SIMILKAMEEN STAR

Published in the Interest of Princeton and Similkameen District.

VOL. I. No. 40. PRINCETON, B. C., SATURDAY, DEC. 29th, 1900. $2.00 PER YEAR

AN ENJOYABLE TIME

CHRISTMAS EXERCISES LARGELY ATTENDED.

A Most Pleasant Time Had During the Evening---The Entertainment a Complete Success.

Christmas time and its festivities and merry making has come and gone to make way for New Year's enjoyments. Although Princeton is so far away from the busy mart of the world it could not miss the eagle eye of Chris Cringle, and we doubt not that if he had showed any disposition to over look us he would have been gently reminded of his duty. As Mr. Santa Claus is such a busy fellow he is required to seek assistance and in Princeton he was ably helped out by Mrs. W. Haegerman and associates who gave up a great deal of their time and hard work for the enjoyment of seeing every body have a good time.

Preparation under the management of Mrs. Haegerman had been going on for some time, but on the day of Christmas eve final arrangements were made and the Harris-McIntosh building was resplendent with its decorations and a glittering and heavily burdened Christmas tree, ready to greet the eyes of a goodly sized audience which congregated there early in the evening.

Some little delay was caused in the beginning of the exercises by the non-arrival of the Star of the evening, whose presence we are led to understand is required for the complete and satisfactory consummation of a Christmas entertainment. Finally, however, the Star of the evening put in his appearance and continued to cast out a lucent light for the balance of the evening, greatly to the edification and enjoyment of those present. The following is the program as rendered:

Opening Address.....Dr. Whillans
Song.....Choir and Audience
O Come All Ye Faithful
Recitation.....Miss Minnie Haegerman
Christmas in the Antipodes
Duet.....Misses Hagerman
Merry Christmas Bells
Recitation.....Albert Irwin
Dead Horse on the Tulameen
Christmas Carol.....Choir
Mystic Star
Recitation.....Miss Angela Allison
Lord Ullin's Daughter
Duet.....Mrs. and Miss M. Haegerman
Merry, Merry Christmas
Recitation.....Jas. Hislop
Dialect
Mrs. Haegerman and Mrs. Gulliford
Write Me a Letter From Home
.....David Day
A Soldier's Sweetheart
.....Misses Haegerman
O Beautiful Star
Recitation.....Jas. Hislop
A Smack in School
EXTRAS.
.....Judge Thomas Murphy
Recitation.....Miss Allice Allison
The Similkameen
Recitation.....Billy Knight
The Bachelor
Song.....Billy Knight
He Never Come Back

Taking into consideration the difficulties which have to be contended with in a country which is so new, the program was carried out in a most pleasing and entertaining manner, and too much credit cannot be given to Mrs. Haegerman and those who helped in the evenings entertainment.

The noticeable feature of the evenings entertainment were the different selections which were adapted to this particular locality. "Working Out the Dead Horse on the Tulameen," by Bert Irwin, was a local skit which recalled by-gone days to many old timers in the audience and is a piece that is always appreciated. Mr. Wm. Knight upon being called on by the audience sang a song entitled, "And He Never Came Back," which he had re-writen to conform to local conditions, the last verse which ran something like this:—

A wily expert from the East,
To Copper Mountain went;
He said we've millions in New York
For options I am bent;
He got one on a group of claims,
With lots of ore in sight;
And said, "I'll start a hundred men,
When I return next month."

CHORUS:—

He never came back, he never came back,
The prospector's head it is sore; [in h—,
That expert he'll kill, when they meet down
Or up on that beautiful shore.

Judge Tom Murphy gave an able address to the children and grown people giving the reasons for holding the 25th day of December in reverence, and that an endeavor should be made, in the coming year, to do and be better than they had in the past. Little Miss Alice Allison recited an appropriate recitation entitled, "The Similkameen." At last while a song was being sung by the little ones, entitled "Santa Claus is Coming," he in reality made his appearance and at once began to deliver Christmas tokens to those present. In a short time every one had cumulated a supply of good wishes, enough to last for a year to come, and that part of the entertainment broke up to give place to a most pleasant ball. Among those present at the dance were: Messrs. E. Thomas, Revely, Whillans, McAlpine, Wm. Thomas, Chas. Thomas, B. Thomas, Knight, D. Day, C. Day, G. Allison, A. Allison, H. Allison, Woodward, Hill, Summers, T. Richter and brother, Barcelo, Irwin. Misses Minnie, Esther and Emlie Haegerman, Woodward, Louie and Carrie Allison, Bromley, Mrs. and Mrs. Chas. Richter, Mr. and Mrs. Haegerman, Mr. and Mrs. Gibson, Mr. and Mrs. Lawrence, Mr. and Mrs Schliser, Mr. and Mrs. Ed. Allison, Mr. and Mr. Gulliford, Mr. and Mrs. Harris.

Dancing was kept up to the wee hours of the morning and when the participants finally sought a resting place each one went with the feeling that they had spent a very pleasant evening and with the hope that more would follow.

GREAT NORTHERN AND THE V. V. & E.

Coast-Kootenay Road to be Part of the Transcontinental Railway With Victoria as its Terminus.

