## THE ROAD TO REPUBLIC

Rapid Construction of the Railway from Grand Forks.

What Its Completion Will Mean for Both Districts.

on the construction of the Republic & Spokane contractor with an experience that the entire work was not under contract until August 1st-less than two months ago. This latest international link, which will have a great economic

in its unfinished stage stands as a monument to the folly of capitalists who disregarded the opinion 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 the metallurgists, further dictum since confirmed by actual experim that ideal results could be secured by blending the siliceous ores of Republic with the sulphide ores of the Boundary country. This process, they avered would prove naturally beneficial and advantageous, the Boundary ores helping to flux the Republic ores, and the

ing to flux the Republic ores, and the latter by their superior richness contributing to enrich the values of the matte.

Hitherto the long and expensive wagon haul from Republic has precluded the possibility of any but the highest grade ores from 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 characteristic of partments for the welfare of its dusky to do do testing a tule life preserver. It weighed four pounds eight ounces. It weighed four pounds eight ounces. It weighed four pounds of lead, but to Washington. Although the obstacles looked insuperable, Mr. Holland to with 38 pounds of lead, but to washington. Although the obstacles looked insuperable, Mr. Holland found to wish a pounds of lead, but to washington. Although the obstacles looked insuperable, Mr. Holland found to wish a pounds of lead, but to washington. Although the obstacles looked insuperable, Mr. Holland show with 38 pounds of lead, but to washington. Although the obstacles looked insuperable, Mr. Holland found to wish 38 pounds of lead, but to salk with 50 pounds and provide come various objections and provide of the inquiry was adjourned to October 21st. When more witnesses will be called. The sealing schooner Charlotta G. Cox arrived from the Japanese coast and Copper Islands with 813 skins for the part of the Indian departments of the Indian allotanents would be allowed. The zeal of the Interior and Indian departments for the welfare of its dusky skins off Copper Islands and in the seal of the Interior and Indian departments when more witnesses will be called. cannot be regarded as characteristic of Republic, which, broadly speaking, is a camp with millions of tons of low grade ore. Probably an average would be ore. Probably an average would be about \$12 per ton. The Granby smelter found the mineral from Republic so desirable that the project of a railway between the two points met with its hearty support; in fact the management at one time contemplated building the line itself, only abandoning the idea of officials of the United tSates governing the idea of the contemplate of t

greatly impressed with the activity prevailing from one end of it to the other. Construction camps are strung along, averaging from three to four miles These tented cities wear a dethe day's toil has ended. From morn Guarantee company, all of Toronto. till dark the railway laborer contributes his share of labor in the great cooperative work of society. Every na- ed into a contract with the Republic tionality is represented, and collectively a gang presents a picturesque sight. There are scores of shovellers, rockdrillers, teamsters, blacksmiths, etc. treatment charge must not exceed \$6.50 Huge scrapers, drawn by horses or per ton. At the outset a tonnage of 500 Huge scrapers, drawn by horses or mules, greatly facilitate the work of filling in embankments or demolishing hillsides. The right of way has been cleared along the entire distance, and even in the wooded section an un-impeded view of the busy scene can be had for miles, owing to the level nature of the country.

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The northern terminus will be situated in the Ruckles addition of Grand Forks, just south of the city limits. After crossing the C. P. R. tracks the railway, following an air line, traverses the Kettle river valley south to the international boundary, less than four miles distant. Here it crosses the Kettle river and passing through the village of Nelson, Wash., 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 Ketstatistical position of that metal is the tle river and passing through the vil-Curlew, Wash., and re-crosses the Kettle on a 65-foot Howe truss. Leaving the river at Curlew on its southeasterly descent from Canada, the road condescent from Canada, the road open tinues south through the wide and open valley of Curlew lake. Thence followvalley of Curlew lake. ing the west shore of that beautiful sheet of water the railway begins the nine mile ascent in a southwesterly direction to the summit, which is overcome through a natural pass. Two miles taps the Tom Thumb mine before reaching the Mountain Lion. Then the railway swings round the mountain from that point along Granite creek to the Morning Glory and Quilp, going the Morning Glory and Quilp, going the Morning Glory and passing the Lead was dull at \$4.37 1-2 here, while at London values educated to 24 to 519 beyond, on the other slope, the line north up Eureka creek and passing the San Poil, Bodie, Black Tail, Lone Pine, Silver Dollar, Knob Hill and other well known properties. The Republic depot will be located on the Ida mineral claim in the old town.

