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PORTLAND CANAL NEWS

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

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VOL. 1, NO. 20 | STEWART, B. C., OCT. 10, 1919 | $5 the year—10 C the Copy

EXPLAINS OPERATIONS AT GREAT HIDDEN CREEK MINE

Mine Manager Gives Outline of Successful Methods.

War Necessity Cause of Changes to Meet High Costs

Interesting Description of Experiments at Great Mine

By E. E. CAMPBELL

THE necessity of meeting the steadily increasing costs of labor and supplies, due to war conditions, presents many problems to the mine operator. At the Hidden Creek mine of the Granby Company many changes were made in details of work, numerous economies were carried out in the use of mining materials, and improved equipment was installed in order to meet the continually increasing prices. The minor changes made during the latter part of 1915 and the first part of 1916 may be summarized as follows:

Corps of Picked Men.

An accurate record was kept of all explosives used, and the consistent use of tamping in all first blasting was induced. Specially picked men, receiving bosses' pay, were detailed to watch the powder consumption and to instruct inexperienced men in its proper use. Extensive experiments were made with the different kinds of rock drills, as well as with the different types of drill bits, which latter proved an important factor in increased drilling speed. A ban was placed on bulldozing as far as possible, and boulders were blasted that could be reached with safety. Centrally located pockets about seven feet square were driven from the 385 level or shipping tunnel, to empty a large area of stoping ground above the 530 level, which eliminated the transfer of broken ore on this level. The pocket chutes were increased in width from three feet two inches to three feet eight inches, and a new haulage system was installed on the 385 level using cars of 130 cubic feet capacity with twelve-ton locomotives, instead of the former equipment of 75 cubic feet cars and six-ton locomotives.

Improvement Shown.

While a marked improvement resulted from these efforts, the real operating problem was not completely solved, which is the handling of the broken ore from the first blasting in the stopes and raises holes, through the mine to the crusher plant.

The mineralized schist making up No. 2 and No. 3 ore bodies drills fairly well but often breaks readily in very large masses. This is due to slips, seams and occasional small dykes cutting through the ore body. After these natural weakenings are broken the remaining large pieces are more resisting to blasting. To illustrate: A few months ago a stope of ground measuring 60x30x20 feet, containing several thousand tons, was blasted down in the glory hole. It proved at least 150 feet without breaking, and it required several days' drilling to break it fine enough to let into the pockets.

When the first central pocket was driven from the 385 level to the upper workings it was equipped with a manway at the lower end, which entered the pocket at a point about twenty-five feet above the chute. Here a big opening was made to make room for drilling the large pieces before they reached the chute. Another entrance was made at a point where the pocket passes the level. It was soon found that many large pieces escaped from the glory holes and stopes into the pocket before they could be drilled. These frequently choked the pocket a hundred feet or more down. Dislodging these rocks entailed a great deal of danger to the men doing the work, as well as consuming an excessive amount of powder, as it was impossible to use a drill in such a position, and bulldozing had to be resorted to. When the rock blocking the pocket was exposed from the top the usual procedure was to place the powder in a sack, light the fuse and lower the sack on to the rock with a rope. If this rock is covered up, as often happens, the only alternative is to use ladders to climb up from the nearest manway below, and place the bulldoze to the best advantage possible. There have been times when several cases of powder were used to clear a jam of boulders in one of these pockets.

Thus, at this stage the saving in tramming expected from these pockets proved more an expense than an economy. As soon as the work could be done, a manway was driven up beside the pocket from the 530 level to the top, with opening into the pocket at intervals of about thirty feet. Equipped thus, it was much easier to reach a blockade, but the amount of powder required to keep the pocket open was still excessive, and many pieces passing readily through the pocket were too large to go through the chute. These frequently had to be bulldozed at or near the chute, making big repair costs and wasting much powder.

Successful Experiments.

The next experiment was to pass the rock going into a pocket over a grizzly. At first the idea of having pieces of rock weighing fifty tons and more rolling on to a grizzly did not seem practicable.

The grizzly installation was made at the 530 level. A bulkhead was put in the pocket below the tunnel level. From a point below this bulkhead a raise was driven, breaking into the bottom of the tunnel, and grizzly rails were fitted into this opening. A second raise was then driven from above the grizzly back into the pocket. This latter raise diverted the ore out of the pocket on to the grizzly, and the lower raise returned it into the pocket again below the bulkhead. The pocket above this grizzly was further increased in size to lessen the possibility of blocking.

