

The Hedley Gazette

AND SIMILKAMEEN ADVERTISER.

VOLUME V.

HEDLEY, B. C., THURSDAY, AUGUST 26, 1909.

NUMBER 33.

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DENTIST
(18 years' practice in Vancouver.)
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Accommodation Unsurpassed. Best only
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THE
**Great Northern
Hotel**
Princeton
Is noted over the entire district
for excellence of both table
and bar.
All the wants of the travelling
public carefully attended to.

SIMILKAMEEN COAST ROUTE

Saturday Sunset Proposes Bold Railway Policy Which Looks Like Winner

Bruce in Saturday Sunset keeps pounding away in the hope of arousing greater interest on the coast for immediate completion of the link between here and the coast. Had coast sentiment been more alive in the past the advantages of this connection the Great Northern would not have lost the valuable time that has been wasted since ground was first broken between Oroville and Chopaco in the spring of 1905.

The plan which Bruce proposes is out-lined in the following:

"What is needed among other things in the government's railway policy, is direct connection with the Nicola and Similkameen, such a line being also direct connection with the Boundary, Kootenay and Okanagan. That line to be effective as a short line must cross the Hope mountains.

"Now that is not all that is needed.

We must have a line competing with the C. P. R. It will boot the province little if the C. P. R. builds the only line across the Hope. British Columbia wants competition in rates on coal, coke, cattle and produce from the interior to the Coast and we want competition in rates on goods from the Coast to the Interior. To-day the rate is \$1.80 per ton on coal and the haul is only about 220 miles. all down hill. That helps to perpetuate and make secure the monopoly of the extortionists who hold up the people of this city for soft coal and make them pay \$7.50 a ton though there is only a forty mile water haul between here and the mines. Toronto is kicking like a pinto steer just now because the best anthracite coal is advanced to \$8.75 though it costs three times as much to transport it to that city from the mines as it does from Vancouver island to this city.

"The C. P. R. rate on coke makes it prohibitory. The rate from the Nicola mines to Vancouver and New Westminster is \$2.50 per ton and to Ladysmith or Crofton \$3.25. The Tacoma smelter finds it cheaper to use coke from Australia than the Nicola coke can be laid down for. If a reasonable rate on coke could be secured another Fernie would grow up around the Nicola mines.

If a railway connects Aspen Grove and the mines of the Similkameen with the Nicola coke one, two, perhaps three smelters will be in operation in a very few years. A very large population will be developed whose trade will all come to the Coast.

"When we get direct connection by competing line with the coal measures of Nicola and Similkameen we not only bring a rich trade to the Coast but we will break the monopoly of the island extortionists who levy unjust tribute on this province by charging exorbitant prices for a life necessity.

"Of course the C. P. R. may be only running a bluff on the public in regard to the Hope mountain route in order to humper any deal the government may have under way with the C. N. R. If the C. P. R. could convince the public that it really intends to build through the Hope it would weaken the public opinion in favor of assistance to Mackenzie & Mann. If the latter are attempting to hold up the government, the C. P. R.'s influence might be in the public interests provided it does not block Mackenzie & Mann from building through the Hope mountains.

"There are plenty shrewd men who think the provincial Government should make it part of its railway policy to build a line up the Fraser, across the Hope and on to Yellowhead Pass and lease running rights to all the railways which wanted to come in over it. Thus the G. T. P., the C. P. R. and the C. N. R. could be brought simultaneously to the Coast from the Yellowhead and that line would become the greatest grain route in the world.

"It could be financed on lines laid down by Sir Charles Tupper in 1879 when he wanted to set aside 100,000,000 acres of land to be sold at \$2 an acre, the proceeds to be used to build the C. P. R. It is easy at this date to see how easily that could have been
Concluded on Page Four.

UNITED WIRELESS BOOMING

The Earnings Increasing Enormously—Now Exceeds \$75,000 per Month From Ships and Shore Stations

Those who may think that the increase in the price of United Wireless Stock of 100 per cent. in a year would slow up the sales of treasury stock, are mistaken, for the fiscal agents report more stock being sold now at \$35.00 per share than was being sold a year ago at \$18.50, while the earnings have increased by a much greater percentage than the price of the stock.