that could be secured, and withal is characterized by the absence of any steep grades or sharp curves. Indeed the only heavy work encountered was at Trout lake, near the summit, where considerable rock-cutting was found to be necessary and earth excavations near Deer creek, also on the north slope of the divide. The Kettle river valley is practically a level plain. At Curlew it meets the Curiew creek valley, but topographically speaking they are one, flanked on either side by brown hills or pine-clad mountain peaks. The only wooded portion of the route through the Kettle river valley extends for about eight miles south from the International boundary. Midway in this forested reserve, where gigantic pine, cedar and tamarac abound, a steam sawmill, which will supply the two mil-lion feet, of lumber required for bridges and culverts, is being erected. Beyond Curlew, and until the ascent from Curlew lake to the divide is begun, the line runs through the Curlew creek valley, a flat as level as a billiard

GRAND FORKS, Sept. 27.—(Special.)

Nearly one thousand men are employed energy of Charles Ferguson. a veteran Grand Forks railway, connecting this smelting centre with the well-known convilla reservation mining camp. Already one-third of the grading has been completed, and the end of the been completed, and the end of the present year will witness the road in operation. Track-laying at this end of the line will be commenced within a better and quicker results could be pod ITM betteries the Manual Paint of the Exchequer court in Canada, is contracts, the largest being sections not contracts, the largest being sections not contracts, the largest being sections not claims against the Dominion governation. the line will be commenced within a forting this record is regarded as noteworthy, considering that the first noteworthy, considering that the first noteworthy, considering that the first noteworthy is record in the first noteworthy. noteworthy, considering that the first under the personal supervision of Mr. Clover Point rifle range. under the personal supervision of Mr. Ferguson, who makes several inspection trips weekly. The grading from Grand Forks to the international boundary has been completed; likewise the eleven miles separating Nelson, Wash., from Curlew, Wash., with the exception of two or three gars aggregating four or two or three gars aggregating four or the port side except those in which link, which will have a great economic effect on the development of the mineral resources of the state of Washington and the Boundary country, will be ton and the Boundary country, will be ton and the Boundary country, will be ton and the Boundary country. The evidence the miles separating Nelson, Wash., From passengers. He knocked at every door on the port side except those in which the passengers are passengers. He knocked at every door on the port side except those in which the passengers are passengers. He knocked at every door two or three gaps aggregating four or five miles. Good progress is being made he saw through the glass panel that

> energies with rare singleness of purpose cited in any way by drinking. He asduring the past fourteen months. To arrange the preliminaries was no easy not take charge, as he had no jurisdic task. In August, 1900, he obtained from the British Columbia legislature, after He objected to the boat he was in leava hard legislative fight and by a majority of one vote, a charter authorizing others holding that she was filled they the construction of a railway from went ashore. Captain Harris admitted that forks to the international bounthat the boat, in which he, Purser Grand Forks to the international boundary. There yet remained to be secured the permission to build the American section between the frontier and Republic. As the Colville Indian reservation is administered by the United States government, Mr. Holland found the processary to pay helf a dozen visits weighed four pounds eight current.

The zeal of the Interior and Indian departments for the welfare of its dusky wards could not be more scrupulous; but one by one objection after objection Pribyloff Islands. at one time contemplated building the dides of officials of the United tsates governing the idea of officials of the United tsates governing the past week your correspondent drove over the route and was spondent drove over enterprise, include Hon. J. R. Stratton, Provincial Secretary of Ontario, F. M. Holland, general manager of the Dominion Permanent Loan company, and T. P. Coffey, manager of the Trust &

> the Granby smelter at Grand Forks According to contract, the freight and tons daily is expected. Within a year the tonnage will probably be doubled, as railway facilities will tend to stimulate development work. A large subsidiary tonnage will be obtained from various properties contiguous to the railway a various places, such as Lambert creek,

Lafleur mountain, etc. The rolling stock, including pr steel ore cars and other equipment, has already been purchased. An arrange ment with the C. P. R. for an change of through traffic at Grand Forks has been effected.

