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Portland Canal News

Devoted to the Interests of the Mining Districts of Northwestern British Columbia

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VOL. 5, NO. 7 | STEWART, BRITISH COLUMBIA, FRIDAY, JULY 6, 1923 | $5 THE YEAR

Dominion Day Celebration

Stewart, Hyder and the Mines Unite In Making the District's Observance Of Canada's Great National Holiday An Unqualified Success

EVERYONE HAPPY

Varigated Sports, Baseball, Football, Horse Racing, Dancing, Enjoyed by a Large Assembly

Conservative estimates of the number of people celebrating in Stewart Dominion Day place them at more than 1000, and of this number it is estimated that more than 1000 were satiated with enjoyment. From Grand Marshal Gibson's command in the morning for the Kalathumpians to march forth, until the departure from the ball at night of the last tired, but happy, dancer, there was not a moment that dragged.

The town was profusely decorated with bunting and flags, and all of the autos were a blaze of color. W. H. Tolin's car, driven by Sam McNeill and dressed up by Miss Ila Young and Lilly Orr for H. P. Gibson was awarded the prize for best decoration; H. P. Gibson's Stewart News Co. store won both prizes for inside and outside decorations; in the parade the float brought over from Hyder representing "Moose heart" was an easy winner. This was truly a beautiful sight, with its trappings of international colors and its precious super-cargo of charming young girls.

Early in the morning Bill Tooth went around with his famous megaphone and had all the visitors and residents on their toes and ready to go; and that's how they kept all day. The committee in charge, Messrs Tooth, Gibson and Jack, are being complimented from all sides for the pep they put into the proceedings and the smoothness with which all the events were carried through. J. Frank Breeze and E. T. McQuade acted as judges of sports and still hold the esteem of all participants, which is going some

The parade terminated at the ball park and was immediately followed by a program of athletic events, the results being as follows:

GENERAL SPORTS

Kiddies race ten entries, all tied.

Girls 6 to 10, Peggy Jack, Della Balch.

Boys 6 to 10, John Barron, Pete Marvin.

Girls 10 to 15, Joan Mellor, Agnes Lundvall.

Boys 10 to 15, Stavely Mellor, Roy Workman.

Ladies, Miss Fraser, Miss Mellor

100 yd dash, J. W. Wilson, Mack Manning.

Married women, Mrs. Barron, Mrs. Thomey.

Three-legged, Wilson & Grey.

Fat men, W. J. Crawford, S. G. Lawrence.

Egg & spoon, Leonard Traversy.

Pie eating, Bill Thomey, Staveley Mellor.

Prospectors' race, Cyril Jackson, Benny Erickson.

Obstacle, Sam McNeill, Jack Grey.

After lunch the crowd went to the foot of Brightwell street and watched W. J. Crawford's mare, Phoebe, win the saddle race, with Tommy Whitely up. Then came the ball game, the results of which are summarized on Page 4. The game was much snappier than the score indicates since four of Hyder's runs were made in one inning.

The tug of war followed, with Hyder pulling against Premier. Hyder won, and then pulled against Stewart and lost, after a grilling contest that drove the spectators almost into hysterics.

Running the bases was won by Sam McNeill, and also the ball throwing. George Arsneau captured the prize for batting the ball, and won the 100 yard dash.

The football game between the "Government Employees" and the "Roughnecks," in which the first named had to rustle even the boys on the Dominion telegraph line, while the others recruited an Oldcountryman or two from Hyder, was a humdinger. The Government went down to defeat by a score of 1-0, the lonesome goal being made by Wilson. Jimmy Carson and Jack O'Keefe attended to the side-lines, and D. W. McLeman handled the whistle.

The dance at the Hotel Stewart in the evening was in keeping with the high-grade program of the whole day.

STEWART-HYDER LOCAL NEWS

J. F. Ritchie, Jr., left on the Cardena for Rupert.

Mrs. J. K. Green of Hyder left on the Cardena for a visit in Seattle.

Gus Johnson is erecting a building on his lot opposite the Hotel Hyder.

The Amur arrived Thursday night and loaded ore for the Tacoma smelter.

Dan Lindeborg returned Saturday from the south, where he spent the winter.

Mrs. George Young and son arrived on the Cardena from Alice Arm for a visit.

Mrs. and Miss Kellerman, sister and niece of Fitzgerald Bros., have arrived from Seattle for a visit.

