia river, from Canoe Creek to the international border, is to be designated as the Revelstoke division, thus including Trail Creek, Robson, and Fire Valley. "Let 'er Flicker" must surely feel proud of his diplomacy, tact and judgment in so successfully carving out a veritable "shoestring" borough, in comparison with which the worst gerrymandered constituency in Sir Oliver Mowat's domain pales into insignificance.

From Nakusp south, as we had occasion once before to remark, the interests of the settlers are antagonistic to those of the Revelstoke people; or, at least they have nothing in common one with the other. But this action of the Government, though admittedly equalizing the voting strength of the district somewhat more fairly, is not viewed with any degree of complacency by the citizens of Nakusp and others in the abused section, however much it may serve to excite the silly adulations of the northerners. It would have looked a great deal better and have served the same purposes to have left the district even as at first divided.

Lord Tweedmouth, father of Lady Aberdeen, wife of our illustrious Governor-General, died very suddenly in England a few days ago. The bereaved lady has the sympathy of all Canadians in her great sorrow.

The Bland Seigniorage Bill has passed the American Senate. Silver advocates will find considerable comfort from the fact; and while the bill will provide but a temporary relief to the depression in the markets for the white metal, still its adoption is a striking indication of the growth of bi-metallism in the Republic during the past few months.

Once more the Houstonian syndicate will have to change the plans for their great political convention to be held next month, by reason of the recent alteration in the boundaries of the two ridings. A general redistribution of the delegates is thus a second time necessitated. The execrations that will be heaped upon the devoted heads of the Government will of a verity be loud and deep. What sins J. M. will have to answer for!

An agreement has been entered into by the Dominion Government with James Huddart, manager of the Canadian-Australian line of boats, whereby a system of fast steamers shall be established between Canada and England by the summer of 1895, the contract to be good for 10 years. The annual subsidy is to be $750,000, and the vessels must be capable of making at the least 20 knots per hour.

It would seem that Nakusp is to receive the go-bye from the postal authorities in the future, for they appear determined to make Kaslo the distributing point for the mail to the mining camps instead of this place. As an evidence of this it is but necessary to refer to the tenders at present being solicited for the carrying of the mails tri-weekly between Kaslo and New Denver for the next four years. This action on the part of the authorities is about as absurd and inexplicable as the previous policy pursued by them in the district. With the completion of the Nakusp & Slocan Railway to Three Forks, an avenue of communication to the interior will be established, at once more economical and decidedly quicker. Nakusp is without doubt the natural distributing centre for the Slocan, both for Canadian and American mail, and it is sincerely to be hoped the authorities will bear this in mind and act accordingly.

FOSTER & WINTER'S

RESTAURANT

NEW DENVER, - - - - B. C.,

Is one of the best in the Slocan district. Call in.

IMPORTANT ANNOUNCEMENT.

HAVING been appointed agent for a large wholesale tailoring establishment in Eastern Canada, I beg leave to state that I am prepared to take orders for clothing from all persons so desiring. All goods guaranteed to be of the best quality. Prices extremely reasonable. A perfect fit promised or no pay. See my Samples, which have just arrived.

W. C. MUIRHEAD,

NAKUSP - - - B.C.

—THE—

Mail Stage

Will leave Nakusp at 7 a.m. every alternate day for New Denver commencing on

Monday, Dec. 18,

Returning the next day.

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Choice location and commands a beautiful view of the surrounding country.

THE BAR is supplied with the best brands of all kinds of wines, liquors and cigars.

THE DINING ROOM is supplied with all the delicacies of the season.

Charges Moderate.

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DRY GOODS, BOOTS AND SHOES AND HARDWARE

GROCERIES and PROVISIONS at very low prices.
FRESH CANNED GOODS always in stock.

A full assortment of Choice CIGARS and TOBACCOS.

NEW DENVER NUGGETS.

Lumber costs money. See Clarence.

S. M. Wharton will open a livery stable here.

W. Parker has gone to Nakusp on a business trip.

Michael Grady returned from the east on Monday.

Snowslides are becoming more numerous and the noise they make is occasionally heard in the city.

S. M. Wharton has gone to Spokane, no doubt to expatiate on the many advantages Denver offers as a business centre.

The entertainment in Aylwin's hall on Friday evening was a great success. It is surprising the amount of dramatic ability that exists here.

Monday last a prospector killed a deer out of a trio that was swimming across the lake by rowing alongside and cutting its throat with a pocket knife.

George Hughes was in town recently looking for a place to store feed for his horses. He will likely store his ore here until it can be shipped out by rail.