The commercial earning of offices on board ships is proving a surprise, to such an extent that agents are placed in a quandary as to how to figure them out when exemplifying to the public the profit to be expected from earnings. The actual figures turned in by ship offices are found in many cases to exceed by 300 per cent what was claimed by the company in its literature, and yet many agents in their sales of stock forebore to use all the data supplied them in the literature for fear that the situation would look too rosy and thus prove too great for the credulity of those to whom they wanted to sell. There is such a thing as frightening a cautious man away by making a thing look too big, and yet what is an agent to do when the actual cash turned in by these ship offices so far exceed what he had been accustomed to tell the public as to what might be expected in the way of earning power?

Another peculiar phase of the situation is that so far instead of wireless hurting the wire companies, it has really increased the volume of their business. The United Wireless have not tried to push wireless on land in opposition to the wire companies, being too busily engaged in equipping ships and shore stations to handle business offering where the wire companies with their more expensive equipment and maintenance could not afford to go, and yet these messages often had to be sent inland over the wires of the telegraph companies. In this way business has been originated by the wireless for the wire companies that the latter would never have got and both concerns are making more money in consequence of it.

WON'T LET WILLIE PLAY GOLF

Officials of A. Y. P. are Hard Task-Masters—They Would Curtail President Taft's Innocent Pleasures.

Unlike the people of Spokane who have thoughtfully provided for a round of the Hayden Lake Golf Links as part of the entertainment of President William Howard Taft during his visit to Spokane on Sept. 28th, a certain section of the A. Y. P. officials at Seattle whose motto appears to be "Make hay while the sun shines," have decided that during his stay in Seattle the president "must not idle his time away at golf links, but must endure the gaze of the proletariat," and be on exhibition as the premier attraction to draw crowds to the fair and thus increase the gate receipts on those particular days.

A while ago the fair officials induced the mayor of Seattle to refuse permission to a circus to show there during the fair on the grounds that the circus would take \$50,000 out of the city that might otherwise go to swell the fair receipts.

The Northwest has heard a great deal about the "Seattle Spirit." What the manifestation of that spirit is supposed to consist of has never been definitely stated, but it begins to look as if there may be just the mildest suggestion of a grunt about it.

Other officials who realize more keenly what should be expected of a host are experiencing no small amount of chagrin that commercialism in the matter has been allowed to run the length of being guilty of discourtesy to the head of the nation.

TRACK-LAYERS ARE BRIDGE BUILDING

The Twenty-Mile Trestle Nearing Completion—Contains 750,000 feet of Timber

For the past ten days the track-laying machine has been awaiting the completion of the Twenty-mile trestle, but the track-laying crew are as busy as millers helping the bridge-builders to get in the trestle. Last week all the bents of the first tier in the structure were put together and about half of them were raised by means of a special bridge-building engine and crane mounted on a flat car standing on the end of the track on the west edge of Smelter flat. The length of the bridge (1500 ft) was too great to work with advantage all from one end, so when half the bottom tier had been raised, they went to work on the second tier and on Monday last the bents of the second tier were raised and the stringers, ties and track laid down on that portion so as to move the derrick forward on it ready to raise the bents both lower and upper, of the west half of the bridge.

The crew is still short-handed, but twenty or more additional men were expected in about the middle of the week. In the bridge crew are some excellent timber handlers, who almost convey the idea at times, by their work, that they had at some time in their lives been trapeze performers.

When one considers the large amount of timber in this bridge, (750,000 feet) and that the crew is not much over sixty men the progress they must make to complete in two weeks is most creditable work.

The ballasting train is at work on the lower portion of the line. This train was expected about four weeks ago, but it is said that two work trains will be used in the ballasting and this work pushed as rapidly as possible.

When the trestle here over Twenty-mile is completed it will only take the track-layers about two days to put in the sidings in the station yard and lay the track to the third crossing at Dr. Whillans ranch for which bridge the piles were driven over a week ago.

OROVILLE-WENATCHEE BIDS

Contracts from Oroville to Brewster Would be Let on Saturday Last.

Daily papers last week gave out the information which looked to speedy commencement of the work of building on the Oroville Wenatchee branch. The despatch stated that contracts would be let on Saturday 21st for the portion of the road between Oroville and Brewster a distance of about 70 miles.

For about ten days or more contractors and sub-contractors were swarming into Oroville to go over the route and spy out choice "takes."

