The Hedley Gazette

AND SIMILKAMEEN ADVERTISER.

VOL. I. No. 48. HEDLEY, B. C., THURSDAY, DEC. 14, 1905. $2.00, IN ADVANCE.

Methodist Church.
HEDLEY, B.C.

Sunday School at 3 o'clock.
Evening Service at 7:30 o'clock.
Everybody welcome.
L. THOMAS, PASTOR.

CHARLES E. SHAW
CIVIL ENGINEER,
DOMINION AND PROVINCIAL LAND SURVEYOR.
Orders may be left at Gazette office.
HEDLEY, : : : : B. C.

R. H. ROGERS,
M.A., B.C.L.
SOLICITOR, CONVEYANCER, NOTARY PUBLIC, ETC.
VERNON, B. C.

Edw. G. Warren
Electrical Engineer and Contractor
GREENWOOD, - - B. C.
ESTIMATES FURNISHED ON ANY ELECTRICAL PROJECT FOR POWER OR LIGHT

JAS. CLARK
Watchmaker
HEDLEY, B.C.
Clocks and Watches for Sale.

H. A. WRIGHT
BOOT & SHOE MAKER
HEDLEY, B.C.

Grand Union Hotel
HEDLEY, B. C.
HERRING & WINKLER, Proprietors

OLIVER & GLADDEN
Civil & Mining Engineers
MINES and REAL ESTATE
HEDLEY, B. C.

A. MEGRAW
Notary Public
Conveyancer, Real Estate, Mines, Insurance, Crown Grants applied for under Land Act and Mineral Act.
Agent for:
The Mutual Life Assurance Co. of Canada.
London & Lancashire Fire Insurance Co.,
The Ocean Accident & Guarantee Co.
Hedley, = = B. C.

DRESSMAKING.

MRS. T. M. FARRELL announces to the Ladies of Hedley that she is prepared to do Dressmaking in the latest styles. Orders may be left with Mrs. G. B. Lyon, until further arrangements are made. 42-5

Mrs. G. B. Lyon
DRY GOODS
FANCY GOODS
BOOTS & SHOES
Millinery in Latest Styles
—AGENTS FOR—
MASON & RISCH Pianos.
Butterick Patterns
HEDLEY, - - B. C.

To make good bread you must have good flour. If you want the BEST bread you must use the BEST flour.

Ogilvie's Royal Household
IS THE FINEST FLOUR MADE.
You can always depend on it. Use no other.
FOR SALE BY
SHATFORDS, LIMITED
Hedley and Fairview

Try
Victoria Cross
CEYLON TEA.
Pure and Invigorating.

..Hedley Meat Market..
THE UNDERSIGNED HAS OPENED THE BUTCHER SHOP ON WEBSTER ST., WITH A SUPPLY OF CHOICE MEATS OF ALL KINDS—BEEF, MUTTON AND PORK :: POULTRY FOR THE HOLIDAY SEASON :: :: ::
W. J. Manery
M. McAULEY, - - Local Manager

REGISTERED
Union Made
SHIRTS & OVERALLS
Cannot be Beaten
Sold by All Stores
Turner, Beeton & Co., Ltd.
VICTORIA, - - - B. C.

FROM DECK OF THE FLYER

Things Noted by the Gazette on a Trip to the Boundary.

HILL'S MEN RUSHING THE GRADE

Oroville Brisk and Merry.—Engineering Feats to Climb the Range.—Lack of Labor Hampering.—Summer Coons From the Spokane Depot.—Midway Filling Out.—Contractors and Their Subs All Busy.

When the Gazette set out for the Boundary a gap in the connection existed between Keremeos and Oroville, owing to a temporary withdrawal of the Overland Flyer on that portion of the route, but this has now been restored. That gap was covered in a special supplied by Jas. Reith, of the Central.

It was a gusty day, with the wind ahead—it is a way the wind has—and as a result much ozone was consumed before the road house kept by A. Moyes at the mouth of Richter's Pass was reached. This stretch marks a distance of about 17 miles, and in it was seen the first railway construction camp at Na-hum-shan's, a point on the reservation about 12 miles below Keremeos. Stabling was being provided for from 80 to 100 horses and preparations being made to begin work on the grade two days later.

A tasty warm meal for the humans and provender for the horses at Moyes' prepared the way-farers for the climb over Richter's lower pass, where if the climb is less in the aggregate than by the Fairview road, and the depth of snow less, some hard hills are encountered that are particularly hard on horses unless care is exercised in driving. The beautiful meadows, lakes and grassy ranges of this pass are a constant delight. The distance from Moyes' to Osoyoos is said to be about 12 miles, and from there on to Oroville 8 miles more.

