Progress and Prosperity, Handmaids of the Railway.

SIMILKAMEEN

"Everything Comes to Him Who Waits": Long Enough.

The Grand Trunk Pacific Railway is a National Necessity; Its Construction is Opposed by Conservatives and the C.P.R.
Railway Competition Brings to Life Dying Industries and Creates Others: There is Room for Two Railways in the Similkameen.

Vol. v. No. 25. PRINCETON, B.C., SATURDAY, OCTOBER 1, 1904. $2 a Year, in Advance.

PRINCETON THE HUB

Managing Director of the V. F. M. Co. Talks to "Star" Man.

They Builded Wisely Enough; But the Promises of a Railway Failed Them.

The STAR has been favored with an interview with Arthur Hickling, managing director of the Vermilion Forks Mining and Development Co. of Princeton and London, England. Mr. Hickling has been troubled with ophthalmia since his arrival some three weeks ago but is now fully recovered. Besides his connection with the above company he has also a seat on the board of the Canadian Electric Traction Co., an English company, which is interested in the construction of an electric railway between London, Ont., and Hamilton, with branch lines to Port Stanley on lake Erie and other points. It is the longest inter-urban line yet projected in Canada. He has large private interests in Nelson and Rossland, showing his enterprise by erecting the first stone building in the latter town and since occupied by the Bank of Toronto. Mr. Hickling's monetary transactions bring him into relationship with financiers in many parts of the world, thus giving his opinion an added weight on commercial and development subjects. His utterances are cautious and with a reservation which implies adherence to veracity at any cost—withal a pleasing gentleman to interview.

"As you are in touch with the financial pulse of London would you kindly state how B.C. is regarded by capitalists as a field for investment?"

"The financial pulse of London is considerably below normal, as shown by the present price of consols. The outbreak of war between Russia and Japan brought about a relapse just as the country was commencing to recover from the South African war and I do not anticipate a revival until terms of peace are arranged. To interest the British public in any mining deal is, at the moment, well nigh impossible, and B.C. offers less inducement than other countries I could mention; not from any lack of mineral wealth but because of the comparatively high cost of labor and the unfavorable mining laws."

"In what manner could the attention of investors be better directed this way?"

"Firstly, by a total extermination of the wild cats, which, by their ravages, have done more to destroy confidence in the country than anything else. Secondly, by the B.C. governments adopting a more generous attitude toward the mining industry and fulfilling their promise to abolish the two per cent. tax, and thirdly by the country producing one or two good dividend paying mines. Nothing attracts attention like dividends. The failure of the Le Roi to pay a dividend since it became an English company has done incalculable harm. The labor question must be left for time to settle. Were our large low grade properties situated in Portugal, where the wages are only a shilling a day, they would indeed be bonanzas. But, with our present sparse population we are likely to have a high scale of wages for some time to come and it will be difficult, under these circumstances, for any great development to take place in the country. There is no part in which I found such indifference to the wealth and needs of B.C. as in eastern Canada. Lecturers are sent to the old country who would be better employed nearer home."

"Is your company, the V.F.M. & D., disappointed in the lack of progress of the Similkameen?"

"Most grievously. We expected a railway six years ago. Without it advancement is impossible."

"Would a railway into the Similkameen cause an influx of capital for the development of the mines?"

"I am pretty confident that it would, as in the case of the Boundary country. Capitalists have already given considerable attention to this district and I doubt if any part has been more thoroughly sampled, but, only companies with the wealth of the Dalys at their back can afford to operate 100 miles from a railway."

"Do you anticipate an immediate rise in prices of real estate and mineral properties when it is definitely known that a railway will be built?"

"I can assure you of one thing, that there will be a considerable advance in prices now being asked for Princeton real estate. Princeton is bound to have a considerable coal industry, which alone would serve to make a town and no railway could afford to pass it by. In fact the coal is one of their chief objects in coming. Mining properties should also benefit. I only trust that when buyers do appear the owners will not make the customary fatal mistake of demanding the price of a mine for a prospect and [illegible] having the pr[illegible]

"Will its good steaming and domestic qualities ensure a ready sale for it in competition with coast coals?"