Brewster is now connected at Wenatchee with the main line of the Great Northern to the south by boat, and for the summer season, at all events, the cut off would be an accomplished fact, by the building of the portion from Oroville to Brewster. Then there is the branch to Waterville from a point on the Great Northern near Waterville already built, and all that would remain to be done is to connect up the short link of rail between Brewster and Waterville to give connection by rail.

It is 134 miles from Spokane to Wenatchee and 134 miles from Oroville to Wenatchee while the distance from Oroville to Spokane is 225 miles. Thus about 11 hours would be saved in going to the coast.

A LONG HAUL

Canadian Steel Rails For G. T. P. Go Round The Horn

Montreal, Aug. 17.—With a cargo of 5,000 tons of steel rails for Prince Rupert, the steamship Crown of Galicia has left Sydney, N. S., on her long voyage of 15,000 miles around the Horn. It is probable that she will take the Straits of Magellan route, but will have to stop at several points both on the journey down and the long haul up for coal. This is a long voyage, and it is expected that the Crown of Galicia will reach her destination by the end of September.

HUNTING THE TUNNEL SITE

While we are not aware that J. H. Kennedy ever gave out the real object of the mission on which he started out two weeks ago to the region beyond Otter Flat, yet it is pretty generally understood that it was with a view to ascertaining what could be done to shorten the distance and lessen the grade of the Coquihalla route by picking out a convenient tunnel site and it was further stated that even a tunnel five miles long or a little more would not be unacceptable to his principals.

Mr. Kennedy has now been in active engineering for nearly forty years and during that period has had some pretty difficult stunts in all of which he has made good. Those who know his work best, claim that he can tell more about the engineering possibilities of a country by walking over it than the average engineer would find out with transit and level.

The task upon which he last started out is a hard one for a man of his years and one which the company would hardly expect of him; but the scheme is believed to be his own and it is reasonable to suppose that this would make him all the more loth to intrust it to anyone else. It is said that leaving Otter Flat he was anything but well and far from being in the condition in which he used to set out on such expeditions.

He is now gone longer than members of his staff expected it would take him and this in itself may be regarded as a hopeful sign that he is attaining his object, and has found the scheme not only feasible, but, is putting in work on it to enable him to elaborate it with much more detail, than is supposed to go with an ordinary reconnaissance. His friends in the Similkameen wish him success and hope that he may find even better than he was expecting.

It was evidently this work Chief Engineer Hogeland had in mind when he gave out on the coast that "changes in the location of the unbuilt portion of the V. V. & E. route are now under consideration. Two survey parties are now at work in the Hope range," said Mr. Hogeland. "We feel quite confident that in the revised survey we will be able to secure a grade of one per cent. on westbound and a two per cent grade on eastbound traffic. From the information now in our possession we have every reason to believe that the mountains do not constitute the insurmountable barrier people suppose them to be.

"The route of the proposed line across the mountains was completed and filed with the government nearly two years ago. Going west it follows the Tulaneen and Otter rivers to the summit and descends the western slope via the Coquihalla river to that river's confluence with the Fraser river near Hope. From that point it will extend to Abbottsford at the international boundary, where connection will be made with the completed section into Vancouver."

PIGEON CAUSES WRECK

Pat Welch's Brother in Automobile Collision—Chauffeurs Must Attend to Their Business.

(Spokesman Review)
Attracted by a dove which swept low in its flight as he sped down Third avenue in his Stoddard-Dayton "Red Devil" runabout yesterday afternoon, James Welch of the firm of P. Welch & Co., railway contractors, grabbed at the bird, lost control of his car, bounced on a boulder and plunged into a swiftly moving southbound Liberty Park car on Howard street, knocking it from the track and precipitating the front end of the automobile in a mass of wreckage on the pavement. The pigeon continued in its flight. Mr. Welch gathered himself together, turned off the battery of his machine, motioned to the motor-man to move on and signaled the gathering crowd that he was not hurt. It was discovered that the auto had one of the car tracks dismantled. With the aid of a frog the car was adjusted and started.

The Hedley Gazette

and
Similkameen Advertiser.

Issued on Thursdays, by the HEDLEY GAZETTE
PRINTING AND PUBLISHING COMPANY,
Hedley, B. C.

