

THURSDAY, September 13, 1900

NEWS FROM THE BOUNDARY

By the Miner's Own Correspondent

GRAND FORKS NEWS.

Arrival of Sir G. M. Dawson, of the Geological Survey.

Grand Forks, B. C., Sept. 5.—Sir G. M. Dawson, director of the Dominion Geological Survey of Canada, arrived here last evening in field work in East Kootenay. The eminent geologist after whom Dawson City was named inspected the smelter today and expressed the opinion that the plant was the most complete he had ever seen.

KETTLE RIVER RAILWAY.

Survey of the Route to be Begun Today—Track Laying at Once.

Grand Forks, B. C., Sept. 10.—(Special.)—T. W. Holland of Grand Forks, who was recently successful in securing the passage by the provincial legislature of a measure incorporating the Grand Forks and Kettle River Railway company, has organized his engineering parties. The survey of the route between Grand Forks and Carson, B. C., a point on the international boundary, will be commenced tomorrow morning.

GRAND FORKS NEWS.

The Everett Case Again Before the Public.

Grand Forks, B. C., Sept. 7.—(Special.)—Colonel Dudley, United States consul at Vancouver, visited here yesterday for the purpose of obtaining a record of the proceedings in the preliminary hearing of the case of Everett, an American citizen, charged with a 14 years' term at Kamloops. He is renewing his efforts to obtain his release on the ground that the alleged illegality of his surrender by an American officer to the Canadian authorities, Everett, it will be remembered, fled across the line to Republic, where he was arrested for an alleged offence committed in the United States.

DEVELOPMENT IN BOUNDARY.

Shipments From the Golden Eagle to Granby Smelter.

Grand Forks, B. C., Sept. 6.—(Special.)—The Yankee Girl and the Yankee Boy group, situated on Hardy mountain near Grand Forks, has closed down for a few weeks.

Hon. R. McBride, minister of mines, has sent Mayor Lloyd A. Manly a felicitous communication in connection with the "blowing in" of the Granby smelter.

The Lone Star and Washington group on the Colville reservation will resume shipments to the Granby smelter at an early date.

Andrew Kellam, a veteran prospector, has returned from Franklin camp on the east fork of the north fork of Kettle river, about 50 miles north of Grand Forks. He succeeded in making three locations near Gloucester creek, the Riverside, Mountain Top and Basin, which are all gold-copper propositions.

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Mr. Thomas P. Galt, barrister, is in the city from Toronto in connection with the Iron Mask-Centre Star suit. In speaking of the mining stock market in the east, Mr. Galt stated that the feeling among the brokers before he left was more hopeful, and they seemed to think that there was going to be a better market. The announcement that the Centre Star was to resume shipping had a stimulating effect, and now that shipments have been commenced the stock is advancing rapidly.

In speaking about the New Westminster lacrosse team, he said: "It was a great surprise that a western lacrosse club was able to make a clean sweep of the east. While it was recognized that they played good lacrosse, it was hardly thought that they would beat all the leading clubs of the country. They have played against the very pick of the east, like the Capitales of Ottawa and the Shamrocks of Montreal, and yet they were able to win. The eastern teams had the ball near their goals, but they did not seem to be able to score like the New Westminster boys. It is a wonderful thing that they, traveling as they did 3,000 miles and the hottest summer had for 80 years, and yet to win despite this was but little short of marvelous. They are not used to the heat either. I think there was not a day for over a week but what the thermometer was over 100, and in the night the heat seemed to be just as great.

"The Argonauts of Toronto were invited to send up a crew to Winnipeg about a month since, and the Winnipeggers defeated them in all of the races. The Winnipeg crew has the fastest four on the continent, and if they go next year they ought to give a good account of themselves. The Vesper crew, which went over to Paris during the exposition, was practically the same one that rowed against the Argonauts two years ago. The decision was given against the Argonauts that they lost by a foot. The Vesper crew won in Paris, but did not run up against a swell English crew. The Argonaut club was fairly successful this year, but we would have done better if it were not for the fact that many of the old members have quit rowing, and we were compelled to get in new men. Notwithstanding this we did fairly well, although the Winnipeggers beat us." Mr. Galt is president of the Argonauts.

LASTED THREE DAYS.

Molson's Labor Day Celebration Was a Big Success.