"For steam and domestic purposes it will certainly compare favorably with some of the coast coals, but freight rates enter largely into the question of whether it will compete with them. We are very hopeful of it doing so."

"What are the smelting advantages of this section of the Similkameen?"

"We are given to understand that close at hand the Nicola coal fields will provide all the coke we need, and of timber and water we have an excellent supply on the spot. The question of the smelting properties of the various ores of the camp is one which I am not experienced enough to answer."

"What are the possibilities of gold dredging and hydraulic mining in the vicinity of Princeton?"

"The hydraulic work done by the Vermilion Forks Mining Co. proved that the gravel ran from 24 to 30 cents per yard only 50 per cent. of which was saved. The coarseness of the gravel makes it imperative to use some 2,000 inches of water in washing and as we only obtained some 500 inches it did not pay to continue operations. Gold dredging, I expect, will prove one of the most remunerative industries in this section. We have the authority of Mr. Collins, whose experience in this work is second to none, for saying that the Similkameen river is an ideal one for dredging work."

"Where do you believe the principal city in the Similkameen will be located?"

"Princeton, by reason of its central position at the junction of three valleys, and as already receiving the support of the government by the erection of a court house, school, and two fine bridges, costing $12,000, is certain to become the capital of the Similkameen, in my opinion."

"Do you think more than one railway will touch Princeton?"

"I think it quite likely, but we shall not grumble if we only get one. Had the B.C. coast towns given us the support we deserved the C.P.R. would have been here ere this but it looks now as though the Great Northern will have the start of them."

"What are the prospects now for a railroad?"

"N[illegible] more favorable."

RAILWAY IS COMING

Preparations for Construction Being Made by the Great Northern.

Revival of Hope and Period of Great Activity Predicted in the Immediate Future.

Judging by the conclave of Great Northern officials at Vancouver last week and their fleeting movements afterwards there is important business on hand. Two weeks ago Messrs. Morgan and Eden of the Great Northern passed through the Similkameen making good use of their eyes and ears like all good scouts; now, there are two more on the way in the persons of R. L. Farrington, vice-president and E. E. Ward, general manager, both of the Great Northern. The significance of these visits is to make assurance doubly sure of the mineral resources of the Similkameen and Nicola districts before actual construction of the railway is begun.

During the past months there has been a string here of experts, mineralogists, geologists, engineers, explorers, mine and railway superintendents, ore samplers and last, but greater than all, the vice-president and general manager of the company which is to build. Surely no stone has been left unturned in acquiring definite information as to tonnage.

A Vancouver paper states that Mr. Hill is building into the Similkameen to procure ore for his smelter south of the international boundary. That statement is the offspring of prejudice. He has no smelter south of the boundary. But he is co-owner of the Granby smelter at Grand Forks and has a fine smelter site a few miles from Princeton. Like the Boundary ores those of the Similkameen will not, so far as now known, permit of long haulage, hence the necessity for a smelter near the mines. Further, the Granby has all the ore it can smelt within a short radius.

President Shaughnessy has said that the C.P.R. will build from Penticton to Ruby creek on the main line near Agassiz. That is the route the original line would have gone but for a huge engineering blunder—it is much shorter, and has tonnage all the way. This is the line to which he referred at Rossland the other day by saying: "the line eventually to be followed would be one not yet referred to by the press." It is not improbable that the two big railway companies may have agreed on exclusive territory for each and thus avoid paralleling at close range.

Viewed from every standpoint there can be but one conclusion as to a railway through the Similkameen—it is in sight.

The Similkameen Star

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PRINCETON, B.C.
—BY—
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A. E. Howse, Manager.

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THE GRAND TRUNK PACIFIC.