Miss Irene Hall, cashier of the Salmon River Bank, left on the Prince Rupert for a visit in Seattle and Oregon.

Dale L. Pitt, general manager, and Hector McDonald, mine foreman of the Premier, are in Jeneau on mining business.

The owner of a pocket book containing cash would like to split 50-50 with the finder. Arrangements may be made at the News office.

Jack Rennie, formerly of Pouce Coupe and Edmonton, has joined the Crawford Transfer crew as a packer, at which he has had a large experience.

J. A. Stephen, district engineer, has returned from a trip up the Stikene river to Telegraph Creek, where he laid out the trail and road program for that section.

J. P. Scarlett has been appointed full mining recorder for the Portland Canal division and deputy for the Naas. This means that a new constable will be appointed for this place.

Bert Ward arrived recently from Winnipeg, and is now night chef in the Poodle Dog Cafe During part of the war the Heinies had him working in a coal mine in the Ruhr district while he was a prisoner.

Kimball and Harrison have returned from a trapping and prospecting trip on the Naas slope, having been away since last September. Among their furs is a beautiful silver fox which they estimate will bring $1400 in the open market.

During the week the Salmon glacier claimed two of the Crawford Transfer horses which were employed in freighting supplies in to the Cronholm-Bartholf property. They broke through the snow and fell into fathomless crevasses.

A light Ford truck arrived this week for the Indian mine.

R. L. Clothier has built a garage near his residence on Brightwell street.

Hugo Stratford has gone to Smithers as master mechanic at the Duthie mine.

Dr. and Mrs. Carson of Premier are back from a vacation spent in the south.

Bob Matheson, an oldtime packer and miner from Interior Alaska, is a recent arrival.

A. M. Tyson of Rupert, former Indian agent for northern B. C., is spending a week or two in this district.

Mrs. Young arrived Saturday from her home in Illinois for a visit with her daughter, Mrs. W. R. Tooth.

The Comer building in Hyder B. C., leased by W. S. Benson, has been moved back in line with the other buildings on Kingsway

Dr. H. A. Whillans, physician and surgeon; consultations at office of Stewart General Hospital, 10 to 11 a.m., and by appointment.

Mrs. R. L. Clothier and two young sons returned Saturday from England where they spent an extended visit. Mr. Clothier met them in Vancouver.

T. V. Wilson has arrived from Seattle to start development on the Eldorado group near the head of Salmon Glacier. The trial shipment he took out last fall netted $88 per ton.

Miss Katherine McLean, sister of Norman McLean, purser of the Prince Rupert, was a passenger on that ship last Saturday. She had been teaching at Surf Inlet and was on her way to Vancouver for the summer vacation.

J. Barnsley, managing director of the Union Steamship Co., and R. Ker Houlgate, director and formerly president of the Vancouver Board of Trade, made the round trip with the Cardena on her maiden voyage to this port.

Wm. Bunting returned on the Cardena from Vancouver where he went in connection with the suit brought against Louis Watkins and John Hovland for commission on the sale of the Unicorn property. He was awarded his claim of 10 per cent on a sale of $120.000.

William Fraser, who has the contract for constructing Alex. Frazer's building in Hoder, B.C., has started the work. The building will be 30x72 feet in size, two and one-half stories high, and have two stores on the first floor, and rooms aboue.

Lawrence, the Watchmaker.

J. K. Campbell has opened a gents' furnishing store in the Golden Gate building, Hyder.

Lorne Jamieson returned on the Prince Rupert from Vancouver where he has been attending school.

Harry Smith, for the past two years teacher of the Stewart public school, left for the south Saturday and will take a course in arts at the University of British Columbia. On the eve of his departure he was given a complimentary dance in the Hotel Stewart by his pupils, with whom he was very popular.

UNION S.S. CO. AGAIN ON RUN

Fine New Steamer Cardena Arrived On Maiden Voyage, Bringing Improved Service

With the arrival Monday night of the Steamship Cardena, the new crack ship of the Union Steamship Company's coastal fleet, a long forward stride has been made in the progress of this district; travellers are given a semi-weekly service with unrivalled accommodations, and Stewart will receive two mails each week.

Built in Glasgow, Scotland, the Cardena is one of the trimmest and most convenient craft that ever plied northern waters. She is 136 feet in length, with 37 foot beam, and can carry 100 first-class passengers and 150 second, and 1600 tons of freight. She has twin screws, with triple expansion reciprocating engines of 2000 horsepower. She has two Babcock & Wilcox boilers, oil fired. Her maximum speed is 14:18 knots and running speed 13 knots.