There was a meeting in McLean Bros.' office this morning, at Vancouver, says the Victoria Colonist, of Dec. 12., of the original promoters of the V. V. & E. railway, to discuss the telegram received today from McLean, who has been in Toronto negotiating with other interested parties in connection with the construction of the road. Mr. McLean flashes over the wire the news that all differences have been adjusted, and the road is to be built. In speaking of the matter before the meeting convened, Mr. Hugh McLean said to the Colonist correspondent:

"You may say that on Tuesday next the press will definitely announce that the V. V. & E. will be built, operations to commence at once. Until all signed papers reach her from Toronto, no details will be given out as to the builders of the road, etc. The directors wish to have the documents in connection with the construction agreement in their hands before giving particulars; but you can announce now that to all intents and purposes it is an assured fact that we are able to present a scheme to the people of British Columbia regarding the building of that road, which will make everybody content, and the road itself will be of vast benefit to the province, as it will be controlled and operated by a corporation who have been successful in all their great undertakings in Canada. There will be no hitch; it is smooth sailing, and the moment the papers are signed operations will commence, and one of the first things to be done will be the establishment of a fast three-hour ferry service between Vancouver Island and the Mainland at the shortest distance between the two points, namely, Point Roberts. Connections will be made with Victoria city. Vancouver will be the headquarters of the road, and it will be extended without delay through the Hope mountains to Kootenays.

D. G. Macdonell, legal advisor of the Victoria, Vancouver & Eastern Railway Co., when asked as to the progress made by the V. V. & E. promoters, this evening made the statement to the Colonist correspondent that the Victoria, Vancouver & Eastern Ry. Co. had about closed a deal by which the Coast-Kootenay road would eventually be responsible for the inauction of another transcontinental line. In fact the V. V. & E. was to be built Mackenzie & Mann, who had adjusted their little differences with their original holders of the charter, were to be the financial backers of the road." But there was to be far more in sight than the construction of the V. V. & E., for Mackenzie & Mann's scheme was to connect the V. V. & E. on the coast with the Great Northern system, and with the Grand Trunk system at the boundary line, thus making an independent transcontinental line from Montreal to Victoria.

The directors of the V. V. & E. met today, and decided that, owing to a little hitch having occurred, the announcement should not be made to the press that the big deal was actually consummated until this hitch was straightened out, which would be on Tuesday next.

The announcement that Mackenzie & Mann would build the road and connect with the Grand Trunk and Great Northern would have been made today if the directors had not decided otherwise, so that the statement now made must be subject to that slight kink in the arrangement being straightened out.

Next Tuesday, however, if all goes well, there is nothing to prevent the construction of the V. V. & E. proceeding at once.

The recent passage of the Victoria Railway Ferry Bonus by-law in Victoria was a source of great satisfaction to the V. V & E. promoters, for it means that the V. V. & E., Great Northern and Grand Trunk amalgamation will be able to reach Victoria with despatch without establishing a ferry and inaugurating an Island railway of their own. This was a part of the preconceived plan to aid the transcontinental scheme. Over the projected system passengers may leave Montreal [illegible] by the Grand Trunk [illegible] and Trunk connections [illegible] country, in the [illegible] will take the V. V. & [illegible] Hope mountains, with [illegible] routes to Victoria, namely, via [illegible] Westminster and over the projected Great Northern line to the Victoria-Stevenson ferry landing and by ferry to Sidney and thence by rail to Victoria; or via Vancouver and by the projected Vancouver & Stevenson branch line of the C. P. R. to Stevenson, and by ferry to Sidney and thence via rail to Victoria; and it is believed that time can be saved by the latter route.

Mr. Macdonell says that the press will no doubt be given the opportunity next week of publishing the most exhaustive details if they so desire. He was not yet at liberty to say whether the Great Northern will virtually control the system from the Boundary country to Victoria, or whether the V. V. & E. will remain an independent road with through connection east and west.

Personal and Otherwise

Cook & Co. received a load of freight the middle of the week.

Mr. Barr Hall arrived in on today's stage from Rossland.

Jas. Hislop, our local civil engineer, left Thursday for Rossland on a business trip.

Harry Duncan left Thursday for Nicola Lake, where he expects to attend the Bachelor's ball on New Year's eve.

Robert Stevenson, left this week for the coast on a business trip. He expects to be absent a couple of weeks.

The Richter brothers and Mannie Barcello were up from Keremeos to attend Princeton's Christmas festivities.

A number of the boys are taking advantage of the last light snow by going deer hunting, as this will be the last chance before the season closes.

Our jovial friend, Sir (Billy) Knight, of piccalo fame, wishes us to express his thanks for a very useful book on metallurgy, from his friends, which was highly appreciated.

A woman in New York the other day thrashed two street car rowdies who were making things too interesting for the conductor. Thus does woman's sphere widen as she becomes the champion of weak man and the redressor of his wrongs.

A Similkameen rancher claims to have solved the drouth problem. He says that he plants corn, potatoes and onions together and that the strength of the onions brings tears to the potatoes' eyes in such large quantities that the ground is kept moist and large crops are raised.

Some of the boys who were out hunting this morning have just returned as we go to press. Vic. Ryder and Jack Lee arrived with a deer or two, while D. M. French and Chas. Richter are entitled to the cookie, arriving with the handsome bag of four deer, one large cougar and a coyote. Pretty good for a five hours hunt? eh!

The mining recorders office has had an extra run of business this week in the way of new claims and transfers being recorded. A large bonding deal is reported to have transpired between Aspen Grove parties and Ernest Mansfield, of Nelson, B. C., and is said to represent $100,000. We hope to give particulars in our next issue.

The man who experimented on his face with a chemical preparation warranted to remove the beard without a razor has acquired some i[illegible] as to the action of certain [illegible] article which will be o[illegible] adventurers as we[illegible] his would be a dull [illegible] curosity and ever[illegible]

License Commissioner's.