Not in the history of Canada has there ever been a government work of such magnitude as the building of that portion of the proposed transcontinental railway extending from the Atlantic coast to Winnipeg. The remaining portion of the line from Winnipeg to the Pacific coast will be built and owned by the Grand Trunk Pacific company. Thus there will be two owners of the completed line. It is on this transcontinental railway proposition that the Liberal government at Ottawa will appeal to the electors for their approval at the coming general elections. Upon this proposition the Liberals must stand or fall. No other question of serious moment will enter into the campaign. The tariff, militia, immigration, railways, canals, postal, finance and other legislative matters are all in such satisfactory state as to preclude any possibility of making party political issues of them by Conservative oppositionists.

The first thing to be considered is whether the proposed transcontinental railway is needed and secondly, its cost. A glance at a map of the Dominion of Canada shows a vast lone land to the northward untraversed by any means of communication except the natural highways of lake and river. Explorations made by parties sent out by the government and by Indian traders, hunters and adventurers have established beyond doubt that the country is rich in minerals, timber, and fish. Of its agricultural possibilities, especially in the Peace river country, there is proof and the testimony of a cloud of witnesses that it is wheat producing, the soil being rich and the climate as favorable as that of Alberta. There are great tracts of prairie land interspersed with groves of timber which give the country a park-like appearance. Petroleum, salt and peat beds are known to exist. Thousands of young Canadians have their eyes set upon the Peace river country intending at the first sign of a railway there to make it their home. The whole route of this transcontinental line is through a country of magnificent distances and illimitable resources. Therefore its necessity is apparent to everyone save the politically blind and the monopolist.

As to cost, the government has made an infinitely better bargain than was made with the Canadian Pacific. The people will own the best, or eastern half of the road, which is reasonably expected to, at least, be worth its first cost, besides being a source of revenue from rental to the Grand Trunk Pacific company. The Canadian Pacific received in land 25,000,000 acres and in cash $25,000,000, besides, it was donated 500 miles of government built road. The Grand Trunk Pacific will only receive rental free for the first seven years after completion of the government section. It gets no land grant, no cash and no completed sections of road. The deal, as compared with that made by the Conservatives with the Canadian Pacific, is immeasurably in favor of the people and they will not be slow to mark their appreciation of it at the forthcoming elections.

NOTES AND COMMENTS.

Railway rumors are flying thick and fast as to construction in the Similkameen. There seems very little doubt that the Great Northern will begin within sixty days.

This is the way a prominent Conservative M.P. speaks of the Grand Trunk Pacific transcontinental railway: "Having visited the west and having obtained all the information I could from members from that country who can speak with adequate information, it appears to me that there is no immediate necessity for the construction of another line of road." That is conclusive enough that the Conservatives do not want a second transcontinental line.

E. B. Osler, M. P. for Toronto, denounces the Grand Trunk Pacific because he is a shareholder in the C.P.R. and made his million of money out of it.

A General Banking Business

A general banking business transacted by the Bank of Hamllton. Capital all paid up, $2,229,280.00. Reserve fund and surplus profits, $2,067,080.95. Interest allowed on Savings bank deposits of one dollar and upwards from date of deposit to date of withdrawal. A. H. SKEY, Agent, Kamloops, B.C.

NOTICE.

Take notice that sixty days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 320 acres of crown lands for pasturing purposes: Commencing at a post marked F.L.H's S.W. corner: Thence running 80 chains west, 40 chains north, 80 chains east 40 chains south, back to point of commencement, in all 320 acres. Situate about 12 miles west of Princeton and is bounded on the south side by the meandering line of the Tulameen river.

F. L. HAMMOND,
C. O. FRENCH, Agent.
Dated 7th September, 1904.

NOTICE.

NOTICE is hereby given that sixty days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 640 acres of mountain pasture land, situated and adjoining Harris's preemption (Lot 966), starting from his S.W. corner and following section line to N.W. corner, thence 80 chains west, 80 chains south, 80 chains east back to point of commencement, 640 acres.

G. BRANDT, Locator.
Dated this 1st of September, 1904.

NOTICE.

THIRTY days from 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 post placed ten chains south of the S.W. corner of lot 1042.

And running north 80 chains, west 80 chains, south 80 chains, east 80 chains to point of commencement, containing 640 acres.

