

SIMILKAMEEN



"All Our Hopes and All Our Politics are Summed Up in a Railroad For the Similkameen District Via Hope Pass."—STAS. KORTON.

Mineral Products of the Similkameen and Nicola Districts are Gold, Platinum, Silver, Copper, Lead, Iron and Coal. Twice-a-Week Mail; Agricultural and Timber Lands; Water Power; Splendid Fishing; All Kinds of Game; 144 Miles to Vancouver.

Vol. iv. No. 32.

PRINCETON, B.C., SATURDAY, NOVEMBER 21, 1903.

\$2 a Year.

HEDLEY RAILWAY MEETING.

Resolutions Passed Urging Immediate Construction of Railway.

A well attended public meeting was held at Hedley on the 14th inst. to consider the advisability of presenting a petition to the Dominion House of Commons at its next session for a railway from Vancouver to Midway. W. Rodgers was chairman of the meeting and F. M. Gillespie secretary.

The following resolutions, after thorough discussion, were presented and adopted:

"Be it resolved that the citizens of Hedley, in public meeting assembled, do strongly urge the immediate construction of a railway from Midway to Vancouver, through the Similkameen valley, and would impress upon the Dominion and Provincial governments the urgent necessity for immediate construction of the same.

"It is further resolved that a petition be presented to the Dominion government in connection with the foregoing resolution and that Ernest Waterman be authorized to draft such petition and forward to Ottawa."

The need of a twice-a-week mail service from Princeton was also discussed, the opinion of the meeting finding unanimous expression in the following resolution:

"Resolved: That the citizens of Hedley in public meeting assembled, do urge upon the postmaster-general the necessity for a twice-a-week mail service from Princeton to Princeton and ask that this matter be given the immediate attention of the department."

Moved by Finlay Fraser seconded by W. A. McLean, that C. E. Oliver and E. Waterman be empowered to select a third member of a committee to draft a petition praying for the immediate construction of a railway into the Similkameen.

And, on motion of E. Waterman, seconded by F. W. Gladdin, the same committee was authorized to deal with the subject of a telephone line.

In the discussion on the telephone question M. K. Rodgers stated that he would be willing to furnish the charter for a telephone line providing poles and wire were forthcoming.

On motion by E. Waterman, F. Bailey seconded, a vote of thanks was tendered the chairman and secretary and the meeting adjourned.

Averages Well.

Notwithstanding the fact that the year 1903, so far, has been the dullest ever known in Princeton and vicinity the receipts at the government office here have been quite up to the average of other years, a comparative statement of which will be furnished at the close of the year. One thing is certain the government has spent very little here so that the receipts are clear gain. The office here is very economically managed.

RAILWAY FROM VANCOUVER TO MIDWAY

PETITIONS TO PARLIAMENT

Public Meetings Held in Princeton and Hedley—People in Last Throes of Existence For Want of Railway—Development of Vast Mineral Resources Impossible Without It.

The meeting held on Wednesday evening in the hotel Tulameen was a success in numbers attending, in spirit and in the unanimity of sentiment relating to the construction of a railway from Vancouver through the Similkameen to Midway. C. E. Thomas occupied the chair and J. M. Wright was appointed secretary of the meeting.

The chairman defined the object of the meeting by stating that it was intended to reinforce the representatives of this riding in any legislation necessary for the construction of a railway by a petition signed by all interested in the Similkameen whether resident or not. The petition would also set forth the need of a Dominion subsidy as well as being proof of the earnestness of the people in the matter. He concluded his able remarks by saying: "If we do not get a railway soon we will all have to move away."

Ernest Waterman, on request, gave a verbal report of the meeting which he attended at Hedley and stated that the petition should be circulated in some eighteen different towns throughout the Similkameen and coastwards. He had it on excellent authority that McLean Bros. were actually constructing a portion of the coast to Midway railroad and that they had put up bonds to the amount of \$100,000 with the provincial government and that they were already expending \$3,000 per month in the field for engineering purposes. He hoped that the petition would be favorably received by all and that no name would be lacking to help further the project.