The grizzly rails are eight feet long and they are placed three feet apart. Although much difficulty was experienced in procuring rails that would stand up to such violent service, and the cost of renewals seem extravagant, the reduction in explosives and chute repairs, together with the advantage of uninterrupted operations, far surpass any of the disadvantages.

The rails now used are made up of two 125-lb. track rails bolted strongly together, and each is reinforced with a 1x5-inch flat iron strip riveted on the bottom. The temper is partially drawn from these rails before using, as they are very brittle and break readily. Under ordinary circumstances these rails last from one to two weeks. It is probable that a more suitable rail can be procured when the steel market becomes normal.

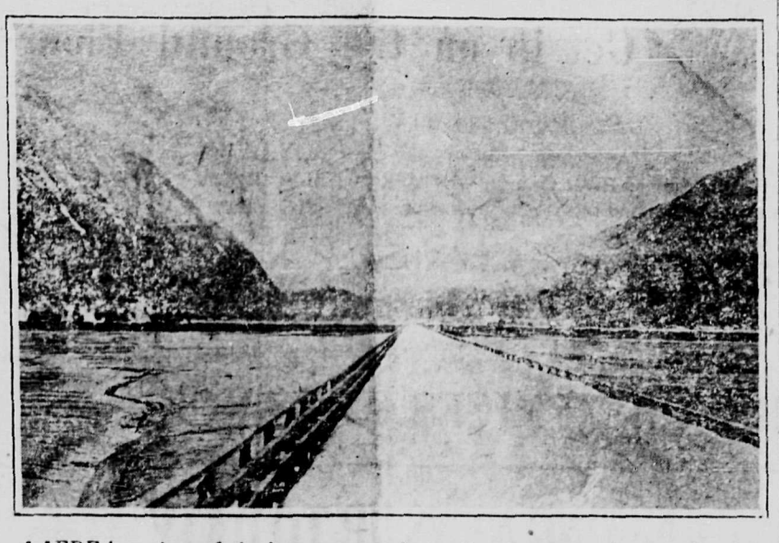
WHIST DRIVE ON TONIGHT

The ladies of Stewart will have a whist drive tonight in the premises of the Stewart Citizens' Association. Arrangements have been made for a large attendance. It is in aid of the Association fund. The new piano, which arrived for the association last week, will be heard for the first time.

Broke Ankle on Wharf.

Word has been received from Prince Rupert that Mrs. Simpson, the elderly lady who last week stepped in a hole in the wharf and broke her ankle, is progressing as well as could be expected in a lady of her age. Although the wharf planking has been in a dangerous condition all season, this was the only serious accident.

LONG APPROACH TO STEWART WILL BE REPAIRED AT LAST



HERE is a view of the long approach to the Stewart wharf from the town. The wharf last week was the scene of an unfortunate accident when an elderly lady stepped through a hole in the rotted planking, breaking her ankle. The citizens have importuned the Dominion and Provincial Governments to get busy with the settlement of the responsibility for the approach and wharf, which, it is understood, has been done, but too late to prevent the serious accident which befell a tourist. The picture is an early winter scene with a covering of snow over the broken approach, but gives an idea of the length of the great trestle, which was built in 1910 and has not been repaired since except for planks replaced by citizens.

Townsite Owner Returns.

Dan Lindeborg, owner of Lindeborg's Addition to Hyder, returned from the south last week. He says that everybody is talking about this part of the country and he looks for great activity in the spring.

Piano for S. C. A.

A large piano, purchased in Prince Rupert, arrived on the Prince John yesterday for the Stewart Citizens' Association. It will be used at dances and entertainments, a number of which are planned for this winter.

Customs Forms.

The News office has on hand such Customs forms as are required.

W. Furlett, proprietor of the King Edward Barber Shop, has gone south and intends to spend the winter at Soap Lake, Wash.

Mr. and Mrs. John Kent, of Vancouver, are visiting Mr. and Mrs. Roy Moseley.

F. R. Rutley, of Parkin Ward Electric Co., agents for Moore Lights, will arrive from Prince Rupert on Saturday with all goods previously ordered.

Hear the latest music at Tooth's Smoke Shop.

W. A. Noble, customs officer at Thirteen Mile, was down to Stewart this week.

C. S. Skoning, of Northport, Wash., who has been examining property in this vicinity for the past few weeks, has returned from the Salmon River section.

J. A. Mackenzie is down from the Forty-Nine.

G. A. Roberts is a new arrival from Hanford, Cal.

George W. Nelson, an old-timer of many Alaska and Yukon camps, came in on Thursday's boat.

J. H. Thomas was down from the Forty-Nine this week.

Wallace MacNaughton, of the Stewart Drug Store, left for the south on Thursday's boat.