The Board of License Commissioner's at their last meeting granted the following hotel licenses: J. H. Jackson, six months; Chas. DeBarro, Otter Flat, six months; Mrs. Allice James, Granite, six months; J. Wallace, Princeton, one year

School Board.

The citizens of Princeton met Thursday afternoon to select a board of trustees for the new school to be established here. It resulted in the election of Messrs. Thomas, Waterman and Murdoch, who will immediately inform the provincial authorities and see that the school is started as soon as possible.

The V. V. & E. Railway.

Norman McLean, secretary of the Vancouver, Victoria & Eastern Railway, who has been out of the city for about a month, returned yesterday from a business visit to the east. After completing all the necessary arrangements for the construction of the V. V. & E., this morning their solicitor, E. V. Bodwell, arrived from Victoria and met the provisional directors and secretary, and organized the company for business, Aleck Ewing, of New Westminister, being elected provisional president, and Norman McLean, secretary. Mr. McLean states that every thing is now completed, and in a short time notices will be issued calling a general meeting for the appointment of permanent officers.

As far as the company is concerned, it is now on a first-class basis. Everything has been arranged to the satisfaction of all concerned, and the company is now prepared to begin the construction of the road at once and to complete it within the shortest possible time that money and men can avail. They will commence operations the moment the Provincial Government will restore the subsidy which was cancelled by the Semlin-Cotton government.

The operations of the company are backed by what is undoubtedly the strongest financial combination in the Dominion, and the certainty now is that work on this long-looked-for and urgently desired enterprise will at last be put in hand.—World, Dec. 25th

Our young people may be at first a little hard to get started in regard to social function, but when fairly launched into its pleasures, we dare say they can keep step with many an old and more thickly populated community. Not satisfied with about ten hours enjoyment on Christmas eve, after a very short recess for sleeping they suggested a skating party for Christmas afternoon, which was enthusiastically responded to. After enjoying themselves on Swan Lake for several hours, they concluded an impromptu dance would be a very enjoyable way to spend the evening and at 8 o'clock met again in the Harris-McIntosh hall to while away a few more very pleasant hours. On Wednesday evening our young people received an invitation to spend the evening Mr. Hugh Hunter's home. Taking all together the young folks have indeed fairly out done themselves.

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G. Murdoch

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Respectfully,
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The car swivel, so[illegible] dumped o[illegible] well as fro[illegible]

The car cannot be dumped without opening the door gradually. The door commence to open until the bed of the car is at angle of twelve degrees. By the automatic door holding the ore in the car until PARTIALLY dumped, we are enabled further towards the door end, affording an easier dump than the ordinary car. the wear on the axis more equally.

P. O. BOX 51. TEL. 250.

VANCOUVER, B. C.

ARMSTRONG & MOR[illegible]
IRON AND STEEL WO[illegible]

THE MONEY WAS PAID.

H. Thurston Makes Final Payment on the Carmi Mine.

Twenty-three thousand dollars as paid to Jas. Kerr and Jas. Dale n Monday last and the ownership f the Carmi mine passed from them o E. H. Thurston. Messrs. Kerr nd Dale were hoping that the payent could not be made but just as he bank was being closed on Monay afternoon the money was paid and the terms of the bond comied with. The property is so romising that the original owners ere hoping that it might revert to hem. The Carmi which is situated n the West Fork was located sevral years ago by Jas. Dale, a pioeer of that district. Mr. Kerr acuired a half interest and they bond l it to W. H. Lenney of Wardner, Idaho, for $25,000. Mr. Lenney d considerable work on the propty and he bonded it to Geo. T, onneman who in turn bonded it to . H. Thurston. Mr. Thurston as been developing the property ll summer and recently closed a ntract for 2,000 tons of very rich re. Two thousand dollars was aid at the time the bond was first ade and the balance, $23.000, was aid to the owners on Monday. Messrs. Kerr and Dale still own me valuable properties adjoining he Carmi, including the Butcher oy. Mr. Dale leaves in a few ays for his old home in Carmi, ll., but will return to look after his ther valuable mining interests. -Greenwood Times.

A RAILROAD ASSURED

ndications Point that Way Says the Grand Forks Gazette.

The notice of application for a rivate bill which appears in the azette makes it practically certain at the Similkameen is to have a ailway next year. On application r the extens on of the Columbia Western to the westward from idway can have no other meang. The C. P. R. has repeatedly serted that it intended being very onservative in the matter extendg its line into the Similkameen, ut when Mann & Mackenzie, the reat railway contractors of Canada, ade application for a line to run rect through this territory there as no alternative left for the C. P. . They must either build the line lose the best fruits of their heavy xpenditure in coming into the oundary. They were playing the og in the manger with this rich ction and only the certainty that nother company would be granted nother charter drove them into the oundary. They have attempted e same tactics in the Similkameen ut their hand has been called there ore quickly than it was in the oundary.

LOST, STRAYED OR STOLEN.

One black horse, 10 years old, with ep dut on left hip.
One bay horse, 10 years old, branded O on left shoulder.
One grey horse, branded 96 on right oulder.
One bay mare, branded U on left oulder, N on right shoulder, small hite star in forehead, black stockings l round, with large sorsel colt.
Black and bay work horses were sold T. B. Lee, of Loomis, in June 1897.
ray harse was sold by W. L. Splawn, of oomis, in 1897.
$50 reward for the return of all to
FAIRVIEW CORPORATION,
Fairview, B. C.

NOTICE.

Thirty days after date I intend to apply to the Chief Commissioner of Lands and Works, for a license to prospect for coal in and on the land here described; Commencing from Initial Post north of Scotston, on the north bank of the Similkameen river, and running north 80 chains; 80 chains west; 80 chains south; 80 chains east to starting point. In all 640 acres.