THE METAL MARKET.

reason given for the depression, and support for the time is conspicuous by absence. Spot tin at London decline 6s. 7d. to £112 15s., and futures fell off 17s. 6d. to £110 2s. 61. Locally, the market was weak and 15 points lower at \$24.75@24.95. Trade was slow in both

There occurred a reaction of 18s. 9d. in the price of copper at London from its big drop, said to be due to manipulation. London values advanced is. 3d. to £12 2s. 6d. Spelter was quiet at New York and London, at \$4.05@\$4.10 and £16 17s. 6d. respectively. Domestic fron markets remain featureless and unchanged.

The altitude of Republic is 1,000 feet higher than Grand Forks. This elevation is overcome by a compensated minimum grade of one and one-half percent. Going north from Republic the descending grade after the summit is passed amounts to only eight-tenths of one per cent. As the bulk of the traffic will flow in that direction the cost of operating trains on a descending grade should be moderate.

From an engineering standpoint the route has been admirably chosen and well located. It is the most direct route for the descending trains on a descending grade should be moderate.

From an engineering standpoint the route has been admirably chosen and well located. It is the most direct route Tot Causes Night Alarm.

EVIDENCE OUTFIT.

Simpson and Captain Harris.

Another Vancouver Island Group of Claims Bonded.

VICTORIA, Sept. 27.-(Special.)-A telegram has been received from Major Maude stating that there will be no objection to the general public being al-mitted to the exhibition building while

Hon. Jutsice Burbidge, sole judge of the Exchequer court in Canada, is batteries, Work Point barracks and

five miles. Good progress is being made he saw through the glass panel that people were moving. The evidence showed that there was lack of method communication between Grand Forks.

The dominating spirit of this enter- in getting the passengers out. Captain communication between Grand Forks and Republic has long been obvious, more especially since the failure of the various methods for treating the Republic ore at home by various adaptations of the cyanide process. The Republic mill and the Mountain Lion mill are both closed down, while a third mill in its unfinished stage stands as a renewice with the process with rare singleness of purpose singleness of purpose cited in any way by drinking. He as-

Henry Croft of this city has bonded to a United States syndicate a group of claims on Mount Richards, six miles from the famous Lenora mine. The price is not stated, but the syndicate agree to spend \$25,000 on the property during the life of the bond,

ANOTHER ENLARGEMENT IS DE-CIDED UPON BY THE OFFICERS.

CONSTRUCTION OF ANOTHER SMELTER AT GRAND FORKS LIKELY.

GRAND FORKS, Sept. 26.—(Special.)-There will be no halting stages in the development of the mining and smelting operations of the Granby company. The enlargement of the present plant from a capacity of 650 to 1300 tons a day will be completed within six weeks.

Since the arrival here of the president S. H. C. Miner, it has been decided after a conference with Jay P. Graves, the general manager, and A. C. Flumerfelt, the assistant general manager, to continue the enlargement immediately in order to bring the capacity up to 2,000 tons daily. Two additional furnaces will be ordered at once, but as their construction will occupy three or four months the plant will not be brought up to its maximum capacity before next spring. A converter is also being installed in connection with the enlarge

ment now in progress.

The construction of an independent smelter on an adjoining site for the City of Paris and other mines which are to be consolidated into a separate corpora-tion will also likely be undertaken next summer.

PRODUCERS OF LEAD.

CHICAGO, Sept. 26.—The Record-Her-Lead producers of the country, stirred by the reported projection of a great \$20,000,000 lead trust under control of

\$20,000,000 lead trust under control of the Whitney-Ryan-Guggenheim smelting syndicate, are planning a close combina-tion of the producing interests.

Their object, it is stated, is to get into a position where they will not be at the mercy of the smelting combina-

## TO BORE FOR COAL DIFFERENT OPINIONS HE CUT HIS ARTERIES

THE VERMILION FORKS COMPANY WITNESSES AT THE ISLANDER IN-SOON TO HAVE ITS

The Stories of Steward OPERATIONS OF THE SURVEYORS SHIP OFFICERS SAY THE CAPTAIN AMONG THE HOPE MOUN-

PRINCETON, Sept. 22.—(Special.)— Word was received the past week by Arthur Hickling, managing director of the Vermilion Forks Mining & Development company, that the drilling outfit had been shipped from the manufactory at Tarrytown, N. Y. It should arrive at Penticton by the end of the month, At the same time an expert driller in the employ of the Davis-Callyx Drill company will leave Idaho to superintend the boring operations at the company's mine. The machinery ordered consists of a class F drill, for drilling a 3 1-4-inch hole to a depth of 300 feet, producing a