Molson, Wash., Sept. 5.—(Special.)—Just at the present time the warmest town in the north half of the Colville reservation is Molson. For the past three days there has been horse racing in the town, and characteristic of a new place, the programme has been strung out to accommodate the desires of all. On the opening day citizens and visitors were awakened by the firing of a salute of 21 powder explosions. The morning's attraction consisted of horse racing. The town boasts of a good half-mile circular track, the only one on the north half of the reservation, hither the crowd gathered and not until long after dusk did it disperse. Even up to 9 o'clock in the evening, when horses could hardly be distinguished, races were going on. The early part of the afternoon had a baseball match as the star attraction. The stalwart miners of Camp McKinney, across the line, came down in force and routed enthusiastically for their nine, the result being in their favor by a score of 7 to 5 against the Molson aggregation. Just before sundown the drilling contest was pulled off, the winners being Rose and McLeod, of Greenwood. In the evening the Hotel Tonasket was the scene of a merry dance which continued until past five o'clock Tuesday morning. Yesterday and today match races have occupied the time continuously, the race track presenting a picturesque appearance, with its groups of cow punchers in all the glory of their regalia, Indians and squaws in fantastic garb and coloring, interspersed with the merchants and miners of the district. Molson's inaugural celebration was typical of a Western mining camp.

PLENTY OF GAME.

The Vicinity of Molson Offers Splendid Shooting.

Molson, Wash., Sept. 3.—(Special.)—Prairie chicken and grouse are in abundance in the immediate vicinity of Molson this season, and on the small lakes throughout the northern end of Okanagan county plenty of duck are to be had. Since the shooting season opened many enthusiastic nimrods have visited this section for a few days' sport, and have returned home well satisfied with their bags. Among recent arrivals registered at the Hotel Tonasket who have combined business and pleasure in going out after birds are Colonel D. W. Dwyer, of Spokane, and a party composed of A. H. Buchanan, manager of the Bank of Mon-

SLEEPLESSNESS MOST COMMON AMONGST WOMEN.

The Trouble is Easily Controlled. Paine's Celery Compound PRODUCES PROMPT AND PERMANENT CURES

A TERRIBLE ACCIDENT.

Robert Graham Killed in the Cariboo Mine.

Camp McKinney, B. C., Sept. 9.—Shortly before noon Robert Graham, a carman in the Cariboo mine, met a terrible death by falling down a shaft. The supposition is that he neglected to hook the ore car containing steel properly to the cage previous to going to the surface. The vibration of the cage in the ascent caused the car to strike against the side of the shaft, throwing him off above the 200-foot level, the body being dashed to the bottom of the shaft. The deceased was a brother of Superintendent Graham of the Watleloo.

When Rheumatism Doubles a Man Up

Physician and sufferer alike lose heart and often despair of a cure, but here's the exception. Wm. Pegg of Norwood, Ont., says: "I was nearly doubled up with rheumatism. I got three bottles of South American Chiropractic Cure and they cured me. It's the quickest acting medicine I ever saw."—13. Sold by Goodeve Bros.

ASTONISHED THE NATIVES.

The East Thinks the West Can Play Lacrosse.

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THE WATER RIGHTS.

The Applications Are to be Heard on Monday Next by Recorder Kirkup.

Just a month ago yesterday the War Eagle, Centre Star and British America companies and corporation filed notices of water rights over various creeks. The applications were to be heard yesterday, but as the gold commissioner, J. Kirkup, is away in the Boundary country the hearing has been postponed for Monday next at 11 a. m. The applications filed by the B. A. C. for the Le Roi and Le Roi No. 2 cover Rock creek to the extent of 200 miners' inches. The same corporation have applied to make a dam on Little Sheep Creek on the east, just below the confluence of the claim, and west forks, and have also asked for 200 inches of water from each tributary. The War Eagle has filed an application covering Rock creek at about the same point as the B. A. C., also asking for 150 inches of water. The Centre Star has asked for 15 inches from the south fork of Murphy, 85 inches from the middle fork of the same stream, and 75 inches from the north fork. Altogether these mining companies have laid claim to 925 inches of water.

Heart Relief in Half an Hour

A lady in New York state writing of her cures by Dr. Agnew's Cure for the Heart, says: "I feel like one brought back from the dead, and great was my suffering from heart trouble and so almost miraculous my recovery through the agency of this powerful treatment. I owe my life to it."—19. Sold by Goodeve Bros.