SAMUEL SPENCER.

Dated this 18th day of December, 1900.

NOTICE.

NOTICE is hereby given that thirty days after date, that, I, T. H. Murphy, intend to apply to the Chief Commissioner of Lands and Works, of B. C., for a licence to prospect for coal on the following land: Commencing at the Initial Post, thence running west 80 chains; thence 80 chains north; thence 80 chains east; thence 80 chains south. Said land is situated on the north side of the north fork of Granite creek.

T. H. MURPHY.

Dated at Granite Creek, B. C., Dec. 7, 1900.

LATEST MINING MAP OF THE

LOWER SIMILKAMEEN

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PRINCETON BRANCH.

THE SIMILKAMEEN STAR

Published Every Saturday at Princeton, B. C. by the PRINCETON PUBLISHING CO.

Published with a view to Promoting the welfare of Princeton and the Similkameen Country.

JAMES ANDERSON, MANAGER.

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Four weekly insertions constitute one months advertising.

DECEMBER	Su	Mo	Tue	We	Th	Fri	Sat
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	9	10	11	12	13	14	15
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Go to the ✪ For Fine Job Printing.

When the Hon. Clifford Sifton, in the course of the campaign by Vale-Cariboo and Burrard, gave utterance to his determination to foster the development of the west, Conservative organs and speakers assert that he meant nothing, that it was simply an election dodge to catch votes. This opinion is not shared by the Toronto Globe, which says: "Wherever and whenever Mr. Sifton speakes he declares frankly and courageously for a policy of progress and development. What he says in Manitoba, in the Territories and in British Columbia, he says at Ottawa and at Toronto. Mr. Sifton is always clear, practical and always tsraightforward. He never hesitates to speak out his mind, and does not ask particularly whether his views are popular or the reverse. He does not believe that the time has come when we can seriously reduce our public expenditures, or cease to promote great public enterprises for the development of the country. This is a very natural policy, from Mr. Sifton's standpoint. Many of us in Ontario look at these questions purely from the standpoint of the older Provinces. Mr. Sifton, as a western representative, must look at such questions from the standpoint of a great empire of territory only sparcely settled and largely undeveloped. Those who live in the west we should probably regard Mr. Sifton's policy as patriotic, rational and far-seeing. If Ontario were so sparcely settled as the west, and in the same stage of development, we should probably be equally as sternuous in urging a policy of progress and development. Is it not a fact, too, that the hope of Canada is in the west? Is it not a fact that a few years ago we almost despaired of settling and developing that country? Is it not a fact within the last years the whole outlook has changed, and we see signs of such a vast incoming of settlers and development of western resources as marked the great expansion period in the history of the western Provinces? We must take full account of these new conditions and these great obligations. We must stand up to our work of nation-building, set the Little Canada idea into the background, and understand that a man who pleads for a generous policy for the west is not necessarily a political spendthrift, and a waster of the people's money for mere personal or party objects."

A NEW AREA.

The following editorial in the Lardeau Eagle is so applicable to every new mining camp that we publish it verbatim. We would all do well to read and study it from our own local stand point:

"The more an individual considers the possibilities in store for the Lardeau, with the advent of a railway next season, the more he becomes convinced that this is the place upon which to stake his future progress. It is quite true that the discomforts of this pioneer life, and the lack of modern means of transportation and communication have a strong tendency to take the buoyancy out of a person; but for all, pioneers of a mining camp are made up of the best class of people on earth. To begin with, they must have been dissatisfied with the conditions existing in the place they left, and they come here prepared to take a part in creating new conditions, conditions which fulfill their ideas of legislation. The old fields are already overcrowded and the opportunities are less than in a new camp. A man is certain of a living at any rate, and always has a running chance to make a stake. Already the Lardeau has put over two dozen men on easy street, and this is only the beginning. The best of the opportunities are still before us. For this reason it behooves every man interested in the camp to unite in spirit and in action, and with the assistance of printer's ink show to the outside world that we have something worth coming after. The amount of energy wasted in belittling this or that man's motives, could be much better utilized if properly directed. It has always been the history of every small town or community, where men have more time than business, that "back capping" occupied more or less attention from this or that faction; but surely, as men, we can bury personal enmity, and take concerted action to bring about needed public requirements. The lack of being in daily touch with men of the world tends to sink a pioneer resident into a rut, which he finds it difficult at times to get out of; but if we consider that only a few short months the scene will change and our fondest hopes will be realized, how easy it would be to cheer up and take a fresh hold. It becomes men to face every difficulty and go on to success. Why waste our precious time in finding fault with each other; let's get in and do something which will benefit us all as a people who have stuck to the country through thick and thin. We have mineral resources richer than any other camp in the province; we need a railway; we need a daily mail service; we need many public conveniences, but first and greatest of all we want to make sure of that railway; for with a railway all the other minor disadvantages will disappear. The Eagle is willing and ready to do its share, and again ask the hearty co-operation of every single man interested in the Lardeau. The new century will soon be here. Let us let by-gones be by-gones, and make a fresh start in the right direction. We must soon enter a new new arena, and no better or more opportune time could be selected than right now. Will you join us?"

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.....Princeton, B. C.....

CARRIES A CHARMED LIFE.

William Jenning Dragged Under an Engine 200 Feet.