23-8-inch core; a 7 h. p. vertical engine, an 8 h. p. horizontal locomotive boiler, pumps, hose and the necessary fixtures. The outfit has a total weight of 6,300 pounds and is mounted on two wagon trucks. It is a thoroughly up-to-date plant, and being portable can be moved from place to place with comparative

"Early in October work will be resumed at the coal mine," said Mr. Hickling, "when a thorough prospecting of the coal measures will be made at depth by drilling. For some time past the direc tors felt the necessity of purchasing a drilling outfit, and after considerable correspondence with different makers we placed the order with the Davis-Callyx Drill company of Tarrytown, N. Y. By resentative of the company, now in Idaho, will be on hand to superintend the work. After we get through pros-pecting our coal leases we hope to ar-range for custom work on other land. In fact, the necessity of such a plant in the district is already apparent, and there will be plenty to do once operations are started.

at depth I look forward to a genuine revival that will awaken an interest on the outside towards the coal measures of the Similkameen. Capital is needed, but until local owners go to work to de-velop and prove what they have got I see little chance for money coming in. It is a fallacy to think that the mere staking of thousands of acres of land will in-duce capital to invest. The mines have got to be opened and the coal tested-

got to be opened and the coal tested—
this we propose to do."
John Meiklejohn, a mining engineer of
Greenwood, is promoting the Carnegie
Townsite Syndicate to acquire 320 acres
of land situated near Chain lakes, at the
headwaters of 20-mile and 16-mile creeks,
in the Osoyoos mining division. The new
townsite is in the heart of one of the
best mineralized sections of the Similkameen district. Within a radius of a
few miles are Riordan and Red mountains, both having large showings of
copper sulphide ore; Camp Hedley with
its famous Nickle Plate mine, the most
extensively developed property in the extensively developed property in the whole district; Yuniman's camp, noted for its deposits of magnetite carrying coarse free gold, and Apex-Summit camp, where much work has been done the past

Mr. Meiklejohn is a firm believer in the future of the Similkameen, and through his untiring efforts on behalf of the district he has been instrumental in inducing much capital to seek invest-

the Hope range, spent a lew this week arranging with James Hislop this week arranging with James Hislop, P.L.S., for a reconnoissance of the southern passes. On Monday Mr. Hislop, accompanied by W. R. Allison, guide, and Charles Powell, left for the Gordon pass at the headwaters of Roche river. The governor returned to Hope via the Hope pass to investigate the work in progress down the Coquihalla river on the western slope. Assistant Engineer Frank Moberley, with his party, has completed the survey of Railroad pass on the eastern slope as far as Otter Flat, and is now following down the Tulameen river ern slope as far as Otter Flat, and is now following down the Tulameen river to Princeton, which he should reach within the next ten days. It is quite probable now that Mr. Hislop has gone south, that Engineer-in-Chief Carry will take up the work of examining the country north of the Railroad pass, at the source of the Coldwater river. A feasible route, with an easy gradient, exists by following this river north and gradually existence down and east to the headswinging down and east to the head-waters of the west fork of Otter creek to Otter Flat, thence to town along west bank of the Tulameen river.

TO EMPLOY JAPS, Alleged Intention of the Mine Owners in the Yukon.

VANCOUVER, B.C., Sept. 26.-Yukon vancouver, B.C., Sept. 26.—Yukon mine owners are arranging to take 600 Japanese to Dawson to work the placer diggings during the present winter. A Japanese contractor is now gathering the little brown men together in great haste that they may be taken to Yukon before navigation finally closes. If not, they will go in over the winter trail, provided they can be induced to waive their ed they cam be induced to waive objection to such a trip. For a long time Dawson mine owners have been casting about for some means by which operating expenses could be reduced. They believe that the employment of Japanese at low wages will solve the problem.

FOUL BREATH CATARRH, HEADACHE

Are Banished by Dr. Agnew's Catarrhal Powder-It Relieves in 10 Minutes.

F. A. Bottom, druggist, Cookshire, Que., says: "For 20 years I suffered from catarrh. My breath was very of-The plan, as set forth, is to form a corporation of moderate capital which shall becoming the selling agency of the producers.

The producers plan also to store their product, when the conditions of the market make such action advisable or to curtail production.

It is stated that the movement has taken definite form.

VESTIGATION DO NOT AGREE.

