

THE B. C. SOUTHERN

How Its Promoters Expect to Acquire Crow's Nest Coal Fields.

FIRST CHARTERED IN 1888

A Brief History of the Various Acts Extending Its Powers—Its Sweeping Land Grant—Several Alternate Routes and Branches Provided For.

The British Columbia Southern railway was incorporated under the name of the Crow's Nest & Kootenay Lake Railway company on the 28th of April, 1888. The charter was granted to Edward Humphries of Wolf Creek, Hon. F. W. Aylmer, William Fernie, Peter Fernie, Valentine H. Baker and Edward Bray, all of the same place.

The act of 1890 was amended by substituting the name of Joseph Despard Pemberton of Victoria for that of the Hon. F. W. Aylmer and by striking out the name of Edward Bray. By the original act the company was to commence construction work on or before two years and to complete and equip the same on or before five years from the passing of the act. The line was to be from some point at or near the junction of Summit creek with Michel creek in the Kootenay district, and from thence by way of Elk creek to the Upper Kootenay river, and thence by way of Cranbrook and the Morje pass to Goat river to a point on the Lower Kootenay river at or near its junction with Goat river.

By chapter 63 of 1890 the time for the completion of the work was extended by which the company was required to commence construction on or before three years and to complete and equip the same on or before five years from the passing of that act. This act was passed on the 20th of April, 1890.

On the 26th of April, 1891, the act was further amended by changing the name to the British Columbia Southern railway company and by this latter act was given to build the railway from a point on the Lower Kootenay river, thence to the Columbia river in the neighborhood of Fort Sheppard, a branch line to Nelson via Salmon river; also from Columbia river in the neighborhood of Fort Sheppard to Hope on the Fraser, thence following southward to the Columbia river in the neighborhood of the city of New Westminster, thence to a suitable terminus on Burrard inlet; also a branch line from Elk river to Tobacco plains. Nothing in this latter act is to be construed to increase the rights, powers and privileges of the Crow's Nest & Kootenay Lake Railway company under the Railway Aid Act, 1896, or to extend the aid granted by said act to the lines authorized to be constructed by this latter act.

By the act of 1893, being chapter 47, passed on the 12th of April, 1893, additional power was given to the company to construct as an alternative line a branch line to lower Kootenay river, a line of railway near Cranbrook by way of the St. Mary's river, to Pilot Bay, or to Lardner river; also the undertaking was divided into three sections, the eastern, central and western. The eastern section was to be constructed on or before the 31st December, 1896; the central section on or before the 31st December, 1897; and the western section on or before the 31st December, 1898; several other amendments were also made by other amendments to the act, namely, to operate sawmills, to work mines, minerals, coal and petroleum and to acquire lands; to erect electric works, power houses, etc.

On the 17th April, 1894, an act was passed consolidating the different acts. On the 17th April, 1896, by chapter 63, time was again extended for completing the road, as follows: Eastern section to be completed on or before 31st December, 1898; central section on or before 31st December, 1899; and western section on or before 31st December, 1900.

By the Railway Aid act, 1896, a subsidy was granted of 20,000 acres per mile of railway, each block to have a frontage of twenty miles. If the full quantity of 20,000 acres per mile in alternative blocks cannot be had the deficiency shall be made up out of a belt of land five miles in width along the east side of Elk river, extending between a point five miles below Morisey creek and a point twenty-eight miles above Michel creek and from a belt two and one-half miles in width on each side of Goat creek, extending from the summit, and from a belt three miles in width on each side of Michel creek and on each side of the east and west branches of said creek to the summit.

The above is contributed by a member of the provincial parliament and can be depended upon to be accurate in every particular.—Ed.]

PIONEERS IN EAST KOOTENAY.
Some Who Went to Wild Horse in '64 Are Still There.

Fort Steele Prospector: In the year 1864 about 3,000 men were in Kootenay, attracted thither by the rich gold discoveries on Wild Horse creek. Many of those who came in remained only a short time, the majority going to the mining camps of Montana, which were then much talked about, especially Macellan gulch, which turned out to be one of the paying gulches in that territory.

The following old-timers still remain and are identified with the district. Among them we may mention David Griffith, who came in via Walla Walla in the spring of 1864, and who still lives on Wild Horse creek and who has large interests both in placer and quartz mining. Robert C. Dore, who also came by the same route, and who left Kootenay in the '70s to go to the Cassiar district, but after trying his luck in California, Montana and Arizona, is content

to remain here believing as he does that this section has a great future. Patrick Quirk, another old-timer who came here in 1864, and who left for the Cassiar country, returned to remain having satisfied himself, after following many of the gold excitements that there is no place like Kootenay, concluded to take up a farm and play the role of an honest granger. He now owns a good farm called the "Daisy." Peter Boyle, another old-timer who has remained in the country ever since he came in, and who some years ago gave up mining, and turned his attention to farming, now owns a good home on Cherry creek, where he is prospering. Colonel George Dougherty, who is still with us, came here in 1864. He afterwards tried Montana, Dakota, Arizona and California, but came back to his old stamping ground, Wild Horse, where he has some first-class properties that are being developed, and they all prospect well. The colonel has abiding faith in the country. Our S. M. Mr. Phillips, who was in charge of the Hudson Bay Co.'s extensive business, came here in 1865. After leaving their service he settled at Tobacco Plains, where he has a beautiful home. Pioneering in the '60's was not confined to the men only, but many ladies accompanied their husbands into what was then known as the wilderness, or out of civilization. Among those who came in with the early prospectors was Mrs. Griffith, who still lives on Wild Horse, hale and hearty, and who has always a kind word for the "old timers," who bear testimony to her kindness of heart and generous hospitality.