A. F. Gwin stated that he was wholly in favor of a petition to both local and Dominion governments and believed no better evidence of the desire of the people could be obtained than by a strong presentation of our case by members of parliament and the local assembly backed by a large petition signed by all the people. He would favor a subscription to defray expenses in connection with the circulation of the petition.

A. Bell thought there would be no difficulty in getting signatures to the petition as the prosperity of every man in the country depended on the speedy construction of the railway. He would suggest further consideration of the whole

question on Friday evening, meanwhile a petition could be drafted and made ready for the next outgoing mail.

The following resolution introduced by E. Waterman was unanimously carried:

"Resolved, that a petition be presented to the Dominion government pointing out the great necessity of immediate railway construction between Midway and Vancouver via Hope mountains and praying them to deal liberally in the matter of a subsidy to aid the same."

Barr Hall was of opinion that a good live man in each locality should be entrusted with the work of securing signatures, and that the boards of trade in Roseland, Grand Forks, Greenwood, New Westminster, Vancouver and Victoria be asked to endorse the petition by resolutions and also by signature.

J. M. Wright suggested that meetings be held regularly every fortnight until the railway from the coast to Midway via Chilliwack and Hope mountains was an accomplished fact. This, he maintained, was the shortest route to the coast by about one hundred miles and the only one that would prove satisfactory. No spasmodic efforts would attain any enduring results and he hoped to see permanent organizations throughout the district—all working in harmony and with vigor to secure immediate construction of the railway.

On motion of Messrs. Gwin and Hewat the permanent organization of a railway discussion club was proceeded with: C. E. Thomas was elected president, J. M. Wright, vice-president; E. Waterman, secretary; executive committee, B. Hall, A. Bell and A. F. Gwin.

Messrs. Waterman, Thomas and Wright were appointed a committee to draft petitions to be forwarded to both the Dominion house of commons and the provincial legislative assembly both of which are subject to amendment at the next meeting. Following is the substance of the petitions:

"PETITION—The petition of the undersigned residents of the electoral riding of Similkameen and of others interested in the mineral and other resources of this district, humbly sheweth:

That, for the better development of the agricultural, coal, placer and metal-

liferous ore resources, a railway from Vancouver to Midway through the Similkameen district, via Hope mountains, is an urgent necessity.

We humbly beg, therefore, that the honorable members of the government of the Dominion of Canada together with the honorable the private members of the house of commons, will at their earliest convenience grant a subsidy in proportion to that given to other mountainous sections of railway to the end that immediate construction of the Vancouver-Midway railway may be hastened, and your petitioners, as in duty bound, will ever pray."

"PETITION—To the honorable the members of the Provincial government of British Columbia and members of the Provincial legislature in session assembled. The petition of the undersigned humbly sheweth:

That immediate construction of a railway through the Similkameen district is of the utmost necessity.

That your petitioners are about to present a petition to the Dominion government praying for a subsidy for the early construction of a railroad from the coast to Midway;

Your petitioners, therefore, pray that your honorable body may be pleased to support our petition to the parliament of Canada by every means in your power and also enact such legislation as will remove obstacles, if any, in the way of immediate construction of a coast to Midway railway. And your petitioners as in duty bound, will ever pray."

A motion favoring a twice-a-week mail between Princeton and Princeton was adopted.

The question of a telephone service was reserved for future discussion.

The cooperation of all the towns and mining camps in the Similkameen as well as the agricultural portions, is invited for the purpose of presenting a solid, inflexible front in the struggle for a railway.

A vote of thanks to G. Adams of the hotel Tulameen for the use of premises was tendered and adjournment to Friday evening brought one of the most successful meetings ever held in Princeton to a close.

"Christmas Is Coming."

There is to be a Christmas tree and entertainment in connection with the holiday closing exercises of the public school on Wednesday evening, Dec. 23rd. Everybody is invited and anyone is at liberty to put articles on the tree for the scholars or for wives, sweethearts or friends. Talent from the Jolly Glee Club will provide mental refreshments and toothsome knock-knocks for the youth and beauty assembled will not be lacking. En passant, it may be mentioned that the weekly rehearsals of the glee club are very enjoyable and well attended.