Subscriptions in Advance

Per Year.....\$2.00
" " (United States).....2.50

Advertising Rates

Measurement, 12 Lines to the inch.
Land Notices, certificates of improvement, etc.
\$7.50 for 10-day notices, and \$5.00 for 30-day
notices.
Transient Advertisements—not exceeding one
inch, \$1.00 for one insertion, 25 cents for
each subsequent insertion. Over one inch,
10 cents per line for first insertion and 5
cents per line for each subsequent insertion.
Transient—payable in advance.
Contract Advertisements—One inch per month
\$1.25; over 1 inch and up to 1 inches, \$1.00
per inch per month. To constant advertisers
taking larger space than four inches, on
application, rates will be given of reduced
charges, based on size of space and length
of time.

Advertisements will be changed once every
month if advertiser desires, without any extra
charge. For changes oftener than once a month
the price of composition will be charged at
regular rates.
Changes for contract advertisements should
be in the office by noon on Tuesday to secure
attention for that week's issue.

A. MEGRAW, Managing Editor.

Full Moon	1 21	New Moon	15			
Last quarter	8	First quarter	23			
1909 AUG. 1909						
Sun. Mon. Tues. Wed. Thu. Fri. Sat.						
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

DROP THE SIDE ISSUES

One would think that the advantages to the whole Southern interior of British Columbia which would accrue from the immediate construction of a direct railway route between Vancouver and the Similkameen would be sufficiently obvious to prompt broader views on the subject, on the part of newspapers in East Kootenay and the Boundary than that which was shown by the Fernie Free Press and others, which insinuated that Bruce must have some private investments in the Similkameen which would prompt his advocacy of the scheme. Whether Bruce may have any investments in this or any other portion of the province is nobody's business but his own and has nothing whatever to do with the merits or otherwise of the scheme he advocates.

No engineer of note has attempted to deny the fact that the shortest route to Vancouver from either the southern or central interior of the province is that over the Hope mountains; and the sum of good to the province, both coast and interior, would undoubtedly be a thoroughly equipped and maintained double-track railway down the Coquihalla, over which the Great Northern, Canadian Northern, Grand Trunk and Canadian Pacific would all have running powers. Four roads could operate over such a highway with a greater degree of safety to the travelling public than a single-track railway imperfectly maintained would be if operated by only one road. The Grand Trunk Pacific and Canadian Northern cannot reach Vancouver from the Yellowhead Pass a shorter way than via the Coquihalla to Hope and no shorter route between Spokane and Vancouver could be obtained than the same Coquihalla route; and if the C. P. E. want to use it as well and are prepared to contribute their share for such use why try to keep them out of it?

So far as priority of right goes it is pretty well known

that the Great Northern has it, for we all know that as far as engineering is concerned J. H. Kennedy occupied it for them four years ago, and had they supplemented location with actual construction within a reasonable period they would have no serious opposition now.

The Saturday Sunset complains of British Columbia trade being sliced southward into Spokane, and so it will be as long as the Great Northern branch running up the Similkameen remains a cul-de-sac or blind alley as at present; but let the Great Northern complete through to the coast by exhibiting the same degree of despatch in building through the Coquihalla which they have hitherto displayed in lassitude or indifference in getting here from Midway and all that will be changed, and to the advantage of Canadian coast cities, for with the tariff to assist them Canadian coast merchants should have no trouble to hold British Columbia trade against Spokane even with the Great Northern alone.

The Saturday Sunset appears undecided as to whether the C. P. R. engineering work in Coquihalla is a bluff or not, but as the C. P. R. realizes that with the V. V. & E. completed to Vancouver the Great Northern would have much the shortest route between Spokane and Vancouver which includes also the Kootenays and Boundary, it is but natural that they should also want to share in that traffic by placing themselves in a position to cover the ground in as short time. Control of the Kettle Valley and Midway and Vernon and a route down the Coquihalla instead of the somewhat roundabout route by Spence's Bridge would place them on equal footing, or as nearly so as the heavier gradients forced on them for lack of privilege of crossing the international boundary line would allow.

Altogether, the question is broad enough to be discussed on a higher plane than petty insinuations as to any self-interest which the Sunset editor may or may not have in either the Similkameen or Nicola valleys.

EDITORIAL COMMENTS

It is now believed in Vernon that the Okanagan hotel fire in which eleven lives were lost, was due to incendiarism. It is hoped, however, that this phase of the question will not be the red herring across the track to distract public attention from the importance of probing thoroughly into the question of fire escapes and all possible safe guards for the protection of the travelling public.