Seven men are getting out logs for the new wharf. Its location is not liked by many people, but the Government cannot afford to build one in front of each man's property.

The inhabitants are divided into rival factions over the new wharf. Last Monday a number of the inhabitants met at the Newmarket and resolved to petition the Government to utilize the money appropriated for the wharf for the purpose of keeping the wagon road in repair in the spring. Next morning the advocates of the wharf met at the Bolander House and formulated a long despatch to the authorities, praying that the proposed improvement be proceeded with. Neither accomplished anything.

Three Forks is Free.

William Glynn, of Seattle, returned home on the Kingston from Victoria the other morning. He is the manager of the syndicate which owned the mineral claim on the townsite of Three Forks and had a protest in against the owners of the townsite getting a crown grant. Mr. Glynn disposed of his property to the townsite people and the protest has been withdrawn.

Steamboat Matters.

F. Bell, who has been for some time employed on one of the boats on Lake Cœur d'Alene, will have charge of the engines on the steamer Columbia this season.—Capt. W. E. Nesbitt is at Northport awaiting the opening of navigation to assume charge of the Columbia.—Capt. Gore is rapidly recovering his health and should he return to this country he will command the Columbia, Captain Nesbitt taking charge of the Lytton.

In Honor of St. Patrick.

The admirers of St. Patrick, the favorite saint of all good Irishmen and the guardian of the green, assembled in full force at the Leland House on Friday night last, and participated in a dance which proved to be thoroughly enjoyable. The ball room was nicely filled and everyone appeared to have had a good time. Refreshments in liberal quantities were circulated at midnight, followed by a short programme of vocal music by the talented artists, Messrs. Sampson and McDougald. The affair broke up in the early morn.

Snowslides are of daily occurrence in the hills, but no damage is reported.

Rev. Jas. Turner will hold divine service in the schoolhouse this evening at 8 o'clock.

George Hughes is said to have made $30,000 this past winter with his pack animals.

A. H. B. Cochrane, A. Dick, and F. Bourne left in a canoe on Wednesday for the Hot Springs.

M. McInnes, of Calgary, who recently brought in a consignment of cattle, departed for home Monday, to return with another shipment next month. His firm will supply this town and West Kootenay generally almost exclusively with beef this summer.

ANNOUNCEMENT.

For Member of the Legislative Assembly West Kootenay Electoral District.

THE undersigned announces himself as a candidate for member of the Legislative Assembly from West Kootenay District, subject to the action of the convention to be held at Nelson on April 12th, 1894.

J. FRED HUME.

Nelson, January 10th, 1894.

West's Hotel

BEAR LAKE, B. C.

Everything new about the house except the whisky and landlord.
Everybody gets a hearty welcome and plenty to eat.

GORMAN WEST, - - Proprietor.

THE STEAMER

W. HUNTER

G. L. ESTABROOKS, - MASTER,

LEAVES New Denver every day except Sunday for Four Mile City, at 7 a.m., and for Bonanza City at 8 a.m. Returning, the steamer leaves Bonanza City for New Denver at 3 p.m. the same day.

SLOCAN TRADING & NAVIGATION CO., (Ltd.)

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BAKER BROS. & CO.,

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STOVES ! STOVES ! STOVES !

Tinware and Hardware by the Carload.

Groceries, Provisions, Flour & Feed Stocked Regularly from the East.

Dry Goods, Clothing, Rigby Waterproofs, Gents' Furnishings, Gentlemen's, Ladies' and Children's Boots, Shoes, and Rubber Goods.

Millinery and Mantles,

In all the Latest Fashions.

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Underwear. Hosiery, Mens' Furnishings, Mens' Ready Made Clothing, Gloves, Ribbons, Silks, Satins, Cashmeres, Melton & Serge Cloths, Carpets, Blinds, Cottons, Hats and Caps, House & Table Linens, Boots and Shoes.	Hungarian Flour, Sugars, Bacon, Hams Coffees, Teas, Spices, Jams, Pickles, Oatmeal, Biscuits, Canned Vegetables, Canned Fruits, Dried Fruits, and Syrups, Fancy Toilet Soaps, Cigars and Tobaccos,	Grindstones & Fixtures Crosscut & Rip Saws, Axes and Handles, Nails, Screws, Bolts, Round, Flat, Square Iron Oils, Paints, Glass, Horse Shoes and Nails, Cutlery, Glassware, Crockery, Stationery.

: o :

Miners can get a complete outfit here.