At Osoyoos a force of 18 men and 26 horses was met, en route to camp at Na-hum-shan's with supplies for the camp. These had come over from Midway by way of Sidley.

AT OROVILLE,

which was reached after nightfall, some 18 saloons were found to be driving a brisk trade, and rooms were at a premium. Here the navvies were having a good time, for railway camps have been established close to the town. Most of the grading above Oroville on the Similkameen and between that and the International boundary line has been completed with the exception of the long tunnel. There is another tunnel near Oroville on the east side of the Okanagan river.

On leaving the Okanagan valley the railway goes up Dry Gulch. The distance from Oroville to Molson is about nine miles in a straight line; by the wagon road it is 14, and by the railway 27 miles, on a maximum grade of 2.5%. All along this route work is in progress, the contractors being Coughlreen & Wolson, who find considerable difficulty in keeping men, and when inquiries are made no particular reason reflecting upon the contractors can be assigned. The cold snap of the last week in November thinned out the ranks very much. These laborers were for the most part recruited around the labor bureaus in Spokane. They are an improvident class as a rule—real summer coons who do not want to face a northern winter. In fact they are not sufficiently clad to stand the cold, having expended in booze what should have gone to purchase warmer clothing.

In order to gain distance the route here is most tortuous, there being something over 1500 degrees of curvature in the 27 miles, equal to four complete circles. At one point the track becomes a spiral in the basin of Dry Gulch, giving to the construction camp located there the name of Circle City.

At Molson the stage road parts company with the route of the V. V. & E. until the valley of Myers Creek is reached. From Molson the railway runs northward into British Columbia, dropping over into the valley of Baker Creek. Here on the McBride ranch a steam shovel is in operation, and several strong gangs are at work along Baker creek and the main Rock creek, when a detour is made southward again into the valley of Myers Creek.

Below Chesaw a couple of miles or so, work on the grades again comes in view of the stage road, but on the British Columbia side of the line. The course of the railway after leaving the steep south bank of Rock creek is southward along the western side of Myers Creek valley to within 40 feet of the American boundary line, when it crosses over to the eastern side on a high trestle and turns again northward, finally entering the Myers creek canyon whence it emerges out on the Kettle River about five miles from Midway. From the deck of the Flyer, riding down Myers creek, work may be seen in progress in a score of places.

This British Columbia section between Midway and Molson is about 31 miles in length, and on it 1200 men, several hundred teams and two steam shovels are engaged. On it very rapid progress is being made, notwithstanding the fact that it comprises two tunnels, one of 850 feet and another of 400 feet.

The following concise details of the distribution of the work is taken from the Phœnix Pioneer:

"The grading contracts let to the sub-contractors by J. W. Stewart, who has the work from Seims, Shields & Co., are in the form of stations of 100 feet each, as is usual, the following being the names and number of stations of each contractor, from Midway to the boundary line:

"Burns & Jordon, 259 stations; Johnson & Anderson, 97 stations, including 850 foot tunnel; Johnson & Welch, 142 stations; D. J. Brown, 56 stations; George Chew, 104 stations; Burns & Jordan, 96 stations, including 400 foot tunnel; Johnson & Welch, 82 stations; T. J. Gallagher, 123 stations; E. A. Carleton, 65 stations; P. S. Hughes, 144 stations; Gorman & Pierce, 124 stations.

"The distance of the line in American territory to where it again enters Canada, is about 47 miles. This work is all well under way also, but is not making as good progress as that on this side of the line.

At the point where the line comes into British Columbia again, a distance of some 17 miles to Keremeos, the work is just being opened up, some 40 or 50 teams having gone through this week to be used in grading, etc. It will probably be done by Mr. Stewart's men direct. From Keremeos to Princeton, via Hedley, the distance is some 45 miles, and whether this will

Concluded on Page Four.

V. V. & E. WIN SUIT.

Myers Creek Tunnel Will now be Rushed at Both Ends.—C. P. R. Enters Suit for $3000 Damages.

The V. V. & E. Railway Company may now dump all the rock it wishes to on the little hollow below the eastern mouth of the tunnel it is driving on a section of Columbia & Western Railway lot No. 2703 on Myers Creek, about seven miles to the west of Midway.

His Lordship Mr. Justice Morrison, in Supreme Court Chambers granted the order empowering the V. V. & E. Railway to take possession of the little strip of land which 500 men fought for a month ago. Since abandoning the ground, which was owned by the C. P. R., the V. V. & E. Company took steps to acquire a legal right to it, and all the preliminaries have been settled. Mr. W. S. Deacon, of the law firm of Wade, Deacon & Deacon, applied for a warrant of possession. The order was made.