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HIGH TIDE TODAY SURROUNDS LOWER PARTS OF STEWART

STEWART today presents an especially attractive picture from the scenic point of view with one of the periodical high tides at this time of year away up onto the streets. This picture, taken some time ago, would do for the looks of the camp today with the water high and things loose afloat.

LONG MUSH TO SEE DOC

W. Trayer, a young man who has been employed at the diamond drill at the Forty-Nine mine up Salmon River valley, arrived from the property last night with a badly cut hand. Dr. M. W. Bruner attended him. Trayer fell while carrying a water pail made out of an oil can, and received a serious cut in the hand. His arm was tied up so as to stop the bleeding and he started on the long mush to town from the mine, some twenty miles. As he met no pack trains nor wagons on the way, he was compelled to walk the entire distance, and arrived here in a condition of exhaustion.

DOLLY VARDEN SHIPPING ORE

The Dolly Varden mine, under the management of Major Davis, is now shipping two trains of ore daily to tide water. The mine has developed in richness far beyond what the estimates, based on diamond drilling some years ago, intimated when the property was under the management of R. B. McGinnis.

The manager of the railroad and shipping facilities, Ted Taylor, states that the equipment of the road will be immediately increased to handle the tonnage of other properties. The present equipment is handling 100 tons per eight-hour shift.

The North Star has got in horses and will start packing high-grade silver ore to the Dolly Varden train in sacks. They expect to realize $30,000 from their shipments if they can get transportation. The property is looking very good as the tunnel is all in ore, showing great quantities of native and ruby silver.

A very rich strike was made on the Muskateer property, recently bonded to Mr. Meenach, of Seattle. The open cut gave assay values of $200 gold and 135 ozs. silver. The vein is one of the largest in the district.

The Tiger property has been sold to Messrs. Price and Crawford, of New York, for $125,000.

A large force of men have started operations on the Last Chance group, recently bonded to New York people.

The Homesteak property, bonded by Mr. Somerville, of Seattle, looks very good. Several thousand dollars will be expended on it next month. The largest gold strike in the camp was made last week on the adjoining property. Free gold can be seen in all the ledge matter when shots are fired in the face. Assays of the ore have not been received.

Mr. Hancock, of the United Metals, has two pack trains of twelve horses each packing out ore that will average 200 ozs. of silver, $13 gold and 45 per cent. lead. A shipment to the smelter will be made about the end of the month.

HIGH-GRADE ORE FROM FORTY NINE

A small shipment of highgrade from the Forty-Nine mine has arrived at Hyder. This is some of the finest ore ever seen in this district. It is reported it will average $1000 to the ton. Harry Howson, who is in charge of the development of the Forty-Nine, is highly pleased with the work, and though, as a rule, reticent about the progress that is being made, he is enthusiastic over the results achieved. A diamond drill is working and, though there is no official report as to the progress, it is said the drill has proved the Forty-Nine to be a mine beyond any doubt.

Executive Will Meet.

A meeting of the executive committee of the Stewart Citizens' Association will be held Saturday evening.

SURVEY MADE FOR ROAD UP SALMON RIVER

Government Road up Salmon River Valley will be Built Next Year --- An Outlet for Ore.

A Winter Highway will Have to Suffice for Present --- Mines Developing this Winter Will Ship Next Year.

Only Sure Shipper this Winter Will be Famous Premier Mine Which will Use New Snow Motors.

THE survey party in charge of James P. Suttie has returned from Salmon River valley, having completed the work of surveying the proposed Government extension of the Premier wagon road to the Big Missouri. It is expected that this road will be completed next season, making it possible for such mines as the Big Missouri, Forty-Nine, Unicorn and others to ship ore if desired. It is not expected any quantity of ore from these properties will be shipped this winter, though there may be trial shipments.

The only regular shipper of the district this winter will be the Premier. It is understood that snow motors are now being built for the company, and these will arrive soon. Just how much ore it is planned to ship is not known at present, but there is considerable on the dump in readiness. The Premier road is almost completed, and when the snow comes it will be in first-class condition compared with the road last winter, when two shipments amounting to $168,000 were made.

SET WIRE DOWN HILL

William Blackstock, of Maple Bay, who is in charge of the Government telegraph line, arrived on Wednesday, and reports that the improvements to the telegraph line along the range from Stewart to Maple Bay have been nearly completed. Weather conditions will not permit the carrying out of the entire programme this season. A heavier wire has been put up in place of the wire destroyed by the smelter fumes of Anyox.

Successful Dance.