William Jennings is a gentleman who seems to have a charmed life, says the Trail Creek News. The stories told of the wounds he has received and the adventures he has passed through would make an interesting story. Perhaps as close a call as he ever had happened on Smelter Hill last Thursday night. He is working on the night shift. At the time mentioned he had crawled under the engine and was engaged in packing up some of the valves. The engineer was in ignorance of Mr. Jennings' presence under the engine, and stepping into his accustomed seat started the locomotive in motion down the track. The unfortunate Jenning, realizing his perilous position, immediately grabbed a bar and yelled for dear life. He was thus dragged fully 100 feet before the engine was stopped. Barring a few bruises on the legs he escaped without injury. The escape was miraculous.

Mr. Jennings, we are told, in the Soudan in 1885, had a spear run through his head, and was left on the field for dead. He was then a British soldier. At another time the wheels of a heavy cannon passed over his feet and lower limbs, putting them badly out of shape, but he still walks without much difficulty. He has been shot and cut several times, his body being covered with wounds. That is why his fellow workmen say he carries carries a charmed life. It seems that even a locomotive cannot kill him. He also suffered from sunstroke while in the Soudan, which has left him partially deaf, otherwise he is none the worse for wear. We are glad to chronicle Mr. Jennings' last escape.

Saw Sara.

Sara Bernhart is again playing in America. She gets $1,000 a night and her leading man $500. The troupe will travel in a special train, each star having a separate car. No stops will be made except at cities where $3,500 is guaranteed. Thus it is evident that the French have captured America. It is more than 20 years since I saw Sara. Then I traveled 200 miles and sat in the nigger heaven in order to see this female play the part of a consumptive courtesan and speak in a language of which I only knew four words, Sacre, Mon, Dieu and Oui. Now I would not go to Sanson to hear her unless I had a pass. Thus we change.—New Denver Ledge.

Consolidating the Empire.

The work of consolidating the empire grows apace. It is officially announced that a tender of £1,095,000 sterling has been accepted for the construction of a Pacific cable. This new wire will be Pan-Britanic, wherever it touches any land it will find itself on British soil. Thus, it will not only link together Britain and her far away colonies, but will also connect Australia and Canada as they have never been connected before.

Experiments are being made in Russia with a new fuel, "petrolized peat." Ordinary peat is impregnated by special methods with crude petroleum or with petroleum residue. The product is said to be impermeable to moisture and does not absorb it even after being left in water; it does not dry to a powder like common peat, and its heat-giving value is almost equal to that of coal.

Canadian Pacific Navigation CO.

(LIMITED.)

Time Table No. 55

Taking Effect, Nov. 15th.

VANCOUVER ROUTE.

VICTORIA TO VANCOUVER daily, except Monday, at 1 o'clock a. m. Regular freight steamer will leave Victoria at midnight on Tuesday and Thursday and Vancouver at midnight on Wednesday and Friday.

VANCOUVER TO VICTORIA daily, at 1, or on arrival of C. P. Railway No. 1 train. Regular freight steamers will leave Victoria at 12 p. m. on Tuesday and Thursday and Vancouver at 12 p.m. on Wednesday and Friday.

NEW WESTMINSTER ROUTE.

LEAVE VICTORIA FOR NEW WESTMINSTER, Ladner, Lulu and Islands. Tuesday and Friday at 7 a. m.

LEAVE NEW WESTMINSTER FOR VICTORIA and way ports—Wednesday and Saturday at 7 o'clock a. m.

Steamer Beaver leaves NEW WESTMINSTER for Chilliwack and way landings, Tuesday, Thursday and Sturday at 8 a. m., connecting at Mission City with C. P. R. from Vancouver.

Returning, leaves Chilliwack for New Westminster, Wednesday, Friday and Sunday at 7 a. m., connecting with boat for Victoria.

NORTHERN ROUTE.

Steamships of this Company leave from Evans, Coleman & Evans, wharf, Vancouver, for Naas and intermediate ports, every Monday at 2 p. m.

ALASKA ROUTE.

Steamships of this Company leave from Evans, Coleman & Evans' wharf, weekly, for Wrangel and Skagway.

BARCLAY SOUND ROUTE.

Steamers leave Victoria for Alberni, Ahouset and way ports on 1st, 7th, 14th and 20th of each month; extending later trips to Quatsino and Cape Scott. The Company reserves the right to changing this Time Table at any time withou notification.

G. A. CARLETON, General Freight Agent.
C. S. BAXTER, Passenger Agent.

CANADIAN PACIFIC —AND— SOO LINE.

DAILY TOURIST CARS

—TO—

ST. PAUL

TUESDAY AND SATURDAY.

—TO—

TORONTO

—AND—

WEDNESDAY

—TO—

Montreal and Boston.

Trains pass Spences Bridge as follows:

WEST BOUND — EAST BOUND

4:05—IMPERIAL LIMITED—22:03

Pamphlet furnished free.

E. J. COYLE, A. G. P. A. VANCOUVER, B.C.

W. MAXWELL, AGENT SPENCES BRIDGE

HOTEL KEREMEOS

JONH NEIL, Proprietor.

Stables in Connetion.

This hotel is Situated at the Gateway to the Similkameen valley. Well Furnished Rooms. Bar and Dining Room Service First-Class.

We Cater Specially to **Mining Men and Prospectors**

G. L. ALLAN

WHOLESALE DEALERS IN

Boots and SHOES

VANCOUVER, B. C.

Try Our Own Mining Boot. It is just right.

The Nearest Point to the 10 Mile Creek Mines,

Woodward's ...HOTEL

LOWER NICOLA.

The shortest route by 10 Miles to Princeton from Spences Bridge is

Via Lower Nicola.

The table is supplied with produce from our own gardens.

COMFORTABLE ROOMS.