A suit for damages against the V.V. & E. Railway Company has been commenced by the Columbia & Western Railway, or the C. P. R. It is the claim of the plaintiff company that the defendant railway took wrongful and forcible possession of this particular portion of lot 2703, about which all the squabble arose. Damages to the amount of $8000 are sought. The case is expected to come to trial before very long.

RUSHING THE WORK.

Two Hundred Teams Now At Work Below Keremeos, Distributed In Three Camps.

Any fears that work on the V. V. & E. in this valley would be carried on this winter in anything like a desultory manner were dispelled at the beginning of this week when a powerful re-inforcement, to bring the working force up to about 200 teams, was received.

Three camps are now established, two more in addition to the camp at Na-hum-shan's referred to in last issue. One of the new camps is located at Mrs. Daly's and another between there and the lower camp. The work between Keremeos and the Boundary is so easy in character that no sub-contractors care about taking hold of it, and hence the work will be done by Welch & Stewart's own men. It is stated that at one point below Keremeos there is about five miles almost straight and not requiring more than two feet of a fill on the average, much of it being simply to lay the ties on the bunch grass and ditch the sides.

A number of the teams had been engaged on irrigation work in the west, and got a free pull for their outfits over the Great Northern to Midway; but many of the teams of this latest re-inforcement have been brought over from Rock mountain, where the snow is getting too deep to make satisfactory progress.

In all probability a couple of months will serve to do the bulk of the grading up the valley from the boundary line to Keremeos. A number of bridges have to be put in and this will be done during the spring and early summer.

LIBERALS CARRY SASKATCHEWAN.

Haultain Has Been Able to Carry Only Eight Seats.

Advices indicate that the elections in Saskachewan have gone desastrously for Haultain, who will have but a small following in the next house. Those who seem to know best the power of the Romish Church in the Territories concluded that it was all up with Haultain after the bishops issued instructions to their flock to oppose him. Haultain conducted the affairs of the country for years with wisdom and tact, but business had to go down before the bidding of the holy church.

Hospital Ball Meetings.

At the request of the hospital ball committee a meeting of the ladies of Hedley was held in the church on Thursday 7th inst. to make arrangements for providing the supper. There was a large representation and matters were gone into with a degree of enthusiasm and thoroughness that augurs well for the success of the undertaking.

Mrs. Bowerman was chosen chairman of the meeting and Miss Megraw secretary.

After a careful consideration of ways and means a general standing committee was appointed consisting of Mesdames Shatford, Crawford and Bowerman, with Mrs. Shatford Convener.

A table committee was appointed, consisting of Mesdames Schubert, Shatford, Brule, Deardorf, Winkler, and Cootes and Miss McKinnon; and a soliciting committee consisting of Misses Stott, McKinnon and Greenhill.

Other committees, such as decorating, waiting &c. were named.

THE BACHELORS.

The Bachelor Committee are also working hard for the Hospital Ball on December 27th, and say that the affair is going to be the success of the season.

A second committee meeting was held on Monday night when reception, music, and other sub-committees were appointed.

Every detail is being looked after in a way that will assure every one a jolly good time.

With the ladies' auxiliary taking charge of the supper, decorations, etc. the bachelors are giving their whole attention to getting a large attendance and having everything in readiness.

The Hedley Gazette

and

Similkameen Advertiser.

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

Subscriptions in Advance

Per Year.....$2.00
Six Months.....1.00

Advertising Rates

Measurement, 12 lines to the inch.

Land Notices—Certificates of improvement etc., $7.00 for 60-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. Transients payable in advance.

Contract Advertisements—One inch per month, $1.25; over 1 inch and up to 4 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.

AINSLEY MEGRAW,
Managing Editor.

First quar. 3rd. Last quar. 19th.
Full Moon 11th. New Moon 25th.

1905 DEC. 1905

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						

ET DONA FERENTES.