DOES NOT UNDERSTAND.

Famine in India Is More Widespread Than the Government Thinks.
Home Government Likely to Take a Hand—Appalling Condition of Millions in the Remote Districts.

LONDON, Jan. 9.—It appears that England has awakened from its apathy regarding the Indian famine sufferers, and that measures will be taken to alleviate distress notwithstanding the purling attitude of the Indian government, which does not or will not see that the situation is one of the worst it has ever had to confront. Private and independent advices concur in stating that thousands of persons are dying from starvation or from weakness that prevents them from assimilating the little food they can obtain.

It is known that in the district of Jabulur alone a district which had a population of 8,000,000, nearly 900,000 persons have died. Thousands of others will have to perish despite any efforts that may be made to succor them. There are people living in remote districts far from the railroads and other lines of communication whom it will be impossible to care for until the death lists are enormously swollen. Large as the existing Indian relief system is it is entirely unable to meet a famine period which is estimated to extend over the whole of 1897.

Cablegrams from the viceroy of India have been received here telling cheerfully of rains that have fallen in several parts of the country. It appears that the Indian government with incomprehensible fatuity has acted on the belief that rain and not food was wanted. Of course rain will prevent a recurrence of the famine, but what is wanted now is food, and that right speedily, to save thousands upon thousands of men, women and children from a torturing death. The question of a national relief grant will be discussed in parliament.

THE WORLD'S VIEW OF IT.

Laurier Has Triumphed—The Hierarchy Has No Political Influence.
TORONTO, Jan. 9.—The World says: "It is quite evident that Laurier is going to score a decided triumph over the Quebec hierarchy. He has already done so, but the clergy do not seem to realize that they have been defeated. This victory of Laurier will form one of the landmarks in Canadian history. It is now quite clear that Laurier understood his fellow-countrymen much better than the bishops. He has demonstrated to them that in politics at least they have no authority. Laurier has triumphed."

BEAUGRAND IS ASTONISHED.

Liberals Will Sweep the Province of Quebec Despite the Bishops.
MONTREAL, Que., Jan. 6.—Referring in La Patrie to what he calls the avalanche of letters received in approval of the attitude taken by that journal on L'Electeur case, Beaugrand says: "I am astonished, actually astonished at the movement which has taken place and which is being accentuated more and more every day. The liberals would sweep this province tomorrow if we had a general election on the sole condition of carrying the liberal flag high and firm and making the people understand the time for compromise, for timidity and for 'mother goose' stories had passed. This is how matters stand and many people will be surprised to find how many candidates of that school there will be at the next provincial elections."

THE LAST GAZETTE.

Another Charter Asked for the Crow's Nest Pass Railway.
OTTAWA, Ont., Jan. 9.—Mr. Snetinger's election for Cornwall is gazetted today. A. S. Vallens is also gazetted collector of customs at Deseronto. Another scheme for a line through the Ore's Nest Pass is advertised in today's Gazette. It is the application of the Manitoba & Pacific Railway company for a charter from Belmont to Lethbridge and then through the Crow's Nest Pass to the Pacific coast, with power

to build branch lines and establish a steamboat service. The Consolidated Cariboo Hydraulic Mining company asks letters patent of incorporation to carry on a general mining business.

Five men were sent to the Nelson district yesterday to begin work on the Noonday, which is on Toad mountain near the Hall Mines properties.

DR. CHASE'S OINTMENT CURES
Fergus, April 6, 1894
To Robert Phillips, M.D., Druggist, Fergus.
This is to certify that I have suffered from piles for a long time and tried several articles recommended for this complaint, but none of them benefited me until I tried Chase's Ointment, which has completely cured me. I can confidently say my wife is cured. (Signed) MAXWELL JOHNSTON, 112 Anne St., Toronto.

A sixty-year-old daughter, Bella, was afflicted with rheumatism for 24 months, the principal seat of pain being behind her ears. I tried almost every remedy I saw advertised, bought many of the medicines and soaps, and took the child to medical specialists in skin diseases, but without result. Finally, a week ago, I purchased a box of Dr. Chase's Ointment, and the first application showed the curative effect of the remedy. We have used only one-sixth of the box, but the change is very marked; the eruption has all disappeared, and I can confidently say my wife is cured. (Signed) MAXWELL JOHNSTON, 112 Anne St., Toronto.

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