The Similkameen Star

Published Weekly at - Princeton, B. C. -

The Princeton Publishing Co. A. E. Howse, Manager.

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PETITION FOR RAILWAY.

If any evidence were wanting of the urgency of the people in the Similkameen as to their need for a railway it may be found in the petition now being circulated far and near for presentation to the Dominion and Provincial governments.

The wave of agitation now begun must sweep on without cessation until there is a favorable answer to the petition presented. No great achievements can be effected without persevering endeavor and unity of purpose.

Humiliating and expersating as it is for taxpayers to have to beg and pray for what is so clearly their right it is as nothing compared with the sting inflicted by the utter indifference with which their ordinary appeals have been treated by the governments at Ottawa and Victoria.

Why the senator from Victoria should heap difficulties in the way of a scheme for a railway into the Similkameen is past man's comprehension or why the member for Yale-Cariboo should persist in his supine attitude when a mighty wall is being made hard for transportation facilities.

road and who have engineers in the field.

No one cares, except some truckling politicians, who builds the road. The necessity for it outweighs any consideration of the builder. The rational demands of the people here ought to harmonize with the declared policy of the Conservative government at Victoria or the Liberal government at Ottawa.

The cities of Vancouver and Victoria and the various boards of trade throughout the country should be enlisted in the cause and every available resource impressed for service in this supreme effort to have a coast to Similkameen railway.

A General Banking Business

A general banking business transacted by the Bank of Hamilton, Capital \$2,000,000. Reserve Fund \$1,700,000. Interest allowed on Savings Bank deposits of one dollar and upwards from date of deposit to date of withdrawal.

H. A. SKEVE, Agent, Kamloops, B. C.

NOTICE.

Notice is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia at its next session on an Act to incorporate a company to construct a railway and telegraph and telephone lines over the following route.

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NOTICE.

THIRTY days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described lands -

Sale of Lands for Unpaid Delinquent Taxes in the Princeton Assessment District, Province of British Columbia.

I hereby give notice that on MONDAY, the 21st day of December, A.D. 1903, at the hour of 10 o'clock, noon, I shall sell at public auction at Gov. Offices, Princeton, the lands hereinafter set out of the persons in said list hereinafter set out, for the delinquent taxes unpaid by said persons on the 31st day of December, 1902 and for interest, costs and expenses, including the costs of advertising.

Table with columns: Name of person Assessed, Short Description of Property, Delinquent Taxes, Interest at date of sale, Column No. 2, Column No. 3. Includes names like Keith, J. and Stevenson, Robert.

NOTICE.

THIRTY days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described lands -

Dissolution of Partnership

The partnership heretofore existing and known as Thymne & Delarso is this day dissolved. All accounts are made payable to me or Other Flat Hotel.

NOTICE.

Queen Alexandra and Marquis of Lorne mineral claims, situate in the Similkameen mining division of Yale district. Where located: Copper Mountain.

NOTICE.

"D-C" mineral claim, situate in the Similkameen mining division of Yale district. Where located: On Otter creek, west of and near McPhail's ranch.

NOTICE.

Morning Star and Blue Bell mineral claims, situate in the Similkameen mining division of Yale district. Where located: Summit camp.

NOTICE.

Huckleberry mineral claim, situate in the Similkameen mining division of Yale district. Where located: Kelly creek.

NOTICE.

NOTICE is hereby given that sixty days from date I will make application to the Chief Commissioner of Lands and Works for permission to purchase two acres, more or less, of mountain land, described as follows: Commencing at a post marked 'A' on D. C. No. S.W. corner, thence east to the west bank of the Similkameen river, thence north along the west bank of Similkameen river in a northerly direction to the mouth of Whippaw creek, thence east line of Lot 148 to S.E. corner of Lot 148, thence 20 chains due south to point of commencement.

NOTICE.