With the advent of a C. P. R. right-of-way man on the scene, it is quite within the possibilities that active conflict between the two roads in this immediate vicinity may be precipitated in a very short time. It is now pretty generally believed in the Boundary that work will be begun by the C.P.R. in dead earnest in the early spring to build westward from Midway, both at Midway and Penticton. Of course they have been at work on the Midway end for a month or more, but in a very tentative sort of way, and with the immediate object in view of harassing the Midway & Vernon, over whom they obtained an advantage in the matter of a crossing on the Myerhoff ranch. It did not take many men to construct the piece of track necessary to secure that advantage at Midway, and a few wheel-barrows, picks and shovels may soon be in evidence at Brushy Bottom and other points in this portion of the valley. Of course William Whyte gave us to understand last June that while there was nothing here just at present to build for, they would build "ultimately," and there is nothing to prevent them, if they see fit, to call this "ultimately" and act accordingly. The people of the Similkameen have so long waited in vain for the building of the C.P.R. through this valley that it would be difficult indeed for them to analyze the feelings that would arise on seeing that company at work track-building in their midst before the Great Northern grades were constructed. The memory of that fight at Ottawa was not allowed to dim sufficiently until another bad taste in the mouth was produced by the Midway incident. Evidences of progress are always welcome, and two railways down this valley is a cherished dream, but it will take strong evidence of bona fides on the part of the C. P. R. to force down the ever-recurring thought, "Timeo Danaos et dona ferentes." Should the C. P. R. go into the race in dead earnest from Midway, Penticton and Nicola, and abandon this child's play of holding crossings, they have yet a good chance in the race for a through road to the coast through Southern British Columbia, and this they cannot build and operate without doing incalculable good for the district traversed.

AMPLY PROVIDED FOR.

The little temporary financial difficulty into which Midway and Vernon affairs seemed to have got a short time ago, was seized upon by sundry newspapers to get a slap at the Provincial Government. The Nelson News, armed with the mole-hill of a pay-day coming without funds to honor time cheques, proceeded to roll up its sleeves for the making of a mountain or so to pile on top of the administration at Victoria. A camp agitator named White opened the ball with a letter to the News in which he brandished an unpaid time cheque, drew harrowing pictures of distress, told how the assistance of the Government had been invoked in the person of J. R. Brown of Greenwood (a factious member of the opposition) and of how that good sympathetic soul had replied "Sorry for boys, but I can't do anything for you." The inference which the thing was intended to carry was, of course, that the Government was to blame.

Now the fact remains that no piece of similar legislation has passed the House in this or any other provincial legislature, in which the interests of the working man were so thoroughly safe-guarded as in the Midway and Vernon railway bill. That act provides that the subsidy for each ten mile section of the road will be paid on the completion of such section, and as the contractors have not yet finished the first section no subsidy has yet been paid them nor will it be paid until completed and accepted by the Government. The Act says:

Section (3) sub-sec. (j) The subsidy under this Act shall be subject to the conditions that the workmen, laborers or servants employed in or about the construction and operation of the railway in aid of which such subsidy is granted, shall be paid such rate of wages as may be currently payable to workmen laborers and servants engaged in similar occupations in the district in which such railway is constructed and operated, and upon breach of such condition by the Company there may be deducted and retained from any moneys payable in respect to such unearned subsidy such amount as the Lieutenant-Governor in Council may think proper; and in case the subsidy shall have been paid before the breach, such part thereof as may be determined by Order in Council may be recovered back from the Company, with full costs of action, at the suit of the Attorney-General of the Province in any Court of competent jurisdiction. The workmen, laborers or servants employed in or about the construction of the said railway, and each of them, shall be charged fair and reasonable prices for any board, provisions, clothing and other necessaries of life, and reasonable comfort supplied by the company, their agents, or any person or persons authorised by the said company to supply such goods and accommodation; and upon the breach of any of the provisions of this section, or in the event of exorbitant charges being made by the railway company, their agents or other person or persons authorised by the railway company, there may be deducted and retained from moneys payable in respect of such unearned subsidy, or hereafter to be granted subsidy, such amount as the Lieutenant-Governor in Council may think proper.

(k) The Government shall be entitled to retain the subsidy on each section when the same becomes due, until the company produce satisfactory evidence that the wages of all workmen employed on said section have been paid.

If some of the workmen were foolish enough to sell their time cheques at 30 cents on the dollar to sharks who traded upon their fears they have only themselves to blame. Had they waited four or five days they could have had it in full. The Act itself was ample evidence that contractors couldn't beat them out of it, and any opposition member or editor who was appealed to should have told them so instead of acting the part of political Pecksniffs.

Paddy O'Farrell has a great time telling certain Canadian newspapers about their own country, and they accept it all with the same faith and air of wonderment as if he were writing of the land of Brobdignag or the marvellous buried treasures of the Cocos. Lawson's broadside momentarily ruffled Paddy's plumage, but has left his serenity undisturbed. To the Nelson News he has been telling of that terra incognita, the Okanagan and the Similkameen. Much data which he gives concerning the former is both modern and accurate, and of the latter he says, in passing, "the Marcus Daly estate has a gold mine called the Nickel Plate that turns out about $2,000,000 a year and makes a profit of $1,000,000. As soon as the railroads reach the mines and enable them to increase their plant and equipment they will be able to treble their output and increase their profit fourfold." Now the Nickel Plate doesn't need any of that kind of thing. It is better known in the province than Paddy is, even in spite of the wide publicity given him by Lawson and Everybody's. It is actual facts that mining investors want to know, and that the public care most to hear. Those who know the Nickel Plate best are prepared to believe that a phenomenal output will be attained with perfect equipment for extraction, but these figures of Paddy's at this stage of the game are absurd.