The Cardena carries a complement of 40 officers and men, most of whom are entitled to be called pioneers of this district, having served on such ships as the Chelhosin, Camosum, Venture and Chilliwack. The officers are:

A. E. Dixon, captain; Wm. W. Mounce, chief officer; E. M. Sheppard, second officer; J. F. Mercer, third officer; G. H. Foster, chief engineer; A. Edgar, second engineer; J. N. Ramsay, third engineer; W. Wishart, fourth engineer; R. M. Smith, purser; Bert Ebden, chief steward; W. Halliday, freight clerk; E. G. McCracken, wireless operator.

Capt. Dickson, Chief Engineer Foster and the three other engineers came out from the Old Country with the Cardena.

The ship will arrive here every Monday at 8 p. m.

HYDER'S FOURTH WAS GALA DAY

Best Celebration in History Of Sister Mining Town Enjoyed By Residents of Both Sides

Hyder celebrated Independence Day in the manner which has become traditional in the U. S. A., with a variety of field sports and a dance in the evening. Stewart residents, as a matter of course, went over en masse, and many representatives were there from the mines. Old Jupiter Pluvius, who had made rain all the day before and part of the morning, let up before noon, so the program was carried out without a hitch.

The festivities started with a ball game between Hyder and Stewart, in which the Alaskans had a walk-away, as may be seen by scanning the summary on Page 4. Two events, the "War of the Brigands" and the "Captain Kidd Treasure Hunt," were new to this neck of the woods, but will certainly be duplicated in future celebrations. The first consisted of a captain on each side, who is a big boy, choosing seven of a crew. Then the four largest on each side were supposed to capture and tie the four smallest of the opposite band and carry them to a specified point. Little Billy McDonald, who is in his 6th year, hasn't been tied yet. He is an athlete, like his father, T. W. McDonald, deputy U. S. marshal for Hyder. The treasure hunt consisted of following directions supplied by a mysterious map until the treasure was located. In this event the treasure was a modern rifle, and Berney McDonald of Stewart was the first to work out the combination and win the prize.

Following is a summary:

GENERAL SPORTS

Tug of war, Hyder pulled Stewart

Foot race around bases, by men, Bill Grey.

100 yd dash, Bill Grey.

Nail driving, Mrs. Shehan.

Fat women, Mrs. Peters.

Race around bases, Mrs. Lyon.

100 yd dash, Mrs. Lyon.

Sack race, Lorne Jamieson.

Three legged, Stavely Mellor and Roy Workman.

Pick-a-back, B. McDonald and Geo. Tolin.

Shoe race, Stavely Mellor.

Sack race, Beatrice Horstman.

Three-legged, Joan Mellor and Bonnie Campbell.

Egg race, Beatrice Horstman.

Cracker and whistle contest, Trigbe Hanson.

Pie eating, Agnes Lundvall.

War of the brigands, B. McDonald's band.

Captain Kidd treasure hunt, B. McDonald.

The Portland Canal News

H. W. M. ROLSTON
Editor and Publisher

W. R. HULL
News Editor

MEMBER OF CANADIAN WEEKLY NEWSPAPER ASSOCIATION

FIVE DOLLARS PER YEAR

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No Advertising Accepted for First Page

THE PEACE RIVER PORT

IN DEALING last week with the subject of a sea port for the Peace River country we pointed out the fact that Hudson's Hope is only 375 miles from Stewart by a feasible route explored by J. O. Dwyer over 20 years ago, and how he at that time stated that the head of the Portland Canal was the logical terminal for any railway from the Peace River across northern British Columbia. There was no Stewart in those days.

Mr. Dwyer made this statement for the reason that such a route is by far the shortest and cheapest to build. His suggestion and recommendation in this regard was given scant attention, and was almost lost in the masses of data at Ottawa, for the simple reason that at that time the Alaska boundary question had not been settled, and the U. S. A. claimed that the boundary commenced from the beach at the head of the Canal and ran up the center of the Bear river valley for some miles. In other words the present business section of Stewart was claimed by the U. S. government, and as a matter of fact was first staked for a homestead under U. S. laws. This being the case, it was only natural that the Canadian government would not consider a recommendation that suggested foreign territory for a terminal.