W. C. McDOUGALL.
Dated July 23, 1904.

NOTICE.

NOTICE is hereby given that sixty days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 320 acres of mountain pasture land, described as follows Commencing at a post marked A.J's N.E. corner, thence 80 chains west, 40 chains south, 80 chains east, 40 chains north, back to initial post, in all about 320 acres. Situate about 11 miles west of Princeton, and is bounded on the north side by the meandering line of the Tulameen river.

ALICE JAMES,
C. O. FRENCH, Agent.
Dated this 14th day of August, 1904.

NOTICE.

NOTICE is hereby given that sixty days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 640 acres of crown lands for pasturing purposes, commencing at a post marked S.W. corner of lot 1091, thence running 80 chains east, 80 chains south, 80 chains west, 80 chains north, back to post, in all 640 acres more or less.

C. M. KINGSTON,
C. O. FRENCH, Agent.
Dated this 19th day of July, 1904.

NOTICE.

TAKE NOTICE that sixty days after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase 320 acres of Crown lands for pasturing purposes: Commencing at a post marked J. M. W.'s S. W. corner: Thence running 80 chains west, 40 chains north, 80 chains east, 40 chains south, back to point of commencement, in all 320 acres, more or less. This land is situate about 10 miles west of Princeton and is bounded on the south side by the meandering line of the Tulameen river.

J. M. WRIGHT,
C. O. FRENCH, agent.
Dated this 11th day of July, 1904.

NOTICE.

Copper Glance, Azurite and Alpine mineral claims, situate in the Similkameen mining division of Yale district. Where located: On Copper mountain.

Take notice that I, F. W. Groves, acting as agent for John R. McRae, free miner's certificate No. B72143, and Hugh McRae, free miner's certificate No. B62053, intend, sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining crown grants of the above claims.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 9th day of July, A.D. 1904.

Advertise in the Star.

NOTICE of FORFEITURE

To JAMES F. DICKSON, or to any person or persons to whom he may have transferred his interest in the High Ore and Margarett mineral claims, situate one mile north of Similkameen City, in Camp Hedley, in the Similkameen mining division of Yale district, British Columbia.

You are hereby notified that I have expended the sum of $200 for work on the above mentioned claims and $8 for recording the same for assessments, such being required and necessary to hold the said claims for the year ending July 3rd and 27th June, 1904, respectively, under the provisions of the Mineral Act and Amending Acts; and if at the expiration of ninety days from the date of the first publication of this notice in the Similkameen STAR, you fail or refuse to contribute your portion of such expenditure, namely, $102.50, together with all costs of advertising, your interest in said mineral claims will become vested in me, (your co-owner) upon filing in the proper office in that behalf the affidavit required by Section 4 of the Mineral Act Amendment Act, 1900.

Dated this 11th day of July, 1904.

HENRY A. WILLIAMS.

NOTICE of FORFEITURE

To ARCHIBALD GRANT or whomsoever he may have transferred his interest in Klondyke mineral claim, situate on Copper Mountain, and about ten miles from Princeton, in the Similkameen mining division of Yale district.

Take notice that after the publication hereof once each week for ninety days, you fail or refuse to contribute your portion of the expenditure required by section 24 of the "Mineral Act," being chapter 135, Revised Statutes of British Columbia, 1897, in respect of the Klondyke mineral claim, situate on Copper mountain 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 F. McAlpin, of Princeton, 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 $25.62½.

Dated this 4th day of June, 1904.

THOS. J. McALPIN.

NOTICE of FORFEITURE

To W. E. WELBY and any person or persons to whom he may have transferred his interests in the Elbe, Sunset, Maid of the Mist and War Cloud mineral claims situate at Camp Hedley in the Osoyoos mining division of Yale district:

You are hereby required to take notice that we have for the last two years done the whole of the assessment work on the above mentioned mineral claims as required by section 24 of the mineral act and have paid for recording the several certificates of such work, and you are hereby required to contribute your proportion of such work and expenditure together with all costs of advertising, your said proportion amounting to One Hundred and Fifty Nine Dollars ($159.00), exclusive of costs.