F. W. JORDAN & Co, - Nakusp, B.C.

WEST KOOTENAY'S

ZENITH CITY!!!

NAKUSP

THE

NAKUSP

Gateway to the Famous Slocan Mines! Arrow Lake Terminus of the Nakusp & Slocan Railway! Shipping Port for New Denver, and the Mines.

Famous for its Fishing and Hunting. Within a few miles of the Hot Springs on Upper Arrow Lake becoming noted for their Medicinal Qualities.

With the completion of the Nakusp & Slocan Railroad, Thousands of tons of ore will be brought to Nakusp from the rich mines of the Slocan, and loaded on the steamer for Revelstoke.

Gold and Silver Ledges have been discovered within three miles of Nakusp.

The town already contains Six Hotels, Several Dwelling Houses, Stores, Sawmill, with a capacity of 30,000 feet per diem, a substantial Wharf, Warehouses, Blacksmith Shop and many other buildings.

BIG BEND COUNTRY.

Gold Being Taken Out in Constantly Increasing Quantities.

According to the Revelstoke Star O. B. Williams and J. W. McCreary arrived in that town a few days ago from the Big Bend country, having made the 60 odd miles on snow shoes in three days. They have taken out considerably more than $6,000 in gold from the Consolation mine during the winter, the result of four men's work. This little sum for four men, while practically only putting the mine in a position to be worked on a large scale, speaks well for French Creek.

The Consolation is a "deep diggins" drift placer mine. It was first worked by several small companies. A series of bed rock shafts were sunk, gravel hoisted out by a windlass, and the water kept by pumps. As the space widened from the bottom of these shafts, the inflow of water became too great, and the diggings were abandoned. The claims were considered rich and the pay good, even against such difficulties as the old shaftsmen had to contend.

The present company secured a lease of three quarters of a mile of the creek bed from the Government and proceeded to tap the old workings by a 600 feet drain tunnel. This, with some other development work, has been under way during the winter, with the result that the mine is in first-class working condition. It is well drained and the pay streak is 25 feet wide, and with three shifts can easily work 30 or 40 men. By actual test the gravel through the pay streak averages $15 per man a day, and as there are yet some 3,500 feet still untouched, the owners can well be enthusiastic over their prospects.

About a quarter of a mile below the Consolation the Vandall people have struck a bonanza. Here they have a tunnel into the bench, and have struck the rim rock of an old channel. How much they have taken out so far is unknown to Messrs. Williams and McCreary. Williams went into the tunnel the day he left, and the owners, as an illustration of the mine's wealth, cleaned up about $100 worth of the bedrock while Williams was standing in the drift.

The other companies on French Creek have not as yet reached bed rock. The Selkirk people, on the Summit of McCulloch creek, are still drifting, and as a change has been made in the ownership of part of the mine, it is expected that matters will progress more rapidly. A considerable number of miners and prospectors will leave for the Bend as soon as possible.

Railway to Cariboo.

The Canadian Pacific people seem to be in a constructive mood this year. For some time it has been an accepted fact that the Nakusp & Slocan line is to be completed just as quickly as possible, while an extension down the Slocan river, to connect with the Columbia & Kootenay road, will be constructed in due time. Now it is announced that a branch is to be built into the centre of the Cariboo district this year. J. J. Fiddler, who is identified with the Northern Pacific system, has recently returned to Spokane from Vancouver, and he believes there can be no doubt about the building of the road.

"The C.P.R. is determined to open up the Cariboo country," remarked Mr. Riddell. "They have long known the richness of its mines and they know that the gold already taken out is but a handful compared with what remains. But the rock can not be handled without machinery and the mines are undeveloped for want of a railway. Now the company has decided to build, and has already let the contract for the first 50 miles of grade to Mr. Keefer, a well known railroad builder, who will begin work this spring. Naturally there is a great rush of prospectors into the country before the railroad can have an opportunity to get in. At Vancouver all the mining men are talking Cariboo."

GET YOUR
WASHING DONE
—AT—
FREDERICK & MATTHEWS'
KASLO,
When you come in from the mountains of the Slocan country.

HORACE W. BUCKE
LAW AND CONVEYANCING
OFFICE,
Buchanan Bl'k, Kaslo, B.C.

ROBSON HOTEL,
ROBSON, B. C.
This hotel is the best in town, and has ample accommodation for travellers. The bar is supplied with wines, liquors and cigars.
LOUIS LEVESQUE.

NEELANDS BROS.,
NELSON, B.C.,
Landscape Photographers
Keep a large quantity of Architypes and Steel Engravings in stock. Pictures framed to order.