Conditions, however, have now changed, and Alaskan territory does not reach a point nearer than one and one-half miles from the head of the canal. This, therefore, makes Stewart, at the head of the canal, an All-Canadian Port, with an ideal townsite, ample dockage space, plenty of deep, almost fresh water; a harbor protected from winds, with plenty of anchorage, and ideal grain elevator sites; a deep water passage to the open ocean, free of ice the year 'round, and capable of taking the largest ocean-going vessels.

This is Stewart, 375 miles from Hudson's Hope, and 958 miles from Edmonton.

People who have not studied the question have stated that it is very difficult to get from the Finlay river over to the Naas valley.

It has been proven that this is not the case. Mr. Dwyer, as a result of three years' exploration, mentions two routes, north of which there are still more. Gun-a-noot, the Hazelton Indian, who in this same country eluded the police for 14 years told the writer that there are five or six passes across from the Naas to the Finlay, all of which are better than the Bear river pass which Sir Donald Mann, as the result of surveys, pronounced no problem at all.

In concluding this week's article we will ask the farmers and press of the Peace river country a few questions, and will at the same time give the answers.

First of all, take a map of the northern portion of British Columbia and Alberta, measure the distance from Fort Saint John in the Peace River to Stewart, and then from Fort Saint John to Edmonton. Both distances are found to be the same.

***The question to the Peace River farmer is:*---Where is your wheat when it is at Edmonton?** The answer: At the commencement of a long rail haul to tide water.

Question: Where would your wheat be if it could be got to Stewart?

Answer: At tide water, with the markets of the world open to it.

Question: What does this mean to the Peace River?

Answer: The difference between a thickly settled, prosperous farming country, and one strangled and choked for want of this shorter and cheaper route—made by Nature the natural outlet.

(Note:—Watch for next week's article.)

DISTRICT'S RAPID GROWTH

Placing on the Stewart run the Steamship Cardena, giving a weekly service between this town, Vancouver and way points, marks another mile-post in the progress now being made by the Portland Canal district. This is brought home to residents of the district with particular force by the fact that the new ship provides Stewart with a semi-weekly mail service.

Considering the situation, it is interesting to note that there are now five steamship companies operating into Portland Canal. First of these, the pioneer company, the old G. T. P. boats, now under the Canadian Merchant Marine, and affiliated with the Canadian National Railways; (The old Camosum is held in grateful memory by pioneers of the camp;) next comes the Coastwise Steamship and Barge Company, and the Granby Consolidated Mining and Smelting Company, with their lines of ore carriers calling at the Stewart dock; then the Alaska Steamship Company, calling at both Hyder and Stewart; and last, but not by any means least, the Union Steamship Company, with the arrival, on Monday last, of the new ship, the Steamship Cardena.

When it is remembered that the last four companies have come on this run during the last year and a half, some idea may be gathered of the rapid growth now being made by the district as a whole.

DOMINION DAY CELEBRATION

The Dominion Day Celebration held at Stewart on Monday last was in every respect a marked success and reflected great credit upon the committee in charge.

From the parade in the morning until the wind-up of the dance in the evening, everything ran smoothly, and a large number of people from Hyder and the mines joined with the residents of the town in making the day one of the best for many years. A feature of the occasion was the manner in which a large number of live wires from the Premier took hold and helped the festivities along. They were everywhere in evidence.

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Synopsis of Land Act Amendments

Minimum price of first-class land reduced to $5 an acre; second-class to $2.50 an acre.

Pre-emption now confined to surveyed lands only.

Records will be granted covering only land suitable for agricultural purposes and which is non-timber land.

Partnership pre-emptions abolished, but parties of not more than four may arrange for adjacent pre-emptions with joint residence, but each making necessary improvements on respective claims.

Pre-emptors must occupy claims for five years and make improvements to value of $10 per acre, including clearing and cultivation of at least 5 acres, before receiving Crown Grant.

Where pre-emptor in occupation not less than 3 years, and has made proportionate improvements, he may, because of ill-health, or other cause, be granted intermediate certificate of improvement and transfer his claim.

Records without permanent residence may be issued, provided applicant makes improvements to extent of $300 per annum and records same each year. Failure to make improvements or record same will operate as forfeiture. Title cannot be obtained in less than 5 years, and improvements of $10.00 per acre, including 5 acres cleared and cultivated, and residence of at least 2 years are required.

Pre-emptor holding Crown grant may record another pre-emption, if he requires land in conjunction with his farm, without actual occupation, provided statutory improvements made and residence maintained on Crown granted land.