Atlantic S. S. Lines. From Montreal. Sept. 22. Allan Line-Corinthian. Sept. 22. Allan Line-Parisian. Sept. 23. Dominion Line-Vancouver. Sept. 23. Dominion Line-Dominion. Sept. 23. Beaver Line-Lake Superior. Sept. 23. Beaver Line-Lake Superior. Sept. 23. From New York. White Star Line-Germanic. Sept. 19. White Star Line-Cymric. Sept. 25. White Star Line-Majestic. Sept. 26. Cunard Line-Etruria. Sept. 15. American Line-New York. Sept. 19. Red Star Line-Kensington. Sept. 19. Cunard Line-Servia. Sept. 18. Cunard Line-Lucia. Sept. 22. Anchor Line-Anchoria. Sept. 15. Anchor Line-Astoria. Sept. 22. N. G. Lloyd Line-Kaiserin Maria Theresia. Sept. 13. N. G. Lloyd Line-Aller. Sept. 27. Allan State Line-Laurentian. Sept. 22. From Boston. Cunard Line-Saponia. Sept. 22. Dominion Line-New England. Oct. 10.

THE MILWAUKEE. A familiar name for the Chicago, Milwaukee & St. Paul Railway, known all over the Union as the Great Railway running the "Pioneer Limited" trains every day and night between St. Paul and Chicago, and Omaha and Chicago. "The only perfect trains in the world." Understand: Connections are made with All Transcontinental Lines, assuring passengers the best service known. Luxurious coaches, electric lights, steam heat of a verity equaled by no other line. See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket agents sell them. For rates, pamphlets or other information, address: R. L. FORD, C. J. EDDY, Gen. Agt., Spokane, Wash. Portland, Or.

O. R. & N. THE ONLY LINE EAST VIA SALT LAKE AND DENVER. TWO TRAINS DAILY. SHORTEST AND QUICKEST ROUTE. Sunday, April 22nd, the O. R. & N. will put on a new fast train between Portland and Chicago, via Huntington. Leaving Spokane at 8:10 a. m., giving connection from branch lines, will arrive at Pendleton in time to make direct connection for 11 points east. The schedule has been arranged so as to reach Chicago in three days, or 12 hours in advance of schedule heretofore. In effect, the "Special" will carry first class and tourist sleepers, together with a composite car, that is supplied with all the latest publications, library, barber shop, etc. The train leaving Spokane at 3:40 p. m. will connect at Umatilla as heretofore with through sleeper to Chicago and Kan as City. Consult the nearest ticket agent for detailed information. W. H. HURLBURT, General Passenger Agent, Portland, Oregon. Peace Declared.

Table with columns: Leaves Daily, Spokane Time Schedule, Arrives Daily. Rows include: 7:35 a. m. EAST MAIL - J. & Coeur d'Alene, Farmington, Garfield, Colfax, Pomeroy, Watsburg, Dayton, Walla Walla, Pendleton, Baker City and all points for the EAST. 4:00 p. m. EXPRESS - For Farmington, Garfield, Colfax, Pullman, Moscow, Lewiston, Portland, San Francisco, Baker City and all points EAST. 9:00 a. m. STEAMSHIP LINES. San Francisco-Portland Route. STEAMSHIP SAILS FROM AINSWORTH DOCK, Portland, at 8:00 p. m., and from Spear Street Wharf, San Francisco, at 11:00 a. m., every five days.

NORTHERN PACIFIC THE FAST LINE TO ALL POINTS. DOUBLE DAILY TRAIN SERVICE. The Dining Car Route Via Yellowstone Park Safest and Best. Solid Vestibule Trains ELECTRIC LIGHTED. Equipped with Observation Cars, Pullman Palace Cars, Elegant Dining Cars, Modern Day Coaches, Tourist Sleeping Cars. Through tickets to all points in the United States and Canada.

Table with columns: SPOKANE TIME CARD, ARRIVE, DEPART. Rows include: No. 1 "North Coast Ltd.", No. 2 "North Coast Ltd.", No. 3 "West Bound", No. 4 "East Bound", No. 5 "Coeur d'Alene Branch", No. 6 "Palouse & Lewiston", No. 7 "Central Wash. Branch".

Kootenay Railway & Navigation Company Limited. OPERATING Kaslo & Slocan Railway-International Navigation & Trading Company. Schedule of Time Pacific Standard Time. Kaslo & Slocan Railway. Passenger train for Sandon and way stations, leaves Kaslo at 8:00 a. m. daily, returning, leaves Sandon at 1:15 p. m., arriving at Kaslo 3:55 p. m. International Navigation & Trading Company Operating on Kootenay Lake and River. S. S. INTERNATIONAL. Leaves Kaslo for Nelson at 3:00 a. m., daily except Sunday. Returning, leaves Nelson at 6:40 p. m., calling at Balfour, Pilot Bay, Ainsworth and all way points. Connects with B. F. & N. train to and from Spokane at Five-Mile Point. LARDO-DUNCAN DIVISION. Steamer Argenta leaves Kaslo Tuesdays and Fridays at 6 a. m. for the head of navigation on the Upper Duncan River, returning, leaves Hall's Landing Wednesdays and Saturdays. Steamers call at principal landings in both directions, and at other points when signalled. Tickets sold to all points in Canada and the United States. To ascertain rates and full information address: ROBERT IRVING, Manager, Kaslo, B. C.