BONANZA CITY HOTEL,
SLOCAN LAKE.
Plenty of accommodations for travellers. Good beds and good meals Bar stocked with wines, liquors and cigars.
JOHN MADDEN, Prop.

DOCTOR
J. F. B. ROGERS,
KASLO, B. C.
Graduate of Trinity University, Toronto. Member of college Physicians and Surgeons, Ontario.

R. STRATHERN,
Jeweler.,
KASLO CITY, - - - B.C.
The only practical Watchmaker in the Kootenay District. Orders by mail receive prompt attention.
ALL WORK GUARANTEED.

THE GLOBE CAFE,
KASLO, B. C.,
Is open night and day and supplies its patrons with everything in the market. Call in.
GEO. PAQUIN,
Proprietor.

KASLO & NEW DENVER
MAIL STAGE AND FREIGHT LINE.
Stages leave Kaslo daily at 8 a.m. for New Denver. Returning will leave New Denver for Kaslo at same hour.
Satisfaction is Guaranteed.
A. J. SCOTT,
Manager.

D. McPHAIL,
MERCHANT
TAILOR,
KASLO, - - B.C.

A. COOPER ABBS
ATTORNEY
SOLICITOR,
CONVEYANCER,
ETC., ETC.
Special Attention to Mining Interests.
OFFICE:—
FRONT ST., KASLO, B.C.
Over Byer's Hardware Store.

C. & K. S. N. CO.
(LIMITED.)
WINTER SCHEDULE,
(KOOTENAY LAKE,)
Going into effect on January 8th, 1891.

STEAMER NELSON.

LEAVES NELSON:		LEAVES KASLO:	
Mondays,	9 a.m.	Tuesdays,	3 a.m.
Wednesdays,	5:40 p.m.	Thursdays,	8 a.m.
Thursdays,	5 p.m.	Fridays,	3 a.m.
Saturdays,	5:40 p.m.	Sundays,	8 a.m.

Passengers from Kaslo, to make close connection with the Nelson & Fort Sheppard Railway, for points south, should take the steamer Nelson, leaving Kaslo at 3 a.m. on Tuesdays and Fridays.

The company reserves the right to change this schedule at any time without notice.

Due notice will be given of the resumption of service on the Columbia river.

J. W. TROUP, Manager.

Spokane Falls & Northern
RAILWAY.
Nelson & Fort Sheppard
RAILWAY.
ALL RAIL ROUTE TO SPOKANE.
The only through route from Nelson, Kaslo, Kootenay Lake and all Slocan Points.
Through Trains Semi-Weekly.

Leave 7 a.m. NELSON. Arrive 5:40 p.m.

Commencing January 8th, 1891, on Tuesdays and Fridays, trains will run through to Spokane, arriving at 5:30 p.m., same day. Returning, passengers will leave Spokane at 7 a.m. on Wednesdays and Saturdays, arriving at Nelson at 5:40 p.m., same day, making close connection with the steamer Nelson for Kaslo and all Kootenay lake points.

Passengers from Kaslo for Spokane and all intermediate points on the N. & Ft. S. and S. F. & N. Ry's should take the steamer Nelson, leaving Kaslo on Tuesdays and Fridays at 3 a.m.

CANADIAN
PACIFIC
RAILWAY.
REVELSTOKE TIME TABLE.
Atlantic Express arrives at 10:00 Daily
Pacific " " 16:55 "

Cheapest, most reliable and safe route to Montreal, Toronto, St. Paul, Chicago, New York, and Boston. Rates $3 to $10 lower than any other route.

Specially fitted Colonist Cars, in charge of a porter, for the accommodation of passengers holding second-class tickets.

Passengers booked to and from all European points at lowest rates.

Low freight rates. Quick despatch. Merchants will save money by having their freight routed via the C.P.R.

Full and reliable information given by applying to
GEO. McL. BROWN, Asst Gen. Freight Agent, Vancouver.
I. T. BREWSTER, Local Agent, Revelstoke.

LEDGE CHOPPINGS

James Bell, of Kaslo, was here Monday on his way to the coast.

P. Bernier left Monday for Revelstoke, en route to his home in Montana.

F. Conway, late of F. W. Jordan & Co.'s, goes out to Kamloops in a day or two. He will be greatly missed here.

Mr. McGillivary is expected in daily from the coast. Quite a number of men are awaiting his arrival and the payroll will be large.

Every week Nakusp's contingent of voters on the provincial list is being increased, the number now reaching close on to a hundred.