Unsurveyed areas, not exceeding 10 acres, may be leased as homesites, title to be obtained after fulfilling residential and improvement conditions.

For grazing and industrial purposes areas exceeding 640 acres may be leased by one person or company.

Mill, factory or industrial sites on timber land not exceeding 40 acres may be purchased; conditions include payment of stumpage.

Natural hay meadows inaccessible by existing roads may be purchased conditional upon construction of a road to them. Rebate of one-half of cost of road, not exceeding half of purchase price, is made.

PRE-EMPTORS' FREE GRANT ACT.

The scope of this Act is enlarged to include all persons joining and serving with His Majesty's Forces. The time within which the heirs or devisees of a deceased pre-emptor may apply for title under this Act is extended from for one year from the death of such person, as formerly, until one year after the conclusion of the present war. This privilege is also made retroactive.

No fees relating to pre-emptions are due or payable by soldiers on pre-emptions recorded after June 26, 1918. Taxes are remitted for five years.

Provision for return of moneys accrued, due and been paid since August 4, 1914, on account of payments, fees or taxes on soldiers' pre-emptions.

Interest on agreements to purchase town or city lots held by members of Allied Forces, or dependents, acquired direct or indirect, remitted from enlistment to March 31, 1920.

SUB-PURCHASERS OF CROWN LANDS.

Provision made for issuance of Crown grants to sub-purchasers of Crown Lands, acquiring rights from purchasers who failed to complete purchase, involving forfeiture, on fulfilment of conditions of purchase, interest and taxes. Where sub-purchasers do not claim whole of original parcel, purchase price due and taxes may be distributed proportionately over whole area. Applications must be made by May 1, 1920.

GRAZING.

Grazing Act, 1919, for systematic development of livestock industry provides for grazing districts and regulated administration under Commissioner. Annual grazing permits issued based on numbers ranged, priority for established owners. Stock-owners may form Associations for range management. Free, or partially free, permits for settlers, campers or travellers up to ten head.

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WILL OPERATE THE HOMESTAKE

Major R. F. Crichton of Vancouver has arrived in Alice Arm with a small crew of men and will begin active development on the Homestake group of claims, located 26 miles up the Kitsault river, near the Kitsault glacier. More men will be put on as the work develops.

Mr. Crichton was mine foreman when work was closed down on the property in the fall of 1921. Since then no work has been done.

At the time of closing down, 170 feet of tunnel work had been done, No. 1 tunnel striking the vein at a distance of 123 feet.

The present operations will consist of cutting the vein in No. 1 tunnel, and the extension of No. 2 tunnel, and of proving up and developing the mine.

This property has a nice surface vein, from 35 to 40 feet in width, carrying pyrite, chalcopyrite and galena.

The Homestake group consists of four claims and is under bond from A. Davidson and associates to the Consolidated Homestake Mining and Development Co. of Vancouver.

WILL RE-OPEN STEM WINDER

M. S. Davys of Kaslo, former general manager of the Silver King mine above Nelson, has gone to the East Kootenay country, in the vicinity of Kimberly, to look over the Stem Winder group of mines which have been standing idle for some years.

The Stem winder is a low-grade property with a large tonnage, which with the present prices for zinc should be made to go at a profit.

O. C. Thompson, a recent lessee of the Utica, above Kaslo, will be associated with Mr Davys in the undertaking.

NEW DISCOVERY HUDSON BAY MT.

J. D. Galloway, district mining engineer, visited the Miller property on Hudson Bay mountain recently, owing to the report that a new discovery had been made there. He found the property on the face of the mountain about two and a half hours' walk from Smithers. He says there is no doubt about the vein being big and strong, and that it is sufficiently spotted with mineral to justify further development. As yet little work has been done, but the surface showing is encouraging.

DUTHIE PROPERTY AGAIN SHIPPING

The Duthie property on Hudson Bay mountain will be among the shipping mines again next week, or the week after at the latest. On Friday of last week the new machinery was started up and everything seemed to be working smoothly. The road is not in any kind of shape yet, but that will only mean less ore will be shipped. Operations will be pushed ahead as fast as possible and what ore cannot be hauled out will be piled up until the road is in shape. During the past week or two Mr. Duthie has examined several properties on the Babine range, but due to snow he came to no decision as yet in regard to them. He told the Herald that he expected to be in New Hazelton the end of this week to examine the new vein Hugh Harris has been working on on the Lake View group adjoining the American Boy.