About fifty attended the dance last Friday night in the schoolhouse, which was beautifully decorated with autumn leaves and flags for the occasion. Misses Dorothy Thompson and Lois Comers made all arrangements for the dance and were the recipients of many compliments for its success. The proceeds were turned over to the Stewart Citizens' Association.

S. C. A. Delegate Returns.

Alex. Rutherford, who was appointed by the Stewart Citizens' Association to interview F. H. Mobley, member of the legislature for this constituency, and Hon. J. H. King, minister of public works, on the subject of the repairs needed on the wharf approach, returned on Thursday. He met both officials and was cordially received. The promise was made that the matters under discussion were being looked into

Gets Tunnel Contract.

Angus McKenzie was down from Eleven Mile on Sunday and reported that good progress is being made in the tunnel being driven for the New Alaska Mining Co.

Senator John Ronan was in this week from Salmon River.

PORTLAND CANAL NEWS

JAMES CULLINS - - - Publisher

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Reading notices, 25c per line.
Long time contracts special rates as follows: one year, 30c per inch; six months, 40c per inch.
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Certificate of Improvement $15 (if more than one claim, $2.50 for each additional claim mentioned.)
Land notices, $7.
Coal notices, $5.
No advertising accepted for First Page.

STEWART, B. C., Oct. 10, 1919

It is at last commencing to dawn on Prince Rupert that one of the most talked about mining camps on the map is right at her door.

Stewart is again the Mecca of the mining world. Some of the largest mining concerns on the continent have their men on the ground, these including the Guggenheims, Gunn and Thompson of New York, of Bute, and the Alaska Gastineau. The fame of Stewart is countrywide, and when due allowance is made for the more or less hectic statements, inseparable from all mining camps, the big fact stands out that Stewart "has the goods" and some of the most powerful concerns in the game are taking a hand in what's going on.—Prince Rupert Empire.

All the visitors to Stewart district return with wonderful tales of the richness of the mines; of the promising future of the district, and of the big city they are going to have soon at the head of Portland Canal. They believe in it and they enthuse us all with their exuberance. We in Prince Rupert share very largely in the optimism of the people of the Portland Canal capital. We are glad to see them prosper. Perhaps we are a little selfish all the same, but we have a great bond of sympathy with a new town, and especially with a neighboring town. It is an advantage for Prince Rupert if Stewart grows, and it should be an advantage to Stewart if this becomes a big industrial and distributing point. — Prince Rupert News.

The welcome sight of the piledriver pulling itself through town this week to begin work of driving piling for the trestles of the Stewart-Salmon River Ore Highway was pleasing to everybody, for the sooner the trestles are completed the sooner the road will be in use. As it is, the road has been in use for pedestrians and pack horses, but wagons have not yet used it. The progress of the rockcut near Hyder is excellent, and bets are made as to when the work will be completed. It is estimated a month will see the entire road either finished or very nearly so. The repairing of the long approach to the Stewart wharf is expected to begin soon, and with the two jobs finished—the ore road and the long approach—a stream of business is looked for. While business is good at present, the costliness of handling under pre ent circumstances is a drawback. The completion of the road will reduce costs materially.

This fine jewelry store near home

We want your name to send you one of our new catalogues, so that you may see what a splendid stock we keep for a town of this size.

Many of the prices are extra special because prices have advanced since our catalogues were ordered, and we will fill all orders sent in from the catalogue at least till New Years.

We will be personally responsible for the quality of all goods sold and will cheerfully refund the purchase price if you are in any way dissatisfied, besides you have the chance to drop in on us any time you are in Rupert and have any changes made.

We have carefully gone over our prices and a glance will show you that we are able to compete with any order far or near.

Send in your name now as we have a lot of new Christmas goods illustrated and the time is getting short for selection.

We will also send you several Souvenir post cards of Prince Rupert.