Headquarters for Smith's Stage

Granite Creek.. ...Hotel

MRS. JAMES, Proprietor.

This Hotel has always been Famous For the Excellence of its table.

The nearest point to the richest Silver Lead mines in B. C., 'Summit City.'

There is more gold in Granite Creek than has yet been taken out.

Stopping Point for Princeton stages.

WAKE UP and let the good people of Princeton and surrounding country know that you are ALIE . An add in the STAR will do this. Advertise judiciously and according to your means, and you will ever find it a paying investment.

Don't You Know ?

THAT a Neat Line of Printed Stationery is one of the Best Way, in which to Advertise your Business and to keep your name before the public.

THAT we are prepared to turn out all kinds of Commercial Printing equal to any office in the Province.

THAT our Prices for Commercial Printing are as low as can be obtained in any First Class Coast office with express added.

THAT the Star office is equipped with the Best and Latest Printing material money can buy.

NOTICE OF APPLICATION FOR A PRIVATE BILL.

NOTICE IS HEREBY GIVEN that application will be made to the legislative assembly of the province of British Columbia, at its next session for an act to incorporate a company with power to construct, equip, maintain and operate a single or double line of railway of standard or narrow gauge for the purpose of conveying passengers and freight from a point on Burrard Inlet, at or near the city of Vancouver, thence via the city of New Westminster, in easterly direction along the south side of the valley of the Fraser river to some point on said Fraser river between the junction of the Chilliwack river with the said Fraser river and the town of Yale; thence in an easterly direction along the valleys of the Chilliwack, Coquihalla, Tulameen and Similkameen rivers, or some of them or tributaries thereof, or some of them by the most feasible route to a point between Penticton and the International Boundary on the water course connecting the Okanagan and Osoyoos Lake; thence by the most feasible route to a point on the Kettle river, at or near Rock Creek, thence by the most feasible route to a point at or near Midway; thence by the most feasible route to a point, at or near the city of Grand Forks; with power to construct, equip, maintain and operate, from any point on said railway, branches and extensions of the same of not more than 30 miles in length, and roads, bridges, ways, ferries, wharves, docks, and coal bunkers; with power to build, own, equip, operate and maintain steam and other vessels and boats, telegraphs, telephones, and tramways aerial or otherwise, and to carry on a general express business either as ancillary to, or in connection with the said railway and the said branches and extensions; with power to generate electricity for the supply of light and power and dispose of and deal with the same at a profit in any of the districts or localities through which the said railway, branches and extensions pass; with power expropriate lands, easements, rights, privileges, and other aids from any government, municipality or other persons or bodies corporate; with power to construct, equip, acquire, lease, maintain, and operate smelters, reduction works and other works of other works for the handling and treatment of ores, with power to acquire and operate coal lands and dispose of the same with the foregoing, with power to acquire, construct and operate hotels, with power to make treaties or other agreements or amalgamate or connect with any railway, steamboat, or other company, or lease, purchase, or otherwise acquire the shares of any such company; and with power to build wagon roads to be used in the construction of said railway and its extension and branches and in advance of the same and to levy and collect tolls from all parties using and all freight passing over any such roads, or any such aforesaid docks, wharves, railways, ferries, or vessels owned or operated by the company whether built before or after the passage of the act hereby applied for and with all other usual, necessary or incidental rights, powers or privileges as may be necessary or incidental or conducive to the attainment of the above objects or of any of them.

HUNTER & OLIVER,
Solicitors for the Applicant.

NOTICE OF APPLICATION FOR A PRIVATE BILL.

NOTICE is hereby given that an application will be made to the Parliament of the Dominion of Canada at its next session for an Act to Incorporate a company with power to construct, equip, maintain and operate a single or double line of railway of standard or narrow gauge for the purpose of conveying passengers and freight from a point on Burrard Inlet, at or near the city of Vancouver, thence via the city of New Westminster, in easterly direction along the south side of the valley of the Fraser river to some point on said Fraser river between the junction of the Chilliwack river with the said Fraser river and the town of Yale; thence in an easterly direction along the valleys of the Chilliwack, Coquihalla, Tulameen and Similkameen rivers, or some of them or tributaries thereof, or some of them by the most feasible route to a point between Penticton and the International Boundary on the water course connecting the Okanagan and Osoyoos Lake; thence by the most feasible route to a point on the Kettle river, at or near Rock Creek, thence by the most feasible route to a point at or near Midway; thence by the most feasible route to a point, at or near the city of Grand Forks; with power to construct, equip, maintain and operate, from any point on said railway, branches and extensions of the same of not more than 30 miles in length, and roads, bridges, ways, ferries, wharves, docks, and coal bunkers; with power to build, own, equip, operate and maintain steam and other vessels and boats, telegraphs, telephones, and tramways aerial or otherwise, and to carry on a general express business either as ancillary to, or in connection with the said railway and the said branches and extensions; with power to generate electricity for the supply of light and power and dispose of and deal with the same at a profit in any of the districts or localities through which the said railway, branches and extensions pass; with power expropriate lands, easements, rights, privileges, and other aids from any government, municipality or other persons or bodies corporate; with power to construct, equip, acquire, lease, maintain, and operate smelters, reduction works and other works of other works for the handling and treatment of ores, with power to acquire and operate coal lands and dispose of the same with the foregoing, with power to acquire, construct and operate hotels, with power to make treaties or other agreements or amalgamate or connect with any railway, steamboat, or other company, or lease, purchase, or otherwise acquire the shares of any such company; and with power to build wagon roads to be used in the construction of said railway and its extension and branches and in advance of the same and to levy and collect tolls from all parties using and all freight passing over any such roads, or any such aforesaid docks, wharves, railways, ferries, or vessels owned or operated by the company whether built before or after the passage of the act hereby applied for and with all other usual, necessary or incidental rights, powers or privileges as may be necessary or incidental or conducive to the attainment of the above objects or of any of them.