WATER NOTICE

Diversion and Use

TAKE NOTICE that I. Robert M. Stewart, acting as agent tor Royal Trust Company, Belmont Building, whose address is Belmont Building Victoria B. C. will apply for a licence to take and use 28 feet seconds of water out of Glacier Creek which flows West and drains into Bear River about three miles from the mouth of Bear River.

The water will be diverted from the stream at a point about half a mile from mouth at intake of flume near N. E. Cor. Lot. 405 and will be used for Power purpose upon the mining property described as Crown Granted mineral claims, Little Joe, Lucky Seven, Richard 2. Eclipse, Little Joe Fr.. Herbert, Mosquito, etc.

This notice was posted on the ground on the 22nd day of June, 1923.

A copy of this notice and an application pursusant thereto and to the "Water Act, 1914," will be filed in the office of the Water Recorder at Prince Rupert, B. C.

Objections to the application may be filed with the said Water Recorder or with the Comptroller of Water Rights, Parliament Buildings, Victoria. B. C., within thirty days after the first appearance of this notice in a local newspaper.

Royal Trust Company, Applicant.
By Robert M. Stewart, Agent.

The date of the first publication of this notice is June 29, 1923.

COMER AUTO TRANSFER and TAXI SERVICE
COMER STAGE
Will leave for Bitter Creek road house at 9 o'clock mornings and 6 o'clock evenings, returning about 10:30 and 7:30, until further notice.

FARES TO FOLLOWING POINTS

GLACIER CREEK	$1.00
WARD'S PASS	1.50
BITTER CREEK R. R. BRIDGE	2.00
BITTER CREEK WAGON B'D'G.	2.50
BITTER CREEK ROAD HOUSE	3.00
BEAR LAKE	3.50

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We have just opened our Restaurant in the Northern Rooms, Stewart, and have named it the
GOOD EATS CAFE
A name implying a reputation which we intend to live up to.
DAVE JOINVILLE, - - PROPRIETOR

COAL $16 PER TON
"IT'S A BLACK BUSINESS BUT WE TREAT YOU WHITE"
LAWRENCE & WORKMAN
OR FRED YOUNG

RENOVATED AND NOW OPEN FOR BUSINESS
HYDER HOTEL HYDER ALASKA
Under management MRS. DELLA LYTLE

BENSON'S PLACE
CIGARS
TOBACCOS
SOFT
DRINKS
Highest Grade Nuff Sed
HYDER, B. C.

Crawford Transfer Company
GENERAL FREIGHTERS
GOOD SADDLE AND PACK HORSES
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STEWART, B. C. HYDER, ALASKA

The only first-class and up to date hotel in the Portland Canal district
Hotel King Edward
STEWART, - B. C.
Running Hot and Cold Water. Baths. All the conveniences of the city. Dining Room in connection
European plan $1 per day and up
W. H. TOLIN, - - Manager

DID YOU THINK
What the smoke-filled valleys meant to you last year?
What the timber charred, burned and blackened means to YOUR future?
That the wages paid last year for the tie crop along the Grand Trunk was approximately $383,000?
That the forest will remain a source of revenue to you if kept green?
Then be careful with fires. Do not destroy your own livelihood.
PREVENT FOREST FIRES---IT PAYS

WE SUPPLY A . .
LONG FELT WANT

Building Supplies of all kinds. Doors, Windows, Glass, Finished Lumber, Hinges, Locks, Paper, Nails, Cement, Brick, Paints, Varnishes. See our BRICK VENEER before you build. Orders taken for MINING SUPPLIES in any quantity.

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OCEAN VIEW HOTEL, Limited
HYDER -- B. C.

Warm, Comfortable Rooms. $1.00 Per Day

All Modern Conveniences—Baths, Electric Light
Choice Line of Canadian Cigars and Tobaccos, Peterson Pipes
BALL AND BANQUET ROOM IN CONNECTION
Catering to Large and Small Parties.