AND PILOT WERE

VICTORIA, Sept. 26.-When the in-Davis, counsel for the C. P. N. Co., he said that he could not describe the could not descr pearance or walk of the captain that

to be pulling himself together.

Chief Officer Cerutso, recalled, was put through a strong examination by Mr. Bodwell, for the attorney general's department. He denied that Captain Le Blanc, the pilot, was drunk. He was with him on the bridge from 7:45 p. m. to 8:15 p. m. The steamer Farallon pass. with him on the bridge from 7:45 p. m. to 8:15 p. m. The steamer Farallon passed, and witness asked if he would blow the passing whistle. The pilot replied: "Oh no, she'll clear." Witness thought the steamer was going a little closer. There was nothing to give witness the impression that the pilot's condition was such as to make him recibiles. He can and in the police court Wednesday was a started to the fair cyprian, who resides in the tenderloin.

The Islander enquiry was continued this afternoon with the first officer of the wrecked steamer still on the stand. He swore that after launching the boats on the starboard side he called out to those he had placed in them to stand by the steamer to render assistance, but the passengers refused and allowed the boats to drift away. The first boat launched was the only one to leave the steamer without a full load. As far as he knew there was no boat with only he knew there was no boat with only several men in it and they members of the crew. If there was such a boat it did not leave the side of the steamer

on which he was on duty.

The second officer, who had been on the bridge with the pilot, swore that the pilot had not been drinking—at least he could notice no liquor on him. The evidence of the bartender was to the effect dence of the bartender was to the effect that the captain only had one drink, at the bar on the night of the accident. Two bottles of Scotch whiskey went to the saloon for a party of about a dozen, including the captain, who was sitting there. He saw the stewards calling the passengers by knocking at their doors. Gifford Constable, a passenger who came around the Horn on the sailing

came around the Horn on the sailing ship Alexander Black, has made startling charges against the mate and steward. He had differences with them, and alleges that they compelled him to strip in a howling snowstorm and chased him around the capstan until he was exhausted. He also alleges that he was beaten over the head and otherwise grossly treated. They compelled him to stand naked on a spar. The mate threatened to beat him off, and he fell off. ened to beat him off, and he fell off. Several of the crew were fined yester-day for beating the apprentice on the same voyage. Superintendent Hussey has charge of Constable's complaint.

railway to the Great Northern has been filed in Cascade county. The consideration named is \$750,000 and the deed is signed by E. T. Galt and J. J. Hill. By showed the ledge to be 30 feet in width, samples from which. when assayed, gave and gauge by October 30, 1902. At a point near Sweetgrass the line will join the Albert Lea road, which is now being changed to a broad gauge as far north as North Bridge, the junction with the Canadian Pacific.

Ledge in another 40 feet. A shaft on this property sunk to the depth of 100 feet, from which a crosscut was run, showed the ledge to be 30 feet in width, samples from which, when assayed, gave good values. The striking of the ledge at the 300-foot level on the Buckhorn is being watched with great interest by those having claims in the same camp, as it will, to a great extent determine the values and extent of the ore bodies on Copper mountain at depth.

The first carload of one being the

AI DOUBLE WEDDING.

The Misses Jakes of Greenwood Married at Midway.

GREENWOOD, Sept. 25.—The Misse Commerce, and Miss Iva Jakes to Fred W. McLaine of Midway. Mr. and Mrs. English this evening came to Green-wood, where they will reside, and Mr. and Mrs. McLaine went out on the morning train for a wedding trip in the Kootenay prior to making their home in

COLUMBIA NEWS.

Work on the Railways—Delay of the Phoenix Branch.

over the Kettle river at the foot of Co-lumbia street well under way, and he expects to have it ready for traffic in the course of 60 days.

A PROSPECTOR'S DETERMINED SELF-DESTRUCTION AT . GRAND FORKS.

DISAPPOINTED FIRST IN LOVE AND BAULKED OF REVENGE.

GRAND FORKS, Sept. 27 .- (Special.) Baffled in his attempt to suicide by takquiry into the Islander wheck was reing poison, thanks to the prompt efforts sumed today H. Puddicombe of Tacoma, of a physician, John Schneider, a prisa passenger, stated that from the appearance of the captain he formed the pearance of the captain he formed the by deliberately opening three arteries in his wrists and neck. When found the influence of liquor. Pressed by Mr. by Chief of Police McMillan he was in

said that he could not describe the ap-intended revenge, wherein the chief led to this opinior. The captain seemed Schneider is a prospector who has resided in the Boundary for several years. with Fay Alright, a fast woman, who then resided at Phoenix. They quarel-led and Schneider got six months for threatening to shoot her. He served out the term, and a few days ago came here in search of the fair cyprian, who resides in the tenderloin.