If you fail or refuse to contribute your said proportion and all costs of advertising within ninety days from the date of the first publication of this notice in the Similkameen Star, which date is hereunder written, your interests in said mineral claims will become vested in us, your co-owners, under the provisions of the Mineral Act and Amending Acts.

Dated this 4th day of June, A.D. 1904.

H. W. YATES.
J. F. CAMPBELL.

NOTICE.

Summit No. 1, Copper Head No. 1, Bullion No. 1, Yellow Jacket No. 1 Fractional, Nelly No. 1, Nelly Fractional, Yellow Jacket No. 1 mineral claims, situate in the Osoyoos mining division of Yale district. Where located: On Bullion mountain, east of the townsite of Olalla.

Take notice that I, R. H. Rogers, as agent for Robert Gaede, free miner's certificate No. B78828, intend sixty days from the date hereof, to apply to the Mining Recorder for certificates of improvements, for the purpose of obtaining Crown grants of the above claims.

And further take notice that action, under section 37, must be commenced before the issuance of such certificates of improvements.

Dated this 16th day of September, 1904.

REGINALD H. ROGERS.

NOTICE.

The O.I.C. fractional and Cracker jack mineral claims situated in the Osoyoos mining division of Yale district. Where located: Camp Hedley.

Take notice that I, Louis O. Hedlund, F.M.C. No. B78563, for myself and agent for John Greenhill, F.M.C. No. B78564 and H. P. Nelson, F.M.C. No. B62074, intend, sixty days from date hereof, to apply to the mining recorder for certificates of improvements, for the purpose of obtaining crown grants of the above claims.

And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements.

Dated this 19th day of September, 1904.

LOUIS O. HEDLUND, Hedley, B.C.

NOTICE.

Hattie and Copper Jack mineral claims, situate in the Similkameen mining division of Yale district. Where located: In Aspen Grove camp.

Take notice that I, F. W. Groves, acting as agent for J. S. C. Fraser, free miner's certificate No. B75740; Henry S. Poulinier, free miner's certificate No. B72121 and Emerson E. Wells, free miner's certificate No. B88508, intend, sixty days from date hereof, to apply to the Mining Recorder for certificates of improvements for the purpose of obtaining crown grants of the above claims.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 29th day of August, A.D. 1904.

LOCAL NEWS NOTES.

Mr. and Mrs. Barnard, who have been here for the past month, left on Tuesday for Loomis, Wash., where Mr. Barnard will pay off the men and finish the remaining work of the season in connection with the international boundary survey. The purchase of supplies in Princeton for the party and employment given to not a few persons here put in circulation quite a lot of Uncle Sam's dollars. As this was an off year for local business the survey proved a windfall to merchants and others who wouldn't care if the international line were shifted a point or two either way to necessitate another survey. Mr. Barnard won the esteem and respect of all he came into business with and Mrs. Barnard, during her short stay made many friends, all of whom wish the affable couple health and happiness.

Public worship conducted by Mr. Dockseader at 3 o'clock tomorrow.

W. J. Snodgrass of Okanagan Falls was in town last Saturday.

Mr. and Mrs. Olding of Vancouver are visiting Mr. and Mrs. Hunter. The latter is a daughter of the visitors.

John Gladden of Hedley is in town the guest of F. W. Groves. Mr. Gladden's brother Fred., favorably known in the Similkameeen, has recently married in England and settled there.

C. H. Wolf left on Thursday for the Granby smelter.

A. Gallinger has closed down on the Cousin Jack and has taken some ore samples to Hedley for testing.

NOTICE.

TAKE NOTICE that sixty days after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase 100 acres of Crown lands for pasturing purposes: Bounded on the north by lot No. 969, on the west by lot No. 257, on south by Chas. Asp's preemption and on east by China creek, in all 100 acres more or less.

E. E. BURR, Locator.
Dated this 25th day of September, 1904.

NOTICE.