Houses to Let.

1 Roomed House, furnished, with good garden—\$15.00 per month.
1 Roomed Cottage—\$10.00 per month.
1 Roomed Cottage—\$8.00 per month.
APPLY TO
F. H. FRENCH.



County Court of Yale

SITTINGS of the County Court of Yale will be held as follows, viz: At Fraternity Hall, Hedley, on Thursday Oct. 7th, 1909; and at the Court House, Princeton, on Saturday Oct. 9th, 1909 at the hour of 11 o'clock in the forenoon of each day. By command,
HUGH HUNTER,
Registrar County Court.

NOTICE

NOTICE is hereby given that the Colonial Gold Mining Company, alone, is responsible for all debts contracted by it in its present development work of the Apex Group of Mineral Claims.
W. D. McMILLAN.

METEOROLOGICAL.

The following are the readings showing temperature, etc., for the week ending Aug. 21:

AT THE MINE.		
	Maximum	Minimum
Aug 15	—	—
16	—	—
17	—	—
18	—	—
19	—	—
20	—	—
21	—	—

Average maximum temperature — do —
Average minimum do — do —
Mean temperature — do —
Rainfall for the week — inches.
Snowfall — do —

CORRESPONDING WEEK OF LAST YEAR		
Highest maximum temperature	do	85.
Average maximum	do	78.57
Lowest minimum	do	37
Average minimum	do	43.14
Mean	do	60.85

AT THE MILL.		
	Maximum	Minimum
Aug 15	83	50
16	90	52
17	90	54
18	92	51
19	83	44
20	82	46
21	74	45

Average maximum temperature 86.
Average minimum do 48.85
Mean do 67.42
Rainfall for the week — inches
Snowfall — do —

CORRESPONDING WEEK OF LAST YEAR		
Highest maximum temperature	do	96
Average do	do	89.71
Lowest minimum	do	53.
Average do	do	55.71
Mean	do	72.71

PALACE

Livery, Feed & Sale Stables

— HEDLEY, B. C. —

A good stock of Horses and Rigs on Hand. Orders for Teaming promptly attended to.

STAGE LINE

Stage daily, leaving Hedley 8 a. m. and arriving at Keremeos at 11 a. m. connecting with Penticton stage and Great Northern Railway.

Office of Dominion Express Company.

WOOD FOR SALE!

Phone 14. — INNIS BROS. Proprietors.



- Liberal Policy Conditions—**
Generous Cash and Paid-up Values.
Automatically Extended Insurance.
- Progressive and Efficient Management—**
Low Expenses and Growing Business.
Well and Profitably Invested Funds.
Favorable Mortality Experience.
Expanding Profits to Policyholders.

A POLICY IN THIS COMPANY PAYS

You are invited to join its ever-expanding household, to become a partner in its ever-growing business, and to share equitably in all its benefits.

Full Information from Head Office, Waterloo, Ont., or from:

William J. Twiss
MANAGER.

Fee Block, - 570 Granville St.
VANCOUVER, B. C.

A. MEGRAW, Local Agent.



NOTICE

"WATER ACT, 1909."
ATTENTION is called to section 192 of the "Water Act, 1909," which requires any person to whom any power or authority has been granted, pursuant to the "River and Streams Act," to surrender such authority within one year of the passage of said "Water Act," and receive a licence for same thereunder.

R. D. J. FULTON,
Chief Commissioner of Lands,
Lands Department, Victoria, 10th July, 1909.
29-4

1836 THE BANK OF 1909
British North America

73 Years in Business. Capital and Reserve Over \$7,000,000

Money Orders

Small sums of money can be transmitted safely—conveniently—and at trifling expense—by our Bankers' Association Money Order.

Money Orders for \$ 5.00 or under costs 3 cents.
" " " 5.00 to \$10.00 " 6 "
" " " 10.00 to 30.00 " 10 "
" " " 30.00 to 50.00 " 15 "

Hedley Branch, - - L. G. MacHaffie, Manager

\$1,500 - In Prizes - \$1,500

HEDLEY
Labor Day
Celebration

MONDAY & TUESDAY
SEPTEMBER 6 & 7, 1909

Horse Racing
Base Ball
Rock Drilling
Trap Shooting
Marathon Race
And Other Athletic Sports

SEE SMALL BILLS FOR PROGRAMME!