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ALL THE COMFORTS OF A HOME
ARE TO BE HAD AT THE

Hotel Stewart

W. DANN, Proprietor

Steam Heated Rooms Comfortably Furnished Baths
Drying Room Dining Room

FIFTH STREET STEWART

BRITISH COLUMBIA

The Mineral Province of Western Canada

Has produced Minerals valued as follows: Placer Gold, $76,542,203; Lode Gold, $109,647,661; Silver, $59,814;266, Lead, $51,810,891; Copper, $170,723,242; Zinc, $24,625,839; Coal and Coke, $238,-289,565; Building Stone, Brick, Cement, $36,605,942; Miscellaneous Minerals, $1,358,839; making its Mineral Production to the end of 1922 show

AN AGGREGATE VALUE OF $734,259,619

The substantial progress of the Mining Industry in this Province is strikingly exhibited in the following figures, which show the value of production for successive five-year periods: For all years to 1895, inclusive, $94,547,241; for five years, 1896-1900, $57,607,967; for five years, 1901-1905, $96,509,968; for five years, 1906-1910, $125,-534,474; for five years, 1911-1915, $142,072,603; for five years, 1915-1920, $189,922,725; 1921. $28,066,641: for the year 1922, $35,158,843.

PRODUCTION DURING LAST TEN YEARS, $339,280,940

Lode mining has only been in progress for about 33 years, and not 20 per cent. of the Province has been even prospected; 300,000 square miles of unexplored mineral-bearing land are open for prospecting.

The mining laws of this Province are more liberal and the fees lower than those of any other Province in the Dominion, or any Colony in the British Empire.

Mineral locations are granted to discoverers for nominal fees.

Absolute Titles are obtained by developing such properties, security of which is guaranteed by Crown Grants.

Full information, together with Mining Reports and Maps, may be obtained gratis by addressing

THE HON. THE MINISTER OF MINES, Victoria, British Columbia.

CANADIAN NATIONAL RAILWAYS

Coast Steamship Service

S. S. PRINCE RUPERT or PRINCE GEORGE

Will sail from Stewart every Saturday at 12 noon for Prince Rupert, Swanson Bay, Ocean Falls, Powell River, Vancouver, Victoria and Seattle.

S. S. PRINCE JOHN

Will sail from Prince Rupert for Vancouver via Queen Charlotte Island ports, June 13, 27, July 11, 25, August 8, 22.

Passenger Train Service—From Prince Rupert

DAILY, EXCEPT SUNDAY, at 6:45 p.m., FOR SMITHERS, Prince George, Edmonton and Winnipeg, making direct connections for all points East and South.

For Atlantic Steamship sailings orfurther information, apply to any Canadian National Agent, or to R. F. McNaughton, Distrit Passenger Agent, Prince Rupert.

(Continued from Page 1.)

DOMINION DAY

HYDER	STEWART
Miller 2b	Arsneau cf
Blanton p	McNeill p c
Malone ss	Frizzell c 1b
Allen 1b	McDonald 1b ss
Bayne lf	Wilson 2b p
Jamieson cf	Grey ss 2b
Lohrer 3b	Taylor 3b
Hinckley rf	Shelton rf
Raines c	Charlton lf

Umpires Jack Yohn, Billy Orr.

SUMMARY

7	Runs	2
12	Hits	5
0	Errors	4

Bases on balls, off Blanton 1, McNeill 2, Wilson 2.
Two-base hit, Allen.
Left on bases, Hyder 10, Stewart 3.
Strurk out, by Blanton 9, McNeill 6, Wilson 5.

FOURTH OF JULY

HYDER	STEWART
Miller p	McNeill p c
Blanton ss	Taylor ss
Malone 2b	McDonald 1b p
Allen 1b	Wilson p 1b
Jamieson cf	Charlton 2b
Hinckley rf	Frizzell 3b c
Reddick lf	Lyon cf
Raines c	Anderson lf
Lohrer 3b	Cameron rf

Umpires Dr. Carter, Joe Grashio

SUMMARY

19	Runs	3
21	Hits	9
1	Errors	4

Bases on balls, off Miller 1, McNeill 3, McDonald 2.
Two-base hits, Blanton, Hinckley Lohrer 2, Malone, McNeill 2, Charlton, McDonald.
Three-base hits, Reddick, Blanton.
Left on bases, Hyder 10, Stewart 6.
Struck out, by Miller 9, Wilson 3, McNeill 3, McDonald 3.
Hit by ball, Raines, Frizzell Lyon

THE POWER OF SUGGESTION

A new device for saving passengers trouble has been adopted by the Dining-Car Service of the Canadian National Railways. Throughout the coaches on all trains to which Dining and Cafe Cars are attached, little dodgers are now distributed before each meal, with several suggestions for a suitable combination of dishes. These dodgers are printed in both English and French. This gives the patron of the Dining-Car a little time to decide upon what he will order later, and eliminates the tiresome necessity of studying a large menu card. If the traveller is accustomed to set a limit of price upon his meals, there is no need whatever to exceed it. The prices for a complete menu for Breakfast, Dinner and Supper are most moderate, ranging from 35 cents to $1.25. Having made his choice according to pocket-book and appetite, upon entering ihe Dining-Car, the traveller will find himself served as quietly and satisfactorily as he would be in any well-appointed home.

