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FOR

Sprains, Strains, Cuts, Wounds, Ulcers, Open Sores, Bruises, Stiff Joints, Bites and Stings of Insects, Coughs, Colds, Contracted Cords, Rheumatism, Neuralgia, Bronchitis, Croup, Sore Throat, Quinsy, Whooping Cough and all Painful Swellings.

A LARGE BOTTLE, 25c.

KETTLE VALLEY RAILWAY

Completed, Joining Republic Camp, Wash., and Grand Forks in British Columbia.

AN IMPORTANT INNOVATION

Republic Camp Ores Will Now Be Brought to the Granby Smelter for Treatment.

Grand Forks, April 17.—The Republic and Grand Forks Railway, known as the Kettle Valley Line, has been completed and opened.

The record of construction is regarded as noteworthy, considering that the first sod was not turned until June 5 last, and that the entire work was not under contract until August 1. This latest international link will have a great economic effect on the development of the Boundary country and the Colville Indian Reservation, situated in the State of Washington, is 42.55 miles long.

The necessity of establishing railway communication between Grand Forks and Republic had long been obvious, more especially since the failure of the various methods for treating the Republic ores at home by various adaptations of the American process. The Republic and Mountain Lion mills have both been closed for nearly a year, while a third mill, in its unfinished stages, stands as a monument to the folly of capitalists, who disregarded the advice of experts, that by smelting alone, could the ores of the camp yield the highest returns at the minimum of cost.

There was the further dictum of metallurgists, since confirmed by actual experiment, that the best results could be obtained by blending the silicious ores of Republic with the sulphide ores of the Boundary. The process, they averred, would prove mutually beneficial, the Boundary ores helping to smelt the Republic ores, and the latter, by their superior richness, contributing to enrich the matte.

Hitherto, the long and expensive wagon haul from Republic precluded the possibility of any but the highest-grade ores being treated at Grand Forks. Shipments, however, have been made from time to time, and only of picked ores, averaging, in some instances, \$500 per ton. These values cannot be regarded as excessive, considering the fact that the Republic ores, which are probably an average of \$12 per ton, are of a low-grade ore. The Republic ores, which are probably an average of \$12 per ton, are of a low-grade ore.

The northern terminus is situated in the Buckle addition of Grand Forks, just south of the city limits. After crossing the C.P.R. track, the railway, following an air line, traverses the Kettle Valley valley south of the international boundary, less than four miles distant. Here it crosses the river, and, passing through the village of Nelson, Washington, ascends the west bank of the river, over nine miles to a point one and one-half miles north of Curlew, Wash., and re-crosses the Kettle River at Curlew.

Leaving the river at Curlew on its southeasterly descent from Canada, the line continues south through the wide and open valley of Curlew Creek to the north end of Curlew Lake. Thence

following the west shore of that beautiful sheet of water, the road begins the nine-mile ascent in a southeasterly direction to the summit, which is overcome thru a natural pass. Two miles beyond, on the opposite slope, the line taps the Tom Thumb mine, before reaching the Mountain Lion. Then the railway swings around the mountain from that point, along Granite Creek to the Morning Glory and Quinn, before going north up Eureka Creek, and passing the San Pelt, Bodie, Black Tail, Lone Pine, Silver Dollar, Knob Hill and other well known properties.

The altitude of Republic is 1000 feet higher than Grand Forks. This elevation is overcome by a compensated minimum grade of one and one-half per cent. As the bulk of the traffic will flow in that direction the cost of operating trains on the descending grade should be moderate. From an engineering standpoint, the route was admirably chosen, and great credit is due the chief engineer, John A. Morris, for his selection of the route. The route is characterized by the absence of steep grades or sharp curves; indeed, the only heavy work encountered along the entire line was at Trout Creek, near the summit, where considerable rock cutting was found to be necessary, and earth excavations, also on the north slope of the summit.

The Kettle River valley through the greater part of its length is practically a level plain. At Curlew, Wash., it meets the Curlew Valley, but they are seemingly one, flanked on either side by grass-covered hills, or rather by a series of low ridges, which are the remains of the old river bed. Beyond Curlew and until the ascent from Curlew Lake to the divide is level, the road runs thru the Curlew Creek valley, which is a level plain.

The rapidity with which construction work was pushed is due to Charles Ferguson, a veteran Spokane contractor, with an experience of over 20 years in building railways. Mr. Ferguson (Ferguson & Co.) was awarded the contract on Aug. 1 last, and subsequently re-let considerable portions of it in small contracts, the largest not exceeding sections of four miles long. In this manner it was found that better and quicker results could be secured.

The dominating spirit of this enterprise is Tracy W. Holland, Mayor of Grand Forks. Mr. Holland was the first to perceive the commercial possibilities of a railway between the American camp and the Canadian smelting centre, and to its accomplishment he has devoted his time and energies with the singleness of purpose for nearly two years.

To arrange the preliminaries was no easy task. In August, 1900, he obtained from the British Columbia legislature, after a hard legislative fight, and by a majority of one vote, a charter authorizing the construction of a railway from Grand Forks to the international boundary line. There was secured the authority for building the American section of the road, between the frontier and Republic, the largest not exceeding sections of four miles long. In this manner it was found that better and quicker results could be secured.

After the organization of the Republic and Grand Forks Railway (now known as the Kettle Valley line), Mr. Holland became its general manager. The capital required for building the road was obtained from the president of the enterprise being Hon. J. R. Stratton, who holds the portfolio of Provincial Secretary in the Ontario cabinet.

Mr. Holland has resided in this Province for five years. He is only 33 years old. He was born in Hamilton, Ont., and for a number of years, was engaged in the lumber business in Winnipeg. He removed to Vancouver as Provincial manager

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