Grand Ball on Monday Evening
EVERYBODY WELCOME

COMMITTEE

E. A. HOLBROOK, Chairman. S. F. CHAMBERLAIN, Sec-Treas.

NOTICE

SIMILKAMERN LAND DISTRICT,
DISTRICT OF YALE.

TAKE NOTICE that Henry Lee, of Fairview B. C., secretary, intend to apply for permission to purchase the following described lands:—

Commencing at a post planted at the north-east corner of Lot 619, thence south-westerly and bounded by said Lot 619 to Lot 278, thence in a south-easterly direction and bounded by Lot 278, to Lot 550, thence north-east, to Lot 442, thence north-west bounded by Lots 442, 573 and 462 to point of commencement, containing 40 acres more or less.

HENRY LEE

Dated at Fairview, May 28th 1909. 21-10

Try
Victoria
Cross
CEYLON TEA.
Pure and Invigorating.

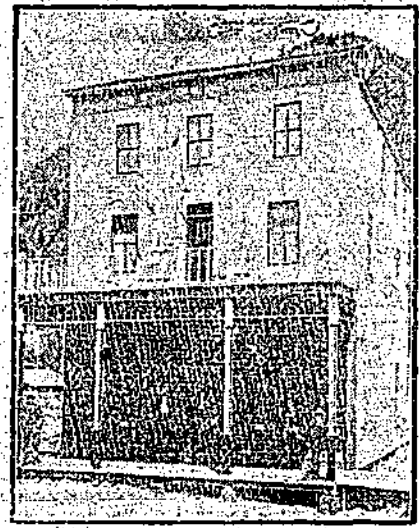
A. J. KING & CO.

HEDLEY'S NEW BUTCHERS

The undersigned have opened a Shop in the commodious building formerly occupied by H. H. Messenger and have on hand a supply of all kinds of Meat and Vegetables.

A. J. KING & CO.

A. F. & A. M.
REGULAR monthly meetings of Hedley Lodge No. 43, A. F. & A. M., are held on the second Friday in each month in Fraternity hall, Hedley. Visiting brethren are cordially invited to attend.
ARTHUR CLARE, W. M. H. D. BARNES, Secretary



Great Northern Hotel

A new house containing more bed room accommodation than any other hotel in town. Table and bar first-class. Rates moderate.

JOHN LIND, Proprietor

To Buy Cheap, Pay Cash.

Family Groceries

Fresh and Seasonable at the

Cheap Cash Store

MRS. G. B. LYONS.

THE NEW ZEALAND HOTEL

JOHN JACKSON, Proprietor

Everything New and First-Class

Bar supplied with the Choicest Liquors and Cigars, and Special Attention paid to the Table.

PLUMBING AND TINSMITHING.

H. B. MAUSETTE

Is Prepared to Attend to any Work in the Above Lines.

Eave Troughing a Specialty

H. B. MAUSETTE

Keremeos Station.

Town and District.

Miss Elliott returned from Princeton on Saturday last.

Eyed Revely returned on Saturday last from a month's visit to the coast.

Mrs. G. P. Jones and children returned to town at the beginning of the week.

F. A. Ross was an out-bound passenger last Thursday morning for Spokane.

Mr. and Mrs. McAlpine and children of Keremeos, and Dr. and Mrs. McColl of Tilbury, Ont., were in town on Monday.

Mrs. Saunders has started a laundry in the residence on Ellis St. formerly occupied by Geo. Shelder, and solicits a share of the town trade.

The amount of smoke in the air during the past week indicates the prevalence of fires in the district. Fire Warden Atherton returned on Sunday from a trip to Otter Flat where fires were threatening damage to property.

R. Elmirst of Keremeos was in town last week. Occasionally some of our Keremeos visitors scramble on to the work trains, but most of them continue to drive through the dust until a regular passenger service is established.

Reserve water from the lake was turned on this week for the first time this season. A good rain, however, might bring the creek supply up sufficiently to dispense with the lake reserve again.

Miss Macpherson, the new teacher, came in on Thursday last and entered on her duties on Monday morning. She had been teaching at Port Essington during the first term of the present year, and has had considerable experience in teaching in Manitoba.

The work trains have already hauled into Hedley several million feet of bridge timbers and piling, to say nothing of the track material such as ties and rails. The contractors' teams are busy hauling piling and pile caps ahead to structures farther up the line.