"GLACIER MINING COMPANY, LIMITED"
(Non-personal Liability)

TAKE NOTICE that the above company, known also by the names "Salmon River Glacier Mining Company, Limited," and "Hercules Mines, Limited," intends to change the name to "Hercules Mines Limited, (Non personal Liability.")

F. M. McLeod
"Secretary, 803 Dominion Bank Building,"
Vancouver, B. C.
7—4t

PACHENA

LEAVES PRINCE RUPERT For Stewart, at 6 p.m. every Wednesday.

LEAVES STEWART for Prince Rupert at 6 p. m. every Thursday.

G. C. ANDREW
Custom House Broker
Stenographer
NEWS BLOCK, STEWART, B. C.

PORTLAND CANAL LODGE
L. O. O. M. 1218
Meets every first and third Mondays, Stewart and Hyder.

H. E. HOOTEN
ELECTRICIAN
House Wiring a Specialty
Orders may be left with H. Zeffertt

H. C. BENNETT
AGENT FOR
Phoenix and Globe London, Liverpool British American Fire Insurance Co's.
STEWART - - B. C.

CRESCENT
FURNISHED ROOMS
HYDER, - B. C.
RATES, $1. H. H. HICKS, Prop.

POOL!

You can pass a pleasant hour PLAYING POOL at the Hotel Stewart

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PROGRESSIVENESS IS THE POLICY . . .

of this Drug Store. You will find here everything one would expect in a City Pharmacy. Our Prescription Department is at your service.

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LATEST ODORS

Stewart Drug Store

F. C. LAWRENCE

JEWELER AND OPTICIAN

American Watches at Manufacturers' Price.
HYDER - ALASKA

HYDER RADIO SERVICE

Open 9 a.m. to 9 p.m. (including Sunday.) Messages delivered in Stewart, B. C.

SALMON RIVER STAGE LINE

LEAVES HYDER FOR THE **PREMIER MINE** EVERY DAY 10 a.m.

SPECIAL TRIPS AND PARTY TRIPS ARRANGED

FELIX SEPPI & W. R. McDONNELL Phone 2 Long—2 Short

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EDGAR PROVINSE

GENERAL MERCHANDISE

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Building Supplies, Roofing, Glass, Mining Supplies, Powder, Caps, and Fuse

SHOES AND RUBBER GOODS

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TOURIST ROOMS NOW OPEN
An Ideal Home to bring your Mother, Sister or Wife
Special Weekly Rates
JACK YOHN, Proprietor - - - - STEWART, B. C.

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YOUR BUSINESS

We carry an abundant stock of table necessities and pure food products and we seek your patronage on a basis of absolute merit. Let us serve you

GREY & WILSON . .
Smith Block - STEWART

THE ONLY PIECE OF LAND AVAILABLE OR SUITABLE FOR A TOWNSITE ON THE B. C. SIDE OF THE INTERNATIONAL BOUNDARY, ON THE SALMON RIVER IS NOW OFFERED

FOR SALE
IN WHOLE OR IN PART

WITH MINERAL AND SURFACE RIGHTS --- THE MINERAL ALONE is worth the money. Its proximity to Camp 4 of the Premier makes it an ideal location for business. INVESTIGATE NOW, DO'NT WAIT! We can sell the whole block or any part of it at prices that will give you a good chance

H. W. M. ROLSTON, Agent : STEWART

Use Your Money Like a Horse

MAKE IT WORK

THE ONLY WAY TO DO THIS IS TO PLACE IT RIGHT—THAT IS WHAT THE BANKS DO

The Latest Opportunity Offered You is the

WASHINGTON SYNDICATE . . .

The more you investigate this the better you will like it.

Full information can be supplied by ERNEST BLUE or H. W. M. ROLSTON, Stewart

E. ARMSTRONG

GENERAL....
FREIGHTER

TEAMS PACK HORSES

STEWART, - - B. C.

HYDER AUTO SERVICE

FRED DOREY
Manager

TAXI and TRUCK SERVICE