Princeton is the Coming Town in this Valley==Boost Her

SIMILKAMEEN STAR

Published in the interest of Princeton and Similkameen district.

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PROVINCIAL LEGISLATURE DISSOLVED!

Nominations Set for Jan. 19 and Elections Feb. 2nd---House to Meet March 7.

The sudden dissolving of the House might have caused some surprise had not the people of British Columbia been acquainted with McBride and his peculiar ways. In springing the elections upon the people he hopes to secure a snap verdict that will place him and his discredited colleagues in power for another season of spoliation, but he will find His Majesty's loyal Opposition ready and anxious for the fray. His little Green by-play will not gain him any votes.

A despatch was received by the Star Wednesday night confirming the many rumors of an early appeal to the country by the tottering McBride Government. The sinking ship of state and rebellious crew threw their Jonah (Bob Green) overboard preparatory to the general elections. His resignation from the Department of Lands and Works is his last act in the drama of corruption which has so disgraced this Province in the eyes of the world. He and Premier McBride should have resigned long ago instead of making an eleventh hour admission of their guilt. Green's resignation ends a career of unique perversity and graft, the other ministers in the McBride cabinet being accomplices and partakers of the shame and dishonor which he begot. Had his colleagues and supporters in the house done their duty to the country Green could not have prolonged his political existence to this late day. With him falls "the first Conservative Government British Columbia has ever had" and an outraged people have their remedy in a long required change. The following telegram is self explanatory:

Victoria, Dec. 26.—[Special.]—Provincial House dissolved yesterday. Proclamation issued to day. Election four weeks later, Feb. 23rd.

A later despatch says the date for nominations is Jan. 19th, and the elections are set for February 2. The House is called to meet March 7th.

The very idea of bringing on an election within a fortnight of the nominations, shows that the Government believe their only chance of victory lies in finding the Liberals unprepared, and also to prevent an exposure of their rottenness on the public platform. This is what McBride would style "British fair play."

Let every Liberal buckle on his armor and get in the ranks, and stand shoulder to shoulder in the coming between the people and the people's oppressors. If they do victory will rest on their side, and right and justice reign supreme.

Considering the short time elapsing between nomination day and election, the Star would suggest the waiving of a nominating convention and would propose giving Smith Curtis a clear and unanimous field without delay.

LOAL AND GENERAL.

On and after Jan. 1st anyone having business with the Star are requested to transact it at the Star office.

W. C. McDougall returned on Saturday last from the coast, where he had gone on business in connection with the United Empire mine. The legal difficulties pertaining to this property have all been straightened out and Mr. McDougall returns with the necessary papers giving him full control.

The Vancouver Province takes the Star to task for saying that Vancouver had a snowfall of three feet, and says: "The Princeton Star contains the cheering information that three feet of snow has fallen in Vancouver. Somebody must have been measuring the snowfall on Grouse mountain, or the Lions, or maybe the Star compositor set up "snow" instead of "rain." As the Province seems to be in the apology business of late, the Star will get in line with it, and wishes to make a most strenuous apology to Miss Vancouver for stating that she had been visited by a three foot snowfall, and at the same time would advise Mr. Province to get wise and "come in out of the wet."

Hon. Mr. Lemieux, Minister of Labor in the Dominion Government, has given notice of a bill to aid in preventing and settling strikes and lockouts in coal mines, which is based upon the recommendationa of Mackenzie King in his report on the settlement of the Lethbridge coal strike.

A NARROW ESCAPE

From Serious Accident at Red Bluff on Nicola Road--One Horse Killed.

There came nearly being a most serious accident on the road between here and Granite Creek, las Saturday, at a point known as Red Bluff, when the Princeton bound stage met the freight wagon of Dan Munroe. Fortunately for all concerned nothing more serious than the loss of a horse occurred.

Owing to the bad condition of the roads the stage was several hours behind time and was coming along as fast as possible, when on reaching Red Bluff it came face to face with Munroe's freight team. Red Bluff, which is about nine miles from Princeton, overlooks the Tulameen river and is the most dangerous part of the Nicola Princeton road. Even in summer when the roads are at their best it next to impossible for two teams to pass, and it can be imagined what it is like in winter with two or three feet of snow on the ground.

Munroe's wagon being heavily loaded, the stage took the outside and tried to effect a passing with the result that the off leader lost his footing and went over the bluff and it was nothing short of miraculous that the stage didn't follow suit the only thing apparently preventing it being the unusually heavy load carried including several passengers. The horse was suspended over the bluff by the harness and efforts were made to haul the poor best up to the road, but before this could be accomplished the horse expired through exhaustion and cold. When he was cut loose the carcass plunged down into the river some hundreds of feet below.