The diamond drills have all been taken off the Nickel Plate property for the season and the operators went out at the end of last week. As a result there will be two households less up at the mine, Mr. and Mrs. Irvine and Mr. and Mrs. Williams being of the party.

An impression got abroad that the closed term for mountain sheep ran out this year, but the latest order-in-council reads Sept. 1st, 1911. There are reports that Indians have been killing them up on the Ashnola creek. It is about time the provincial game warden was giving some attention to this.

On Sunday last George Allison bore off in triumph the skin and rattles of a good-sized rattlesnake, killed at the first bridge up the creek on the Twenty mile wagon road. The snake had 11 rattles and the skin was prettily marked, if so loathsome a creature as a rattlesnake could be called pretty. Nevertheless the color design was superb, illustrative of the fact that beauty and danger are so often near akin.

LABOR DAY SPORTS.

All the committees are now confident of the greatest celebration ever seen in the Similkameen valley. All the events on the programme are practically sure to fill, and big representations from both up and down the river have already signified their intention of being present. Not least among the arrangements made is the dance on Monday evening the 6th, for which the Oroville orchestra has been engaged.

IN CANADA'S NORTHLAND

Interesting Data of Conditions in the Far North given out by Comptroller White.

Means of locomotion in the far north is the chief problem which faces the Government as far as that great territory is concerned. Anything can be done by man if he has supplies: he can reach the North Pole, if he has plenty of food to eat, and other domestic necessities, is the way Comptroller White of the Mounted Police put it to your correspondent.

Comptroller White pointed out that means of communication will have to be increased immediately, and he pins his faith to dog trains with huskies. But the huskies are deteriorating somewhat as the result of inbreeding and experiments are now on foot to raise the standard. He believes himself in a good cross, and a trial will be made at Norway house, where there is a very fine pack of huskies, by introducing Irish wolfhounds. These wolfhounds are particularly well

adapted for work in the northern country, and the expectation is that the cross will produce a most useful dog.

Then again there is a splendid pack of huskies in Virginia, and one or two of those will probably be purchased in order to add new blood to the pack at Norway House.

Comptroller White was asked about the reindeer which had been brought over from Lapland by the United States Government for use in Alaska. He said that they had not proved so serviceable as had been expected, though that was probably due to ignorance of the care of the animals.

Speaking of the success which has attended the experiments with reindeer of Dr. Greuffel, the Labrador missionary, Col. White said this good result was due to special care and knowledge of the animals. He thought if a herd were kept by a private party instead of by officials they would be more likely to receive the proper attention and might prove of great value as animals for transport. Reindeer milk has been found of special use.

The wood bison of Canada is threatened with extinction, says reports which have reached Comptroller White of the North West Mounted Police. The Mounted Police patrols which perambulate Northern Canada, have come to this conclusion and they are unanimously of the opinion that the coward wolf and not the Indian is the enemy.

Only the head and hide are of use for commercial purposes, and if the Indians had been killing off these buffalo there would be evidences of the fact—traders would know of it at once.

However, from observations of the police, the question is placed beyond doubt. Wolves are increasing, and their demand for food is likewise. They find a bison a prey to their liking, and they have reduced the killing to the finest of hunting sciences. They corral a herd, and they encircle it, much an army did a castle in the older days of chivalry. They wait until hunger make the poor beasts restless, and in desperation for food, one of them less experienced than its fellows detaches itself from the herd. The famished animal is then set upon and demolished.

Mounted Police have seen the work of the wolves and the remains certify the results of their observations. In one herd which they came across lately four cows were left. The wolves generally bring down the cows and the young bison.

The suggestion is made, that old country sportsmen would find there a useful field for their sport, and as noble an aim as Africa affords. Perhaps Roosevelt and party may take it into their heads and make wolves scarcer and bison, more plentiful in Northern Canada.

"BRIG O' BALGOUNIE"

W. H. Tapley and Companions Take a Header at Otter Flat.

W. H. Tapley, L. T. Roberge and Adophe Garneau arrived in town on Saturday after an exciting experience at Otter Flat. They were crossing a bridge which had been recently put in, and which was considered by all who saw it, an exceptionally good job; but unfortunately one material member in the structure, an honest looking fit, happened to prove faulty, and the fault was unnoticed by the builders, and this gave way precipitating men and horses into about five feet of water, which made tolerably soft falling. The most uncomfortable feature of the mishap was that a mixture of men, horses, buggy and broken bridge, do not always fit in very well, and in this case while the men can consider themselves lucky in coming out so well, Adophe Garneau had one of the small bones of his leg injured and received a hard blow on his nose.