THIRTY days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described lands -

Commencing at an initial post planted at the N.W. corner of J. T. Jackson's coal claim (L. 123) thence west 70 chains, thence north 60 chains, thence east 70 chains, thence south to the place of commencement, containing 40 acres more or less.

NOTICE.

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NOTICE.

Summit No. 3 mineral claim, situate in the Similkameen mining division of Yale district. Where located: Summit Camp.

NOTICE.

THIRTY days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described lands -

A sitting of the County Court of Yale will be held at Princeton on Monday, January 11th, 1904, at 10 o'clock, a.m. By Order HUGH HUNTER, Registrar County Court, Princeton, Nov. 7, 1903.

LOCAL AND PERSONAL

Mr. Shatford, M.L.A., is expected to be the guest of the Railway Discussion Club at an early date.

It is reported that work on the flume and tramway for the Nickel Plate at Hedley has been shut down for the winter.

Gus. Spearing, Charlie Aspad and "Sailor Jack" have gone on a deer-stalking expedition. They took some of Gooderham's nerve tonic along with them in case they should run against a grizzly.

Since railway construction into Nicola and the Similkameen seems not far distant coal claims are "looking up."

John Budd, Geo. Cook and W. Clements went to Vancouver over the Hope pass last Sunday. They went prepared to encounter about five feet of snow.

Tillman's saw mill is cutting full swing to fill a contract of 300,000 feet at Hedley before the end of the year. It is stated Messrs. Stuart and Schister are negotiating for the purchase of the mill.

The report of the meeting to discuss railway matters last night will appear in next issue of this paper.

F. W. Groves, P.L.S., went to Greenwood this week, and will return in about a month's time with his family and will in future reside here.

Mowitch are not so numerous as in former years and big horns are a rarity. Venison this year is of fine quality and hard to distinguish from lamb.

Another day or two of balmy weather and the snow will have disappeared. Thus far the thermometer has not read zero.

Two Swedes left for the coast on Friday going over the trail. These are probably the last going over the summit as the snow is getting very deep there.

Henry Madden and Tom Gaines have returned to Greenwood after spending a month prospecting in the district.

The agitation for a railway is fairly on. Even ladies are discussing the question and promising every assistance that lies in their power. Why not send a petition of them to present the deputation to the local legislature?

NOTICE OF FORFEITURE

To GEORGE H. COLLINS, of the City of Greenwood, B.C.

Take notice that after the publication hereof once each week for ninety days, you fail or refuse to contribute your portion of the expenditures required by section 4 of the "Mines Act," being chapter 133, Revised Statutes of British Columbia, 1897, in respect of the Little Pittsburgh, Whale, Bullion Deck and Florence mineral claims, situated on Twenty-Mile creek, in the Osoyoos Mining Division of Yale District, British Columbia, together with all costs of advertising, your interest in said claim shall become vested in your co-owner, Thomas Bradshaw, of Twenty-Mile Creek, Free Miner, who has made the required expenditure.

The amount due by you in respect of each of the said mineral claims, not including costs, is \$4,575.
Dated this 21st day of November, 1903.
THOMAS BRADSHAW.

NOTICE OF FORFEITURE

To GEORGE H. SPRODLE or whomsoever he may have transferred his interest in Mount Temple mineral claim, situated on Rabbit Mountain on the Tulameen river and about one and one-half miles from Otter Flat in the Yale mining district in the province of British Columbia.

You are hereby notified that I have expended \$214.00 in labour and improvements upon the above mentioned mineral claim under the provisions of the Mines Act, and if within ninety days from the date of this notice you fail or refuse to contribute your proportions of the above mentioned sum, being \$107.00, which is now due and payable, together with all costs of advertising, your interest in said claim will become the property of the undersigned, under section 4 of the Mines Act Amendment Act, 1902.
Dated this 21st day of November, 1903.
M. MCGONIGLE, Valeriew.

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TWO NEW ORE TREATMENTS.

Hendryx Cyanide and Elmore Oil Process Both Tried Successfully.