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HYDER - - Alaska

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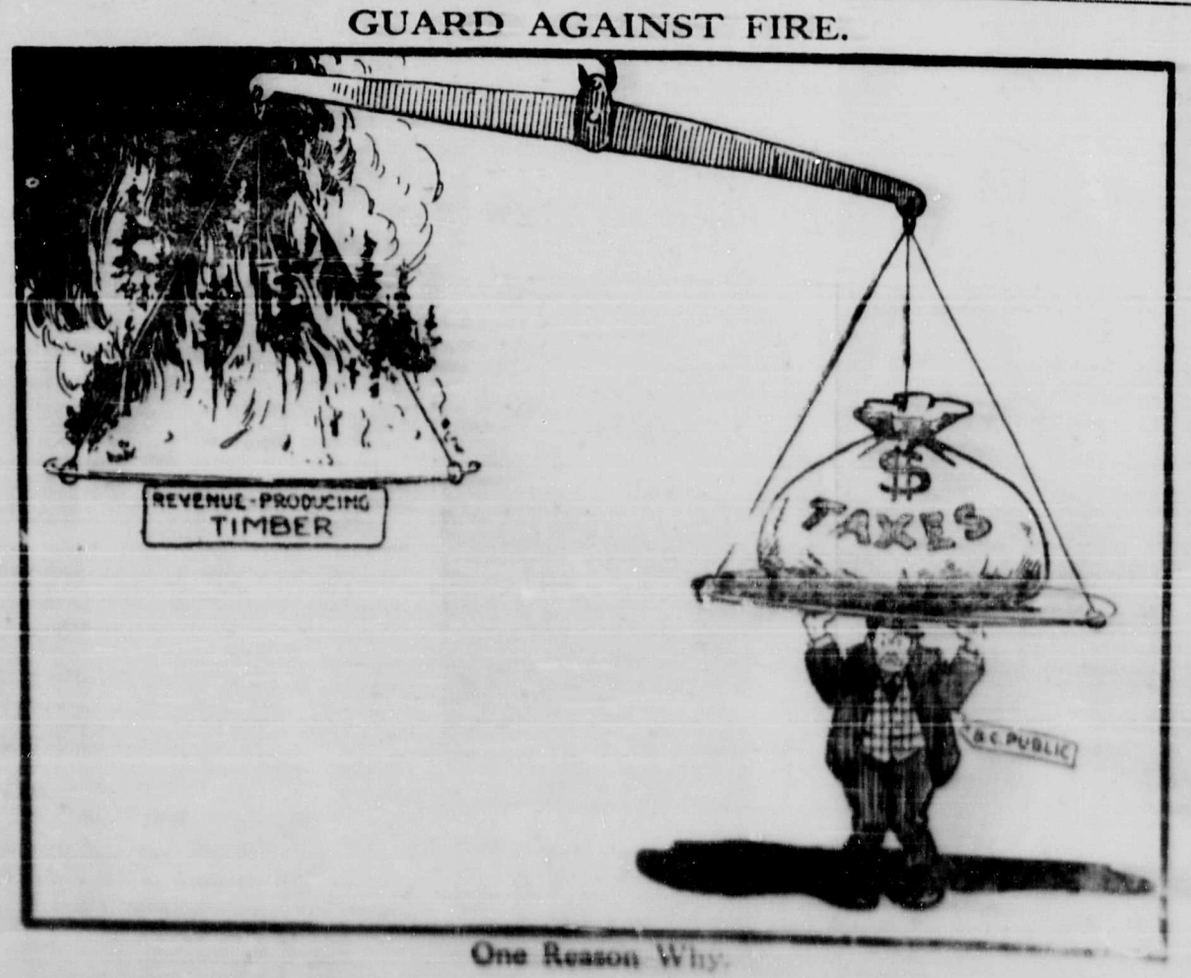

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Synopsis of Land Act Amendments

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 20 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 GRANTS 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 28, 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 range 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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FROM OTHER CAMPS

Leasers are working the Utica in the Slocan.

In the Klondike one company controls 100 miles of placer ground.

If gold should rise in price there would be a great boom in Greenwood.

J. McPhail has found some rich copper ore on his ranch, four miles from Nelson.

Up to date the copper mines of Whitehorse have produced $2,000,000 worth of ore.

Rich tungsten ore has been found on Dublin creek in the Mayo district of the Yukon.

The Bell at Beaverdell shipped 79 tons to trail last week. The Revenge shipped 24 tons.

A Keystone drill owned by the Government will do some drilling at Harper's Camp this fall.

The Klondike has produced $200,000,000 in gold since it was discovered on August 17, 1896.

In a short time operations will begin on the Goldfinch at Greenwood. It is not far from the E P U.

At the Providence, Greenwood, there is ore in every face. The force will shortly be increased to 50 men.

Work is to be resumed on the Bullion in the Cariboo. It is a hydraulic mine and has 20 miles of canals.

A Toronto company is working some old quartz claims on Proserpine Mountain near Barkerville. R. A. Bryce is in charge.

There are millions of dollars worth of ore in the hills around Greenwood, awaiting the industry of man to make it leave home.

M. G. and J. W. Purcell were in the Yukon last month. They obtained many samples from conglomerate properties on Indian River.

Excavations are being made for the new 75-ton mill at the Carmi mine. The ore of the ore in this mine is copper. H. Sawyer is manager.