HUNTER & OLIVER,
Solicitors for the Applicant.

NOTICE OF APPLICATION FOR A PRIVATE BILL.

NOTICE IS HERBY GIVEN that application will be made to the Legislative Assembly of the Province of British Columbia at its next Session for an Act to incorporate a Company with power to construct, equip, maintain and operate a single or double line of railway from the City of Vancouver in the said Province, thence to the City of New Westminster, thence crossing the Fraser river and following the south bank of said river to Hope; thence following the Coquichalla river to the headwaters of the Coldwater river and following the said Coldwater river to a point about two miles from its mouth; thence in a southeasterly direction to the west fork of Otter river, thence following the Otter river to its junction with the Tulameen river; thence following the Tulameen river to Princeton, thence following the Similkameen river to Keremeos, thence in a southeasterly direction to a point in the vicinity of Osoyoos Lake, thence easterly to a point about one mile west of the said lake, thence following the Kettle River to Midway, thence in an easterly direction to Grand Forks; and with further power to build, construct, equip, maintain and operate a branch of said railway, from the point where the main line thereof leaves said Coldwater river, following the said Coldwater river through Nicola Valley to Nicola Lake; and with further power to build, construct equip, maintain and operate a branch line from Otter Flat at the junction of said Otter and Tulameen rivers in a south westerly direction following the Tulameen river up the Tulameen Valley for a distance of Thirty miles; and with further power to build, construct, equip, maintain and operate branch lines not exceeding 20 miles in length from any point or points on the main line of said railway to any point or points on the Canadian side of the International Boundary Line; and with further power to build, construct, equip, maintain and operate telegraph and telephone lines in connection with the said railway and branches and to carry on a general express business, and to build, maintain and operate wharves, docks, steamboats and steamships and to make traffic or other arrangements with railway, steamship and other companies and company companies and with power to expropriate lands for the purposes of the Company, and to acquire land bonuses, privileges or other aid from any government or municipality or other persons or bodies corporate and with power to build wagon roads to be used in the construction of such railway and in advance of the same and to levy and collect tolls from all parties using and all freight passing over any such roads built by the Company whether before or after construction of the railway, and with all other usual necessary or incidental rights, powers or privileges as may be necessary or conducive to the above objects or any of them.

Dated at Victoria this 26th day of November, A.D., 1900.

ROBERTSON & ROBERTSON,
Solicitors for the Applicants.

APPLICATION FOR PURCHASE.

NOTICE.

Thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land, Starting from the post planted on the South bank of the Skagit River about 29 miles from Hope Landing, thence following the bank of the river 40 chains in a westerly direction, thence on chains south, thence 40 chains east, thence 20 chains north to point of commencement and containing 80 acres more or less.

JAMES ANDERSON.

Dated this 20th day of October.

NOTICE.

Sixty days after date, I intend to apply to the Chief Commissioner of Lands and Works, for permission to purchase 320 acres of land as follows: Commencing at a post on the northernmost bank of the Similkameen river; thence north 40 chains to south boundary line of Indian Reserve, No. 2 Post Chuchuwayha; thence along said boundary line 80 chains east; thence south 40 Chains along west boundary line of Indian Reserve; thence west 80 chains to place of commencement, and containing 320 acres more or less.

This Notice was posted November 7, 1900, by R. O. HAWTREY, Applicant.

CERTIFICATES OF IMPROVEMENTS.

NOTICE.

HELEN H. GARDENER MINERAL CLAIM, situate in the Similkameen Mining Division of Yale District.

WHERE LOCATED: On Copper Mountain, adjoin ing the Sunset Mineral Claim.

TAKE NOTICE that I, Clive Pringle, Free Miner's Certificate No. B7975, acting for myself and as agent for Jessie S. Miller, Free Miner's Certificate No. B5455, and Alexander Miller, Free Miner's Certificate No. B2198 intend sixty days from the date hereof to apply to the Mining Recorder for Certificate of Improvements for the purpose of obtaining Crown grant to 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 10th day of October, A. D. 1900.

CLIVE PRINGLE.

COAL LICENSE APPLICATIONS.

NOTICE.

NOTICE is hereby given that thirty days after date, I, Thomas John Swansborough, of the town of Princeton, in the Province of British Columbia, Miner, intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on that certain tract of land situated on the south side of the Tulameen river about two miles from Princeton, in the Similkameen Mining Division of Yale District, and which is more particularly described as follows:

Commencing at Initial Post, marked, Swansborough coal claim; thence running south 80 chains; thence running east 80 chains; thence running north 80 chains; thence running west 80 chains to the place of beginning, and containing 640 acres of land.

Dated this 24th day of November, A. D. 1900.

THOMAS JOHN SWANSBOUROUGH,
Locator.

NOTICE.

I J. Charles McIntosh of the town of Princeton B. C., hereby give notice that thirty days after date, intend to apply to the Chief Commissioner of Lands and Works for license to prospect for coal on all that tract of land situated on the south bank of the Tulameen river about 35 miles from the town of Princeton in the Similkameen Mining Division, Yale District, British Columbia, and which is more particularly described as follows: (commencing at a post planted on the south bank of the Tulameen river marked "Initial Post North East corner J. Charles McIntosh coal claim," thence West 80 chains, thence South 80 chains, thence east 80 chains, thence North 80 chains to post of commencement, containing 640 acres of land.