There are great expectations from the experiments now being conducted with the two new modes of treating ore—the Elmore oil process and the Hendryx improved method of cyanide treatment. It is believed that both of these processes will eventually become successful so as to make them of general use in the Similkameen and the Kootenays. Low grade ores can be treated, it is asserted, with a good profit by either process which cannot now be handled without loss. The following from the Vancouver World will be of interest to all engaged in mining:

"If the report from Rossland be authentic, that the claims advanced for the Elmore process of metal extraction have been made good, and treatment of the refractory ores of British Columbia made possible at \$2 per ton, it means that this far western province must speedily become the greatest mining region of the entire continent. When ore so low grade as not to average more than \$3 a ton in value can still be mined in British Columbia, no limit need be put upon predictions as to the country's future. The possibilities are boundless—so great in fact that it is not easy to grasp at first sight what the successful treatment of \$3 rock means to this province. Only a comparison can give any idea.

The Treadwell mine, for instance, is the biggest free milling proposition in the world. Fifteen hundred stamps are dropping at the one mine on rock running \$1.64 a ton. There are four mines in Rossland which can produce as much ore every day as the Alaska Treadwell providing \$3 is pay rock.

The big reefs of the Rand are known all over the world as mining propositions that are worked cheaply. Yet with Kati for labor and all the labor-saving contrivances that the science of mining has produced, the great Robinson mine pays a bare profit on \$8 rock. With \$8 rock the Le Roi, by the Elmore process, would pay \$30,000 a week profit or thereabouts on its present production.

The Granby mine in the Boundary is producing, approximately, 10,000 tons a week. In the Knob Hill and Ironsides mines there are 20,000,000 tons of ore broken out. The only reason 100,000 tons a week are not mined is because the Granby company has not the smelter capacity to handle that much ore. The Elmore process would put 33 tons of Granby rock into one ton of concentrates. With the assistance of an oil concentrator of sufficient capacity built at the mine the Granby Co. with its present smelter capacity could mine 330,000 tons a week. The freight rate from the mines at Phoenix to the smelter at Grand Forks is 25 cents a ton. On 97 tons out of every hundred this 25 cents would be saved."

There are three mines using the Hendryx cyanide process, viz: The Republic at Republic, Wash., the Kendall mine, Montana and the Arlington at Slocan City, B.C.

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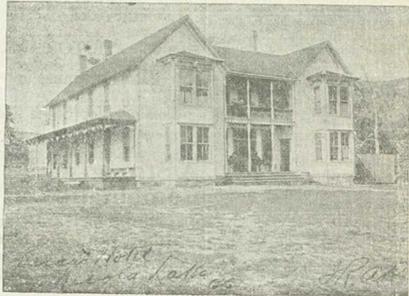
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The Hotel has been thoroughly renovated and refitted.
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The Largest and Most Home-like Hotel in Princeton is now open for the travelling public. Our bar is stocked with the Best of Wines, Liquors and Cigars. Special efforts will be made in the Cullinary Department, and tables will be furnished with the best the market affords.

PRINCETON, B. C.

GEO. W. ALDOUS, Prop.



Hotel Jackson

The Leading Hotel

This Hotel, having passed into new management, will be found first class in every department.

Hot and Cold Water Baths.
Good Stables

Hotel Jackson
Princeton, B.C.

RAILWAY JOTTINGS.

Nicola, Kamloops and Similkameen Railroad Project Still Lives.

The Kamloops Sentinel has the following in a recent issue regarding the Nicola, Kamloops & Similkameen railway: "The charter for that much needed railroad has been acquired by a syndicate of energetic Ontario business men, who mean to push the project to a successful conclusion as rapidly as possible. The chief men concerned in the undertaking have arrived in Kamloops. Since their arrival here they have been busy gathering information and in completing the organization of their company. The party consists of G. A. Begy, contractor; H. H. Collier, K.C.; E. A. Jukes, G. F. Harman, F. A. Fleming, C.E., W. H. Merritt, M.E.; C. H. Keefer, C.E., the company's consulting engineer. Mr. Keefer was engaged on the first survey of the C.P.R. Mr. Begy stated that he and his associates had acquired the charter from the original promoters of the Nicola, Kamloops and Similkameen Coal & Railway Co. It was the intention of these gentlemen to go ahead actively with the building of the railway from Spence's Bridge south provided that the project should receive the assistance that such an undertaking deserves. The provincial government will, no doubt, be called upon for aid of some kind. Further assistance will be looked for from the owners of the land through which the railway will be built. The company has secured very valuable coal lands in the Nicola valley and along the projected line of railway, and it is their intention to operate them on an extensive scale. The road is already subsidized by the Dominion for 45 miles from Spence's Bridge to Nicola."