To return to the question of the bridge, the character of the timber in that portion of the valley is not of the best, but this particular stick, was masquerading so effectively that only on closer examination after the break occurred was the flaw noticeable. In fact its behavior was altogether unlike that of a British Columbia fir. The incident calls to mind the old sinister prophecy on the Brig o' Balgounie in one of Sir Walter Scott's novels which ran

"Brig o' Balgounie
Black's your wa'
Wi' a mither's ae' son
An' a meur's ae' foul
Doon ye sall fa'."

Whether the conditions existed in this case to call for so baneful a fulfillment of the black augury we do not know, but certainly down the bridge tumbled, and the mix-up was a never-to-be-forgotten experience for the participants.

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Continued from Page One.
accomplished, but no one at that time outside of a few farseeing statesmen of the Tupper caliber, had faith in the Canadian West to believe that it could be done.

"That his idea is now considered feasible is indicated by the fact that the Dominion Government proposes to build the Hudson Bay railway by just such methods of financing. A similar plan could be adopted by British Columbia in building the "B. C. Central" government line from the Coast to Yellowhead.

"There is only one objection to that plan and that is that three or four lines would utilize the one route instead of as many different routes. The answer is that all these lines will probably take that route in any event or likely as not one less advantageous to the province as a whole. Moreover there is no reason why the government should not extend its policy and build a line through the central north from Yellowhead to a point on the Coast where a practical connection with Vancouver island could be effected. If such a line is ever built, it will probably be from Tete Jaune through the Chilcotin country. The distance is no greater than the proposed Fort George route which practical men tell me is not feasible for various reasons.

"Such a railway policy would put all railways where they belong in their relation to the public interest. It would of course meet with unanimous and enthusiastic opposition on the part of all the railways, but that need not worry the government for it would only create a solidarity of public opinion in favor of it.

"With such a line Jim Hill could be speedily brought to his knees and forced to deliver to the B. C. Coast cities the trade of the Similkameen, Boundary and Kootenay which he is now slicing into Spokane. A grand new territory would be opened up and British Columbia become a garden and a hive of industry where now only the big silence holds sway. By carrying it through Premier Mc-Bride could write his name in imperishable characters upon the roster of Canadian statesmen."

BRITISH COLUMBIA TIMBER AND FORESTRY COMMISSION

THE SCOPE OF THE INQUIRY

The objects of the Commission are officially set forth, as follows:—

"To cause inquiry to be made into and concerning the Timber Resources of the Province, the Preservation of Forests, the Prevention of Forest Fires the Utilization of Timber Areas, Afforestation, and the Diversification of Tree Growing, and, generally all matters connected with the Timber Resources of the Province."

THE ITINERARY

The meetings of the Commission for the purpose of taking evidence, so far arranged, will be held at the following places upon the dates mentioned:—

- Seattle—August 26th, 27th and 28th.
- Kamloops—September 7th.
- Vernon—September 8th and 9th.
- Revelstoke—September 10th and 11th
- Nelson—September 13th
- Cranbrook—September 14th and 15th
- Fernie—September 16th
- Grand Forks—September 18th.

Owing to the members of the Commission having accepted an invitation to attend the meetings of the First National Conservation Congress of the United States, to be held in the Auditorium of the Alaska-Yukon-Pacific Exposition, Seattle, Washington, on August 26th, 27th and 28th inst., the meetings on the last day of the Commission in Vancouver, advertised for the 26th, and the meetings at New Westminster, August 27th and 28th, have been cancelled. Arrangements for the holding of meetings at these places will be announced later. The meeting at Kamloops will be held on the 8th of September, and not on the 30th of August, as originally advertised. Otherwise the itinerary remains the same.

Announcement will be made later, if it should be decided to be necessary or advisable, to hold meetings at other places.

GENERAL NEWS

Fraser River canners are making international question of illegal trap-fishing in Puget Sound.

John D. Rockefeller's fortune grew \$80,000,000 more last week through advance in Standard Oil stock.

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