After hours of hard work the stage succeeded in getting clear, hitched on Munroe's leaders and reached Princeton about 7 o'clock.

This is not the first accident to happen at this particular spot, nor is it the only dangerous place on the road. Peterson's grade, some four miles from here, is a also a bad spot; in fact anything but an expert driver and one who knows the road well, is taking his life in his hands every time he drives over it summer or winter. The least the Government could do would be to have made turnouts at short intervals along the more dangerous grades. A year ago last November Premier McBride and Chief Commissioner Green passed over this road and faithfully promised to have the necessary repairs made. But McBride is noted for handing out promises, and nothing was done in the matter. L. W. Shatford, who is supposed to represent this constituency in the Local Legislature, and who, according to the Hedley Joke, has great influence with the Government, is apparently too busy elsewhere to look after Princeton's interests. Probably the Shatford Limited would'nt make anything out of work carried on so far away from home. True, "we have had a lock-up all along," etc.; that should suffice. This road question is a serious one and now when an election is on is the time to make the needs of Princeton in this and other respects known in no uncertain manner.

XMAS TREE ENTERTAINMENT.

The entertainment gotten up for the purpose of providing a Christmas tree and entertainment for the children in this vicinity, took place in the Court House on Friday evening last, and proved a most enjoyable affair. The little folks were all presented with handsom presents by Santa Claus much to th joy. The programme pres much appreciated by the large and received well merited app Light refreshments were served a most enjoyable evening was brought a close with an impromptu dance.

The Misses Lyall, who engineered the affair have handed in the following statement; Total receipts as per subscription list. $86.50; sundry accounts paid as per vouchers, $77.80; balance on hand, $8.70.

GOOD ADVERTISING AGENT.

C. O. French has been extolling the Similkameen to Washingtonians through the medium of the press. He points out to them that as soon as railroad connection is established via the V., V. & E. and Great Northern it will be possible to supply them with a first class quality of coal at little more than half what they now pay for an inferior article. Price of coal now ranges from $10 to $12 per ton in central Washington, which with reasonable freight rates from Princeton adm of quite 50 per cent. Mr. qui ing goe spe city con siti

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The Similkameen Star

Published Weekly at

PRINCETON, B.C.

—BY—

The Princeton Publishing Co.

B STONE KENNEDY, Editor.

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SATURDAY, DEC. 29, 1906.

AN ELEVENTH HOUR ACT.

Under date of Victoria, Dec. 22, the Nelson News publishes the following startling bit of news: "Like a bolt from the blue came the announcement late to-night that Hon. R. F. Green, Chief Commissioner of Lands and Works, has resigned. The explanation offered publicly is that this is owing to pressure of private business. The greatest consternation prevails in Government circles, and the feeling is general that this administers the coup de grace to the McBride Government."

Although it has been hinted at for some time that the McBride-Socialist Government were planning to make a scape goat of the Chief Commissioner, there are few who ought that Green would be kicked his late hour. After the Kaien investigation, pregnant with ling disclosures in regard to een's connection with that scandalous piece of business, many were the demands made for his dismissal, all of which received a deaf ear from McBride, the reason being no doubt that the Premier was inseparably bound up with the Chief Commissioner's "doings." The question that now presents itself is, What has brought about this sudden change in the political situation? Has a disruption taken place in the Ministerial ranks, or has the Hon. Mr. Green been handed a Xmas plum sufficiently large to induce him to step down and out? We are inclined to believe the latter theory. In any case it will not tend to make the Premier's ...ion ...re. ...hy ...ny ...en ...o, ...im ...ce ...in ...ier ...ve , a ...ng ...on ...na- ...of ...el-

COLUMBIA AND WESTERN RAILWAY HISTORY.

The part played by the Columbia & Western land steal in the politics of British Columbia has been receiving considerable attention of late both in the press and from the public platform, and the Star proposes at this opportune time to give a short concise history of this gigantic steal.