Dated 8th day of December, 1900.

J. CHARLES McINTOSH,
Locator and applicant.

NOTICE.

That under the provisions of the Game Act, 1897, Chapt. 88, Sec. 15, it shall be unlawful for any person to catch, kill destroy or pursue with such intent, throughout the Province:—caribou, deer, wapiti, commonly known as elk, moose, hare, mountain goat and mountain sheep from the 1st day of January to the 31st day of July inclusive. By Order.

COURT OF REVISION AND APPEAL.

NOTICE is hereby given that a Court of Revision and Appeal for the purpose of hearing complaints against assessment will be held for the Similkameen Division of the riding of West Yale on January 8th, 1901.

HUGH HUNTER,
Assessor and Colector.

Dated this 10th day Dec., 1900.

KAMLOOPS, ASHCROFT, YALE AND SIMILKAMEEN MINING DIVISIONS OF YALE DISTRICT.

NOTICE is hereby given that all placer claims legally held in Kamloops, Ashcroft, Yale and Similkameen Mining Divisions of Yale District, will be laid over from the 1st day of November ensuing, to the 1st day of May, 1901.

G. C. TUNSTALL,
Gold Commissioner.

Kamloop. Oct. 28th, 1900.

For a substantial consideration, Mr. George H. Collins, of Greenwood, has sold to wealthy Nelson investors his interests in the Greenwood & Phoenix Tramway and the Greenwood Electric Light Company. His holdings in the former were one-quarter of the stock of the company, capitalized at $100,000 in dollar shares. In the electric-light company he held 16,000 shares, each at the par value of a dollar.

The electric company serves both Phoenix and Greenwood, and has been in operation for nearly a year, with handsome results. In the coming spring, operations will start on the tramway scheme to connect Greenwood with Phoenix. Mr. Anthony J. McMillan, the Rossland operator, is on his way to England to place the bonds of his company there. Both the enterprises have a promising future, especially the tramway, which will be built mainly for hauling ore from Phoenix and Wellington camps to the Greenwood and Boundary smelters.

The Mammoth mine, Slate creek, Washington, is putting in a compressor, machine drills, 75 horsepower boiler and 2,000 feet of steel rails for tracks. A very rich body of ore is developed, and the mill turns out gold bricks with regularity.

The Montana Ore Purchasing company is to increase its plant sufficiently to produce 3,000,000 pounds of copper monthly. Mr. Heinze is now in New York purchasing the necessary machinery.

Hotel Driard

NICOLA LAKE.

JOHN CLARK, Propr.

Headquarters for Mining Men and Prospectors.

An Ideal Summer Resort.

Dining Room Service Unsurpassed. Only the Choicest Brands of Liquors at the Bar.

JOE RICHARDS, - - - - Manager

CLARKS STAGE *Line.*

Leaves Kamloops for Quilchena and Nicola Lake every Monday.

Leaves Nicola Lake for Kamloop, every Friday at 6 a. m.

PRINCETON ROUTE.

Leaves Spences Bridge for Nicolas Coutlees, Nicola Lake, Granite Creek and Princeton every Thursday at 6 a. m.

Leaves Princeton for Spences Bridge and intermediate points every Sunday at 8 a. m.

Carry Mail and Express.

French & Day

TINSMITHS
PLUMBERS
GUNSMITHS

...PUMP DRIVING DONE...

Our Camp Stove is the Boss for Prospectors.

Repair work of Every Description.

Palace Livery STABLES

KEREMEOS, B. C.

D J INNIS, Prop.

Saddle Horses to All Points in the Similkameen District.

Travellers from the Boundary District can secure horses through to Princeton.

Run in Connection with Keremeos Hotel

HAMILTON, ONT.

GRAND PACIFIC HOTEL KAMLOOPS, B. C.

The nearest hotel to the Railway Station. Headquarters for all people coming from Nicola and the Similkameen.

Good Rooms.
Good Table
Good Liquors,

Good Stabling in Connection with hotel.

P. A. BARNHART, Prop.

The Sunset Copper Mining Co., Ltd.

Owning and Operating

The SUNSET Mine.

On Copper Mountain, Similkameen Mining District.

Everyone who has seen the property renders a unanimous verdict.
The Biggest and Best Mine in British Columbia.

Now is the TIME to BUY Stock in this Wonderful Mine. It is an investment! No Speculation! Ore enough in sight to return 100 per cent. on amount invested. BUY TODAY before advance in price.

Sunset Shares Will Make You Rich.

APPLY TO
R. A. BROWN,
President and Gen'l Manager

PRINCETON or Grand Forks.

The Townsite of

PRINCETON

British Columbia.

Lots for ...Sale...

PRESENT PRICES OF LOTS

From $2.00 to $10. Per Front Foot.

Size of Lots 50x100 Ft. and 33x100 Ft. One acre Residential Lots.

Terms: 1-3 Cash; Bal. 3 and 6 months, with interest at 6 per cent. per annum.

Government Headquarters For the Similkameen District.

BEAUTIFULLY SITUATED at the Forks of the Similkameen and Tulameen Rivers. The BUSINESS CENTRE for the following Mining Camps:— Copper Mountan, Kennedy Mountain, Friday, Boulder and Granite Creeks, Summit, Roche River, Upper Tulameen and Aspen Grove.

FINE CLIMATE
AND PURE WATER
ENORMOUS AGRICULTURAL AREA TO DRAW FROM.

Send for Map and Price List to

W. J. WATERMAN,

Resident Manager VERMILION FORKS MINING AND DEVELOPMENT CO.