After getting drunk Schneider started on the warpath and with two guns ter-

such as to make him reckless. He certainly was not under the influence of liquor.

The Islander enquiry was continued the admitted having taken police and he admitted having taken police.

PATHFINDER MINE.

Reorganization Plan Now Under Con-sideration.

GRAND FORKS, Sept. 27 .- (Special.) -At a recent extraordinary meeting of the Pathfinder Mining, Reduction and Investment Company, Limited Liability, at which three-quarters of the stock was represented, special resolutions were passed to reconstruct this company and wind it up voluntarily, to appoint Colin Campbell liquidator, to sell the whole of the property to a company proposed to be formed, called the Pathfinder Mine Company, Limited, approving of the draft agreement submitted to the meeting between the above company and its liquidator and the proposed Pathfinder liquidator and the proposed Pathfinds Mine Company, Limited, and authoris ng the liquidator to enter into the said

agreement.

A confirmatory meeting to confirm the resolution passed at the above meeting will be held at the office of the company here on October 8 at 2 p. m.

SHIP THROUGH MIDWAY.

Ore From the Bodie Mine Operations on Myers Creek.

MIDWAY, B.C., Sept. 25.—(Special.) SOLD TO J. J. HILL.

M. M. Walsh, superintendent of the Buckhorn, mine, Copper mountain, Myers creek, was in Midway today. He states that the tunnel on the Buckhorn, which is being run to tap the ledge at the 300-foot level, is now in 700 feet. ment here.

Ex-Governor Edgar Dewdney, head of the provincial government's survey of the Hope range, spent a few days here

HELENA, Mont., Sept. 26.—A deed the 300-foot level, is now in 700 feet, and that it is expected to encounter the the Hope range, spent a few days here

railway to the Great Northern has been ledge in another 40 feet. A shaft on the depth of 100

on Copper mountain at depth.

The first carload of ore, being the beginning of regular weekly shipments from the Bodie mine, Torodo creek, will leave Midway this week for the Gre wood smelter. The ore is being hauled to Midway in wagons and from here GREENWOOD, Sept. 25.—The Misses Jakes, stepdaughters of Dr. R. W. Jakes, mayor of Greenwood, were married at Midway this morning by Rev. Irwin, "Father Pat," an old friend of the family, formerly of Rossland, but now of Fairview. Miss Jakes was married to A. P. English, of the staff of the Greenwood branch of the Canadian Bank of Commerce, and Miss Iva Jakes to Fred road from the mine to Midway, making the cost of transportation comparatively small. Several months ago a trial shipment was made from the mine, which gave such satisfactory returns that the company decided upon its present course, which places the Bodle on the list of regular shippers. Considerable work has been done on the property, a tunnel having been run for over 400 feet, crosscutting two fair-sized ledges; two shafts have been sunk, one 40 feet and the other 70 feet in depth, the latter encountening an enormous body of road from the mine to Midway, m Work on the Railways—Delay of the Phoenix Branch.

OOLUMBIA, B.C., Sept. 28.—G. M. Fronk, furniture and hardware dealer of Nelson, B.C., arrived from that city last evening accompanied by his family. Mr. Fronk removed his stock, consisting of several carloads of furniture and hardware, to Columbia and has rented J. H. Hodson's store on Greenwood avenue, where he will be ready for business in a few days.

Railway construction on the different lines is being pushed steadily along. Most of the grading on Pat Welch's contract between Cascade and here is completed, with the exception of several heavy rock cuts, and in the course of a few days they will be grading in the city limits up to the station grounds. The Phoenix branch is still hanging fire for what reason it is hard to find out. The real trouble looks as though it were the government that was causing the delay. If such is the case it is an outrage as the people of this country want this branch.

Contractor McDonald has the bridge over the Kettle river at the foot of Columbia street well under way, and he limits a street well under way and he limits a street well under way. The street was a sunk, the other of the oth

THE EMPIRE TOBACCO CO., WINNIPEG BRANCH.