The St. John Del Rey mine in Brazil is the oldest and deepest gold mine in the world. It is 88 years old and 6326 feet deep. At that depth the temperature is 116 degrees Fahrenheit.

In the Mayo district of the Yukon several rich silver claims have been located this summer. Silver has now been found in a wide area of the Yukon, and the mining of the white metal will soon be an important industry in the north.

The C. C. Co. will finish its big mill at Allenby in about six weeks, all the machinery having arrived. After that there will not be much doing at Allenby until the railway and power line are finished to Copper Mountain, which will probably be in a year.

Returns received recently from a number of tests made of iron ore from this district proved eminently satisfactory to the interested parties, and it is anticipated that an engineer will visit the district at an early date to make a study of the deposits from which the samples were taken. Several properties were included in the shipment of samples, an attempt having been made to secure a fair average of the iron ore showing in each. Samples were taken on Iron Mountain properties, from the Titanic group, from the Porter claims and from Nicola. Most of the analysis show a large percentage of metal (hemitite iron) with small percentages of other minerals, principally silica and carbonic acid. The ores could be roughly classed as "micasious," "specular" and "brown." Some were very heavy in metallic content, one sample showing 66 per cent. metal, while none showed less than 48 per cent. —Merritt Herald.

The Black Prince, near Slocan City, is shipping to Trail.

Last year the gold production in B. C. was 164,674 ounces.

In Franklin Camp the Maple Leaf is using machine drills.

Some of the Rossland mines increased their forces last month.

The Bayonne district is rich but slow in coming to the limelight.

Fairview and Camp McKinney will come back with the coming of the power line.

Last month the Mountain Chief at Kootenta shipped 200 tons of ore to Trail.

The Slocan Star mine near Sandon was located on Oct. 7, 1891, by Bruce Ward and John Sandon.

Help spread information about this district by subscribing to Portland Canal News.

A number of Ainsworth miners are forming a syndicate to work a claim or group of claims known as the Fourth of July, located on Coffee Creek, at a point above the Eden and Crescent group there. Some ore is reported to be in sight, and it is believed that several carloads can be taken out and shipped during the season.

D.J. MATHESON

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GATEWAY TO SALMON RIVER

MINERAL ACT.

CERTIFICATE OF IMPROVEMENTS.

NOTICE.

Unum Fraction, Union Fraction, Win Fraction, J. P. Fraction, G. T. Fraction, Falls View Mineral Claims, situate in the Portland Canal Mining Division of Cassiar District.

Where located:—On the upper Salmon River Valley.

Take notice that I, William Noble, F.M.C No. 16396-C, acting as agent for Daniel Lindeborg, F.M.C. No. 25358-C; Andrew Lindeborg, F.M.C. No. 25357-C; Laura McEwan, executrix of the Hiram Stevenson estate; and Duncan Cameron Barbrick, F.M.C. No. 32251-C, intend, sixty days from the date hereof, to apply to the Mining Recorder for a certificate of improvements, for the purpose of obtaining a Crown Grant of the above claims.

And further take notice that action, under section 85, must be commenced before the issue of such Certificate of Improvements.

Dated this 28th day of July, A. D. 1919.