Canadian Pacific Nav. Co. (LIMITED). WHARF STREET, VICTORIA. Time Table No. 51-Taking Effect June 15th, 1900. Victoria to Vancouver-Daily, except Monday, at 7 a. m. Vancouver to Victoria-Daily at 1:30 o'clock p. m., or on arrival of C. P. R. No. 1 train. Regular freight steamers will leave Victoria at 12 p. m. on Sunday, Tuesday and Thursday, and Vancouver at 12 p. m. on Wednesday and Friday. NEW WESTMINSTER ROUTE. Leave Victoria for New Westminster, Ladner, Lulu and Islands-Monday, Wednesday and Friday at 7 a. m. Leave New Westminster for Victoria and Way Ports-Tuesday, Thursday and Saturday at 7 a. m. NORTHERN ROUTE. Steamships of this company will leave for Fort Simpson and intermediate points, via Vancouver, every Saturday at 11 p. m. Steamships of this company will leave every Wednesday for Wrangle and Skegway at 8 p. m. BARCLAY SOUND ROUTE. Steamer leaves Victoria for Alberni and Sound ports, on the 1st, 7th, 14th and 20th of each month, extending latter trips to Quatsino and Cape Scott. The company reserves the right of changing this time table at any time without notification. G. A. CARLETON, General Freight Agent. C. S. BAXTER, Passenger Agent.

THE NORTH-WESTERN RAILWAY. CSTPM & ORY. Four Fine Fast Trains Each Way. Minneapolis and St. Paul. Chicago and Milwaukee. EVERY DAY IN THE YEAR. "The North-Western Limited" steam heated, electric lighted, with electric berth lights, compartment sleepers, buffet library cars, and free chair cars is absolutely the finest train in the world. "The North-Western Line" also operates double daily trains to Sioux City, Omaha and Kansas City. When you go East or South ask to be ticketed via this line. Your home agent can sell you through. For free descriptive literature write: H. B. COLLINS, General Agent, Spokane.

GREAT NORTHERN RAILWAY. NONE BETTER. SOLID VESTIBULE TRAINS. PALACE DINING AND OBSERVATION CARS-NEALS A LACARTE. Direct connection at St. Paul, without change of depot, with all trains for Chicago, Toronto, Montreal, New York and all points west and south. Close connection east and west bound at Spokane with trains of the Spokane Falls & Northern railway. Leaves Spokane daily for West 7:45 a. m. West bound trains make direct connection for Victoria, Vancouver, Portland, San Francisco and all points on the Sound. During the season of navigation East bound trains connect at Duluth with the magnificent steamships North-West and Northland, of the Northern Steamship company line operated in connection with the Great Northern Railway. For further information, maps, folders, etc., apply to any agent of the Spokane Falls & Northern railway, Kaslo & Slocan railway, Kootenay Railway & Navigation company, or to: F. L. WHITNEY, General Passenger and Ticket Agent, St. Paul, Minn. H. A. JACKSON, Commercial Agent, Spokane, Wash.

Spokane Falls & Northern. Nelson & Fort Sheppard R'y. RED MOUNTAIN RAILWAY. The only all-rail route between all points east, west and south to Rossland, Nelson and all intermediate points; connecting at Spokane with the Great Northern, Northern Pacific and O. R. & N. Co. Kaslo and Nelson with steamer for Kootenay and all Kootenay lake points. Connects at Meyer's Falls with stage daily for Republic, and connects at Roseburg with stage daily for Grand Forks and Greenwood. Effective July 22, 1900. Leave. Day Train. Arrive. 10:35 a. m. Spokane. 7:10 p. m. 11:40 a. m. Rossland. 6:00 p. m. 9:50 a. m. Nelson. 8:00 p. m. Night Train. 9:45 p. m. Spokane. 7:05 a. m. 10:00 p. m. Rossland. 6:30 a. m. H. A. JACKSON, General Passenger Agent. E. W. RUFF, Agent, Rossland, B. C.

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