A fight for the possession of Skagit pass through the Cascade mountains is said to be on between the Bellingham Bay & British Columbia railway and the Great Northern. The former desires to construct with the Union Pacific at Spokane and the latter declares it intends using it for a second line from Eastern Washington to Puget Sound and Vancouver.

Just at present there is a revival in railway circles in British Columbia, the great objective points being the Similkameen and Nicola districts and the Klondike or Yukon country. It is difficult to say which will "get there" first. If one may judge by the newspapers of Vancouver there is nothing so much needed as a railway to connect Dawson with Vancouver. With their usually blind impetuosity they have forgotten all about the Similkameen, which is not a twentieth of the distance to the Yukon, and have overlooked the fact that with a railroad to the Similkameen the wholesale merchants and manufacturers of Vancouver would have the whole of the trade of the district whereas the Klondike trade will always be split up with other large coast cities and eastern centres. The Grand Trunk Pacific will, no doubt, tap the Yukon, which would put the V. W. & Y. road out of business altogether. The Vancouver newspapers are like children with new toys, immensely pleased with a wildcat project, but anything that possesses real merit and of permanent benefit they either ignore altogether or are very indifferent about it. The Yukon railway bubble will burst and the Vancouver newspapers will lapse into their usual lethargy. There is not a live paper in the whole bunch or there would be persistent and consistent agitation for a coast to Similkameen railway which is far more practicable than a coast to Yukon scheme.

NOTICE.

THIRTY days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described lands:
Commencing at a stake marked N.E. corner W.C. Lyall's coal claim.
And running south 80 chains, along the west side of A. S. Jackson's coal claim, west 80 chains, north 80 chains, east 80 chains to point of commencement.
W. C. LYALL, LOCATOR.
J. H. JACKSON, AGENT.
Dated Otter Flat, Oct. 4, 1903.

NOTICE.

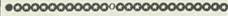
Arlington, Canadian Belle, Canadian Boy Fraction, mineral claims, situate in the Similkameen mining division of Yale district, Where located: On Copper mountain, east of Wolf creek.
Take notice that I, N. F. Townsend, acting as agent for Richard Seeman, free miner's certificate No. 87547, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claims. And further take notice that action, under section 97, must be commenced before the issuance of such Certificates of Improvements.
Dated this 21st day of August, A.D. 1903.
N. F. TOWNSEND.



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AND CAN GUARANTEE
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PRINCETON

Fall & Winter GOODS

A FULL STOCK OF

- Blankets
- Flannelette Sheets
- Wool and Fleece-lined Underwear
- Tweed and Wool Overshirts
- Socks, Mitts and Gloves

Our Stock of Staple and Fancy Groceries is Complete

The A. E. Howse Co., Ltd

The Town of

PRINCETON

British Columbia.



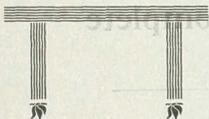
**Lots for
...Sale...**

**PRESENT PRICES OF
LOTS**

From \$2.00 to \$10.
Per Front Foot. ❀❀

Size of Lots 50x100
Ft. and 33x100 Ft.

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



Government Head- quarters For the Similkameen District.

BEAUTIFULLY SITUATED at the Forks of the Similkameen and Tulameen Rivers. The **BUSINESS CENTRE** for the following Mining Camps:— Copper Mountain, 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 ❀❀❀❀

ERNEST WATERMAN,

Resident Manager **VERMILION FORKS
MINING AND DEVELOPMENT CO.**