10-21

Whilst in ALICE ARM go to

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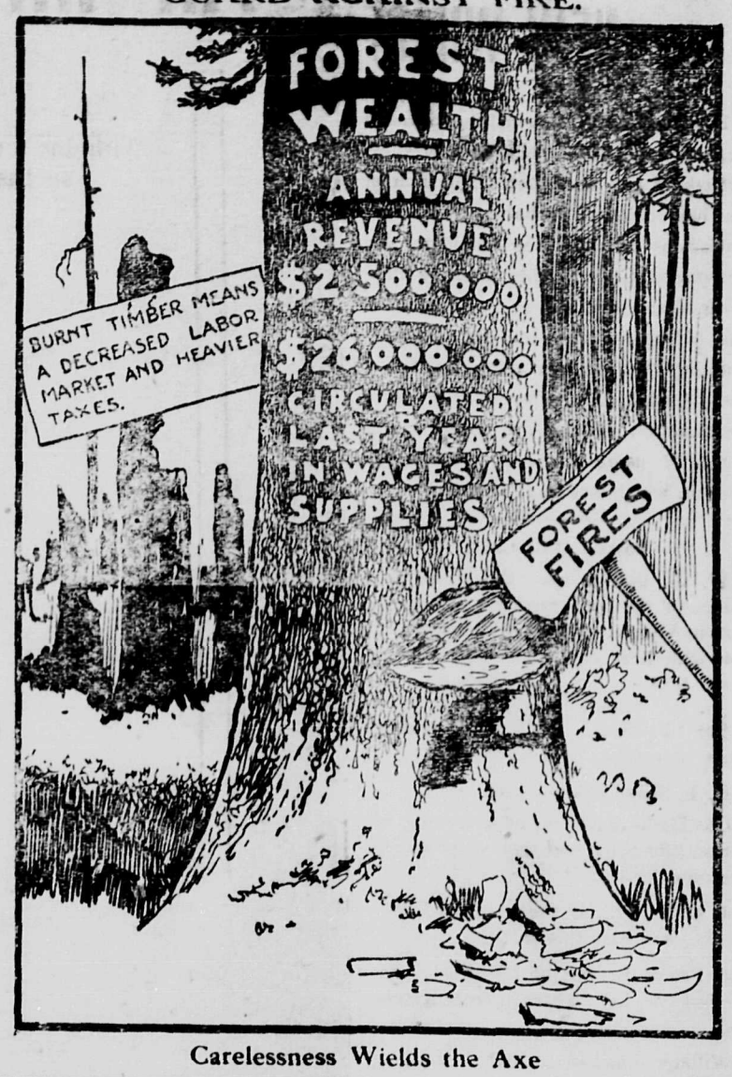
Good Beds. Barber Shop and Baths

Home of the Prospector

DUMAS & ROBINSON, Proprietors

GUARD AGAINST FIRE.



Carelessness Wields the Axe

TOOTH'S SMOKE SHOP

WILLIAM REID TOOTH, Proprietor

Soft drinks *Solo Tables*

Everybody Welcome

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Subscribe for Portland Canal News.

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Goods Shipped in Our Care will Receive Prompt Attention

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OPEN ALL NIGHT

J. COLLIER, Proprietor

HYDER JITNEY

Rates

$5 a ton, wharf to Hyder

Over ton, $4 per ton

Parcels, 25c

Small freight at rate of 50c a hundred.

Passenger fare, 50c

Blacky & Lambert

JOB PRINTING

NEWS OFFICE

Write or see secretary of Portland Canal Prospectors' Association for reliable information on mining prospects, camp conditions, etc., Salmon River and Bear River districts. Prospectors are invited to exhibit their ore in show room. Dues $5 a year. tf

FOR SALE—Twenty 160-acre claims of timber, red and yellow fir and sugar pine, cruised 170 million feet B.M.; ten miles of railway, four miles of river. Can be bought for $1 per thousand. Land goes with it. Timber all in one body. This is the finest body of timber in Southern Oregon. Enquire Cassiar News office.

The News is $5 a year.

STEWART LAND COMPANY, LTD.

ROBERT M. STEWART, President

REAL ESTATE, INSURANCE, MINES FINANCIAL AGENTS

Head Office, 101 Pemberton Block, Victoria, B.C.

WANTED: LISTINGS OF PROPERTIES FOR SALE OR LEASE

STEWART LAND CO., Ltd. Fifth St., STEWART, B.C.

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---GENERAL MERCHANDISE---

Direct importer of Groceries, Men's Furnishings, Clothing, Boots and Shoes, Rubber Goods, Miners' Supplies, Hardware, Tobacco, etc.

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GRAND TRUNK PACIFIC

Railway and Steamship Lines

Steamers sailing between Seattle, Victoria, Vancouver, Ocean Falls, Swanson's Bay, Prince Rupert, Anyox, Stewart and Queen Charlotte Islands.

—SAILINGS from PRINCE RUPERT—

THURSDAY AND SUNDAY MIDNIGHT for SWANSON BAY, OCEAN FALLS, VANCOUVER, VICTORIA and SEATTLE

WEDNESDAY AND SATURDAY MIDNIGHT FOR ANYOX

Arrive Prince Rupert from South at 10:30 every Wednesday and Saturday.

S.S. PRINCE JOHN AND PRINCE ALBERT

Leave Stewart every Thursday morning

Train Service:

Passenger MONDAY, WEDNESDAY and SATURDAY at 11:30 for Smithers, Prince George, Edmonton and Winnipeg, making direct connections for all points East and South.

For further information apply to any Grand Trunk Pacific agent or to G. A. McNicholl, Asst. General Freight and Passenger Agent, Prince Rupert.