NOTICE is hereby given that sixty days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 160 acres of mountain pasture land situated in the Nicola division of Yale district, north of and adjoining Boulter's preemption, lot No. 1155, starting from his N.E. corner, thence west 80 chains, north 20 chains, east 80 chains, south 20 chains to point of commencement, and containing 160 acres.

LUKE GIBSON.
Dated this 17th day of September, 1904.

DOCTOR WANTED.

For Princeton and vicinity. Government subsidy $300 per annum. Exceptionally bright future for capable man. Town is on proposed coast to Kootenay railway. Address
MEDICAL COMMITTEE,

Cattle For Sale.

Forty head of good range cattle, mostly cows, with twenty head, more or less, of calves. Reasonable offer to anyone taking the whole bunch.
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Humorous.

Hans Christian Andersen was asked how he came to write his wonderful fairy stories. "It was just the result of practice," he modestly explained. "I always had to tell my wife where I had been when I came home late." Bowing in reverence, his friends humbly begged for a few samples for practical use.

"Mrs. Guschly remarked to me that it must be pleasant to be married to a clever man," said Proudley's wife. "And what did you say?" queried Proudley. "I told her, of course, that I didn't know; that I had only been married once."

They stood on the Tulameen bridge watching the lurid full moon rising above the horizon when he broke the spell by asking: "A penny for your thoughts?" She replied: "I'm very much afraid you would not get full value for your money." He—What were you thinking of? She—Of you.

The real estate agent was showing the man from the city some eligible suburban lots. "The ground seems low and flat here," said the man from the city. "Yes," assented the agent. "It is low. But how do you like the air of this neighborhood?" "Oh, the air's all right." "Well, sir, there's a greater thickness of this splendid air right over these lots than you'll find anywhere else in the country, and it all goes with the land."

He—I told your father that I just dote on you. She—And what did he say? He—That I had better find an antidote.

Rector (on his way to church, meeting a gamekeeper)—Come, my good fellow, how is it I never see you at church? Keeper—Well, sir, I don't wish to make your congregation smaller. Rector—I don't see how you could. Keeper—Well, sir, you see if I came to church, some of the others would go poaching.

"You're rather a young man to be in charge of a drug store," said the fussy customer. "Have you any diploma?" "Why-er, no sir," replied the drug clerk, but I have something just as good."

NOTICE.

NOTICE is hereby given that sixty days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 40 acres of mountain pasture land, situated and adjoining Brandt's purchase on north line and running along C. Summers's (Lot 1157), thence south 20 chains, west 20 chains, north 20 chains, east 20 chains, back to point of commencement, 40 acres.

IVER PAULSEN, Locator.
Dated this 1st of September, 1904.

NOTICE.

St. Lawrence, St. George and St. Helen mineral claims, situate in the Similkameen mining division of Yale district. Where located: On Bear creek.

Take notice that I, F. W. Groves, acting as agent for William Henry Armstrong, free miner's certificate No. B8408, and Charles F. Law, free miner's certificate No. B72119 intend sixty days from the date hereof, to apply to the mining recorder for certificates of improvements, for the purpose of obtaining crown grants of the above claims.

and further take notice that action, under section 37 must be commenced before the issuance of such certificates of improvements.

Dated this 29th day of August, 1904.

A sitting of the County Court of Yale will be held at Princeton on Monday, October 10th, 1904, at 10 o'clock, a.m.

By Order,
HUGH HUNTER,
Registrar County Court.
Princeton, September 7, 1904.

A sitting of the County Court of Yale will be held at Hedley on Friday, October 7th, 1904, at 10 o'clock, a.m.

By Order,
HUGH HUNTER,
Registrar County Court.
Princeton, September 7, 1904.

The A. E. HOWSE Co., L'd

HEADQUARTERS FOR

Groceries, Hardware, Dry Goods, Boots & Shoes

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CARLOAD OF GROCERIES RECEIVED

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The Markets have been recently visited by Mr. Howse with the result that **40,000 lbs.** of Groceries are added to our stock. We are in position to handle a larger volume of business than any previous year. The choicest and unquestionably the best bought stock of groceries ever placed on our shelves, and bought at prices that only shrewd Cash Buyers can avail themselves of. We realize the growing possibilities of the valley and we are determined to place necessaries and luxuries on your tables at PRICES SECOND TO NONE.