The Columbia & Western Railway Co. was incorporated by the Legislature of British Columbia in the year 1896 with power to build a line of railway from Trail, on the Columbia River, to Okanagan Lake and from Trail to the International boundary in a south-easterly direction. The promoters then asked the Legislature for a land subsidy amounting for a broad guage road to 20,000 acres per mile. The promoters represented to the members of the Legislature that immense bodies of low grade ores existed in the district to be traversed by this road, and that the construction of this road would afford the requisite transportation facilities necessary to allow these immense ore bodies to be mined and smelted in British Columbia, and that by connecting this road with steam barges upon Okanagan Lake and these barges again with the Shuswap and Okanagan Railway and the main line of the C. P. R., a new and more direct route between the coast cities and the mines in the Boundary Creek district and Rossland would be opened up. It was represented that the opening up of this new route and the increased traffic which would undoubtedly result would make the Shuswap and Okanagan Railway a paying instead of a losing concern. In addition to this that it would lead to the settlement and improvement of all the available lands not only contigious to the railway itself, but also the lands surrounding Okanagan Lake, and would provide the very best possible market for the agricultural products of the Okanagan and Spallumcheen Valleys. To summarize the benefits which were to be derived from the construction of this railway, they are: The development of our mineral resources; the smelting of our ores in B. C.; the development of our agricultural resources, from the Columbia River through to Sicamous, converting the Shuswap and Okanagan Railway from a losing to a paying proposition; diverting to the coast cities the trade which was going south to the United States.

Upon these representations, and having in view the attaining of the above results, the Legislature in 1896 passed an act to subsidize the Canadian and Western to the extent of 10,240 acres per mile for a narrow guage road or 20,000 acres per mile for a standard guage road, for that portion of its road from Trail to Okanagan "upon the conditions of their constructing the said Columbia and Western Railway within the time and according to the terms of their Act of Incorporation," to use the words of the Act itself.

It will be observed that the granting of the subsidy was conditioned upon two essential points, namely: THE COMPLETION OF THE ROAD TO OKANAGAN LAKE, that being what the Act of Incorporation called for, and WITHIN THE TIME MENTIONED, which was five years from the 17th of April, 1896. To emphasize the condition in respect to time, the company were required to give security to the extent of $50,000, which was to be forfeited to the Province in case of failure to build within the time mentioned. The subsidy was made payable from time to time as the work progressed, thus the lands earned by the construction of sections one and three were payable when these sections were built; the subsidy for section four was payable when section five was built, and the subsidy for sections five and six when the whole road was completed, BUT NO LAND WAS TO BE GRANTED THAT HAD NOT BEEN SURVEYED ACCORDING TO THE LAND LAWS OF THE PROVINCE!

The history of the road as to construction may be summarized thus: 1st section, Trail to Robson, built. 2nd section, spur to International boundary, not built. 3rd section, Robson to Christina Lake, built. 4th section, Christina Lake to Midway, built. 5th and 6th sections, Midway to Penticton, not built. The company claimed and had granted to it the land subsidy for section one and part of section three This land was not then and and is not yet surveyed. The subsidy while it might be earned as construction went on, was based upon the construction of the whole road to Okanagan Lake and NO LAND was to be granted that was not designated and surveyed within seven years from the passing of

(Continued on page 3.)

STAY AT THE

- JACKSON -

THE LEADING HOTEL

TIMBER NOTICE.

Notice is hereby given that 30 days from date I intend to apply to the Chief Commissioner of Lands and Works for a special licence to cut and carry away timber from the following described lands situated in the Similkameen District:

1. Commencing at a post planted on the north side of the Nicola wagon road, about six miles from Princeton, and marked "Adelmer Snyder's north-east corner," thence west 80 chains, south 80 chains east 80 chains along bank of the Tulameen river, north 80 chains to point of commencement. ADELMER SNYDER,
Dec. 13, 1906. J. M. Wright, Agent.

2. Commencing at a post planted near the S.E. corner of lot 151, marked "Electa Snyder's south-west corner," thence east 80 chains, north 80 chains, west 80 chains, south 80 chains to point of commencement. ELECTA SNYDER,
Dec 13 1906. [38—47] J. M. Wright, Agent.

NOTICE.

SIXTY DAYS after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 80 acres of pasture land situated in the Yale Division of Yale District, described as follows:

Commencing at the south-west corner of lot 300, thence east 20 chains to the north-west cor. of lot 124; thence south 40 chains to the north-east cor. of lot 230; thence west 20 chains; thence north 40 chains to point of commencement, containing 80 acres. WM. S. WILSON.
Princeton, B. C., 24th Nov., 1906. 36t8

NOTICE.

Sixty days after date I intend to apply to the Chief Commissioner of Lands and Works for licenses to prospect for coal on the following lands: Commencing at N. E. corner of lot 933, thence west 50 chains; north 50 chains; east 113 chains; south 63 chains; west 63 chains; and north 13 chains; back to post in all 640 acres.
Located this 5th day of Nov., 1906.
S. SPENCER.

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