BRITISH COLUMBIA

The Mineral Province of Western Canada

Has produced Minerals valued as follows: Placer Gold, $75,436,103; Lode Gold, $97,121,786; Silver, $46,839,631; Lead, $42,294,251; Copper, $145,741,069; Other Metals (zinc, iron, etc.), $13,929,817; Coal and Coke, $187,147,652; Building Stone, Brick, Cement, etc., $28,843,272, making its Mineral Production to the end of 1919 show

AN AGGREGATE VALUE OF $637,353,581.

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, $57,605,967; 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 the year 1916, $42,290,462; for the year 1917, $37,010,392; for the year 1918, $41,782,474.

PRODUCTION DURING LAST TEN YEARS, $313,976,022.

Lode mining has only been in progress for about 28 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.

KING EDWARD HOTEL

R. G. MOSELEY, PROP.

Headquarters for Mining and Commerce of Portland Canal Salmon River and Bear River mining districts.

Grill in Connection STEWART, B. C.

GEORGE J. FRIZZELL

MEATS.....PROVISIONS

The same standard for Stewart as we have maintained for the past twenty-one years on the North Coast.

The Best Meats at the Lowest Prices

RUPERT BRAND HAMS AND BACON

CREELMAN & THORNTON

GENERAL CONTRACTING

FREIGHTING and PACKING

STEWART, B. C. HYDER, Alaska

When you have read The News

MAIL THE PAPER TO SOMEBODY

You will thus be helping to spread the good word about the opportunities this part of British Columbia has to offer.

NO DATE FOR NEW WHARF

So far as can be learned no date for beginning construction of the new Stewart wharf has been set. The matter has been delayed, probably, by the negotiations between the Dominion and Provincial Governments with relation to the ownership and responsibility for the old works and the plans for the building of a roadway along the foot of the mountain clear into Stewart as a continuation of the ore highway, instead of using the long wooden approach, which was built in 1910.

Bowser Will Lead.

W. J. Bowser was the unanimous choice of the Conservatives in convention in Vancouver for party leader. It was the first convention of the party since 1914.

Bert F. Smith, M. E., of Seattle, spent a few days here this week.

H. E. Scovil is a new arrival.

Cas Davis, a pioneer of 1910 here, returned this week and was surprised by the renewed activity.

J. E. Budden, of the Imperial Tobacco Co., was here this week.

J. Frank Breeze, of the Forty-Nine Mining Co., has returned from Ketchikan.

William Blackstock and J. Carlson, arrived from Maple Bay this week.

Don't forget that the Portland Canal News is published in the interests of the whole district.

FOR RENT — Two-room cabin at Hyder. Mrs. Nels Glantz.

FOR SALE—One phonograph and records. Mrs. Nels Glantz.

FOUND—Watch charm with initial. Call at News office.

An Introduction

With due formality we introduce ourselves and our various unsurpassed lines to the people of Stewart.

We Maintain a Complete Line of

NABOB PRODUCTS

which signifies a High Quality of Groceries

We Specialize in and Guarantee our

PURITY FLOUR

to make

MORE AND BETTER BREAD

We ask you to give it a trial.

HARDWARE and MEN'S FURNISHINGS enable us to make up at any time a thorough and complete

OUTFIT FOR THE HILLS

We Cordially Invite an Inspection of our Store. The Ladies will be Interested in our Display.

STEWART TRADING COMPANY

OPP. GOVERNMENT TELEGRAPHS

G. E. AUSTIN PROMPTNESS AND COURTESY G. ZABRISKIE

SALMON RIVER TRADING CO., Ltd.

Large shipments of our Deferred Orders from Seattle and Vancouver have Arrived in Stewart and Hyder and we can now Supply Anything Needed in the Camp.

Miners and Prospectors Supplies

Shovels, picks, hammers, handles, cross-cut saws, coal, steel, Powder, fuse, caps, candles, blowers, forges, bellows, wheel barrows, camp outfits, etc.

Gents' Furnishings of all Kinds

Boots and shoes, rubbers, rubber boots, working shirts and overalls, Mackinaws, sox, underwear, etc.

Builders' Requirements

Framing squares, try squares, hammers, saws, nails, roofing and building paper, levels, pumps, points and pipe, glass and Putty, windows, doors, hinges, paints.

Groceries

A new large shipment has arrived and can be supplied in any sized order at the right prices.

We want to get Everything from Soup to Nuts for the Camp and if we have overlooked Anything, you can give us some ideas and that is what we are looking for.

Patronize us. We are out to do business and give satisfaction. Consult us about any sized orders. Don't think of going out of the camp for supplies. We have the Goods.

TWO STORES

HYDER, ALASKA

J. V. CLEGG, Manager

STEWART, B.C.

A. N. PATERSON, Manager