Ask for our Cash Prices

CANNED GOODS---Lobsters, Shrimps, Salmon, Roast Beef, Corned Beef, Mutton, Russian Caviar, Oysters, Devilled Ham, Knapp & Street's Tamale, &c.

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Teas and Coffees

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Canned Jams, Peaches, Pears

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We carry the old reliable Ame
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We Lead, Others Follow

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The A. E. HOWSE Co'y, L'd

Nicola Lake and Princeton

GRAND TRUNK PACIFIC.

Points of Contrast with the Canadian Pacific Prove it will be Far Less Expensive for the People.

There are some noteworthy contrasts between the provisions of the Grand Trunk Pacific project and the Canadian Pacific project as launched by a Conservative government.

In the first place the Canadian Pacific is from end to end the property of the company which was chartered and subsidized to build it. The Dominion will own one-half of the Grand Trunk Pacific, and will be part proprietor of the other half through a lien held as security for guarantee of interest.

The Conservative government under the premiership of the late Sir John A. Macdonald, constructed two costly sections of the Canadian Pacific—from lake Superior to Winnipeg and from Kamloops to the Pacific ocean—and made a present of these completed sections to the company. The Grand Trunk Pacific from Winnipeg to near the Atlantic ocean will be built by the Laurier government, but will remain the property of the people of Canada in perpetuity, the company after seven years paying a rental of 3 per cent. per annum, the rate likely to be paid by the government for the money borrowed to pay for construction.

Parliament granted to the Canadian Pacific a cash subsidy of $25,000,000. The only financial aid given to the Grand Trunk Pacific, other than that just mentioned, is a guarantee of interest—which will not cost the country anything save for the first seven years on the Mountain section—to the capitalists who furnish the means of construction west of Winnipeg.

Parliament gave the Canadian Pacific 25,000,000 acres of land, including the privilege of establishing townsites. Not an acre of land, except for for station facilities and right of way, is given to the Grand Trunk Pacific. To enhance this discrimination the Canadian Pacific lands were made free of taxation for twenty years unless "sold or occupied." This has so far been held to mean twenty years from the actual specific conveyance of the lands to the corporation, not from the date of the agreement—a difference which means many additional millions of dollars to the Canadian Pacific.

In every instance the provisions of the G.T.P. project are notably better than the terms made by the Conservative administration with the Canadian Pacific.

In no particular is the difference between the two arrangements more marked than in the control of rates. The Conservatives granted to the Canadian Pacific virtually absolute control of transportation charges west of lake Superior. The absolute control of such charges on the Grand Trunk Pacific is vested in the Dominion. The difference is made clearly apparent by the fact that, so far as its main line is concerned, the Canadian Pacific cannot be brought under the control of the railway commission recently created by parliament, whereas the Grand Trunk Pacific is placed under that control by the terms of its charter.—Nelson Daily News.

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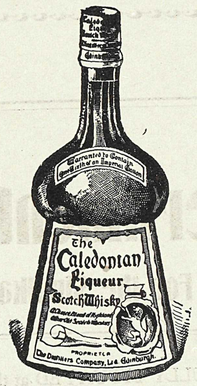

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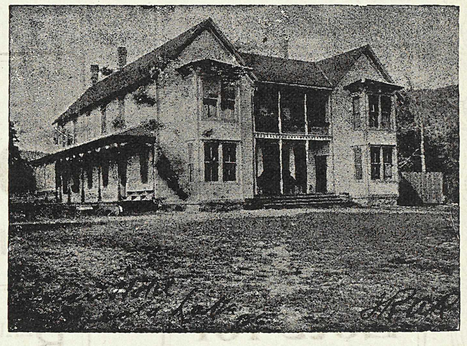

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