Atkins and Humphries are negotiating for the purchase of the Reco mine from Wharton, Harris and Kelly, The figures are close to $70,000.

One hundred and twenty-one tons of ore were shipped from the Slocan district during the week ending March 9, the total value being $14,520.

A neat head board, detailing the age, birth and death dates of the deceased, was placed on the grave of the late James Nicholls last Saturday.

Jack Walsh has been carrying big loads of passengers to and from the head of the lake of late. He will discontinue his stage in a day or so because of the bad roads.

An excursion party of about a dozen of the citizens took in the Hot Springs last Friday, per steamer Arrow. They returned in the early evening reporting a good time.

Deeds can now be registered for lots in the McGillivray addition to the New Denver townsite, the dispute over the ownership of the land having been amicably adjusted.

Contractors Hodgson and Keefer have 25 men employed in preparing the grounds of the Nelson Hydraulic Co., on Forty-Nine creek, for spring work. Great headway is being made.

Randall H. Kemp has a comprehensive write-up of the Ainsworth mining camp in the last issue of the Nelson Tribune. The article is gotten up in Randy's usual versatile and interesting manner.

The warm weather of this week has caused the snow to disappear very quickly, the earth now showing in several places. Open water appears very frequently on the lake, but it will be the first or second week in April before the river will be clear of ice.

The Washington mine is working but 10 men, while an average of four find employment in the other mines in the district. Practically speaking everything is at a standstill, awaiting the completion of the Nakusp & Slocan Railway, as the present low price of silver renders the hauling of ore to Kaslo too expensive.

Cummings & Richardson have petitioned the authorities for a wholesale liquor license for this place. In the event of securing the license, the firm will place an order with eastern parties for three carloads of liquors. It will necessitate the building of a large bonded warehouse here, and in this and other ways will be of benefit to the town.

SMOKE !

PHILO & Co.'s

"Leaders,"

"O.K.s," and

"Terminals."

Factory and Salesroom:

522, CORDOVA ST.,

VANCOUVER. - - B.C.

BOURNE

BROS.

GENERAL MERCHANTS

NAKUSP

NEW DENVER

AND

REVELSTOKE.

DEALERS IN

Dry Goods

Groceries

Hardware

Stoves

Powder

Hay, Feed

and so on.

STATEMENT

—OF—

RECEIPTS AND EXPENDITURES

—FOR THE—

Nakusp Public School,

UP TO DECEMBER 31ST, 1893.

RECEIPTS.		EXPENDITURES.	
		F. W. Jordan & Co., stat'n'y	$13 20
		J. R. Campbell, 4 cords wood	12 00
		M. Butler, teacher's desk	4 20
		J. McGee, lumber for bl'kb'd	1 00
By Government cheque for Stationery, etc.	$40 00	Janitor's salary to Dec. 31, '93	2 50
		Balance on hand	7 10
Total	$40 00	Total	$40 00

D. A. McDOUGALD, Chairman.
W. C. MUIRHEAD, Secretary.

Audited this 1st day of January, 1894, and found correct.

THOS. ABRIEL, Auditor.

STATEMENT

—OF—

THE : BUILDING : FUND

—OF THE—

Nakusp Public School.

RECEIPTS.		EXPENDITURES.	
		Genelle Bros., lumber	$140 70
		J. T. Nault, contract	48 00
		" making door	2 50
		" sawdust	2 50
		" stove pipe & cap	75
		" window sash	10 00
		" glass, putty, etc.	7 15
		" desks & benches	29 25
		" hauling lumber	12 15
Local subscriptions	$165 25	F. W. Jordan & Co., hardware	12 99
Proceeds of concert	46 00	Bourne Bros., lamp glass	60
" of ball	51 15	Cummings & Co., stove pipe	6 75
Return of lumber, etc	1 25	Expenses to concert	2 00
By balance still owing	11 69		
Total	$275 34		$275 34

D. A. McDOUGALD, Chairman.
W. C. MUIRHEAD, Secretary.

Audited this 27th day of February, 1894, and found correct.

THOS. ABRIEL, Auditor.

C. B. HUME & Co.,

REVELSTOKE STATION.

GENERAL MERCHANTS,

Wholesale and Retail. Dealers in a all kinds of Raw Furs. Branch Store at Trout Lake.

HOTEL SLOCAN, NEW DENVER.

Accommodations for 100 guests. The Finest Bar in the Kootenay country. Headquarters for capitalists, speculators and miners.

GETHING & HENDERSON. Props.