NOTICE

NOTICE IS HEREBY GIVEN that an application will be made to the Legislative Assembly of the Province of British Columbia, at its next session, for an Act to incorporate a Company with power to acquire, purchase, construct and operate the undertakings of the Vancouver & Coast-Kootenay Railway Company; the Alberni & Cowichan Railway Company; the Kamloops & Atlin Railway Company, and the Midway & Vernon Railway Company; and to acquire all the rights, powers and privileges of the said Companies; and with power to exercise all the powers contained in the Acts of Incorporation of the said Companies; and with power to acquire, purchase, construct and operate the undertakings of any other Railway Company or Companies; and with power to subscribe for and purchase the stock, bonds, debentures or other securities of any Railway Company; and to exchange the stock or other bonds, debentures or other securities of the Company to be incorporated for the shares, stock, debentures, bonds or other securities of any other Railway Company; and with power to increase the capital of the Company to be incorporated; and with power to issue shares as fully paid up; and to borrow money on the Company's assets by any form of security; and with power to promote any Railway Company or Companies, or to amalgamate with any Company or Companies; and with all the other and necessary powers conducive to the carrying out of the Company's undertaking.

Dated at Victoria, B.C., Nov. 22nd, 1905.

ROBERTSON & ROBERTSON,
46-6 Solicitors for the Applicants.

NOTICE.

NOTICE IS HEREBY GIVEN that an application will be made to the Legislative Assembly of the Province of British Columbia at its next Session, for an Act extending the time within which the Vancouver & Coast-Kootenay Railway Company has to complete its line of railway, and empowering the said Railway Company to build from some point on its line of railway to Kamloops, in the Province of British Columbia.

Dated at Victoria, B.C., Nov. 22nd, 1905.

ROBERTSON & ROBERTSON,
46-6 Solicitors for the Applicants.

NOTICE.

SIXTY DAYS after date I intend to apply to the Chief Commissioner of Lands & Works for permission to purchase forty (40) acres of land, situated in Yale Division of Yale District, and commencing at a post marked P. R., N. W. corner, and joining Fred Frembd's pre-emption. Following his southerly line 40 chains easterly, thence 20 chains southerly, thence 50 chains westerly, thence 30 chains northerly, thence 10 chains easterly, thence 10 chains southerly to point of commencement, containing 40 acres, more or less

PERLEY RUSSELL.
Granite Creek, Nov. 1st, 1905. 46-9

NOTICE.

SIXTY DAYS from the date hereof I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 160 acres of land, beginning at a post on the west bank of the Okanagan river at the south end of Vaseaux lake, thence northerly along the waterfront 40 chains, thence west 40 chains, thence south 40 chains, thence east 40 chains to point of beginning.

Dated the 28th day of September, 1905.

E. W. LEIR.
40-9 HUGH LEIR, Agent.

NOTICE.

NOTICE is hereby given that, 60 days from date, I intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to purchase 40 acres, more or less, of land, situate in the Similkameen Division of Yale District, and described as follows: Commencing at a post planted on the northerly limit of the Columbia & Western right-of-way, marked S. E. Corner, Lot 2704, thence running north 5 chains, more or less, to the south boundary of Lot 513; thence east 38 chains, more or less, along said south boundary of Lot 513 to the angle post of said Lot 513; thence south 12 chains, more or less, along westerly boundary of Lot 513 to the northerly limit of the Columbia & Western railway right-of-way; thence westerly, following the said northerly limit of the right-of-way, 40 chains, more or less, to point of commencement, and containing 40 acres, more or less.

Dated at Midway, B.C., October 12th, 1905.

40-9 W. H. NORRIS, Applicant.

NOTICE.

SIXTY DAYS from the date hereof I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 160 acres of land, beginning at a post at the S. E. corner of Lot 466, Similkameen Division of Yale District, thence south 40 chains, thence west 40 chains, thence north 40 chains, thence east along the south boundary of Lot 466 to point of beginning.

Dated the 10th day of October, 1905.

C. E. LEIR,
40-9 HUGH LEIR, Agent.

Now that the Great Northern is coming sure, just hustle in your jobs of office stationery into the Gazette print shop and get ready for your share of the rush.

NOTICE.

Certificate of Improvements.

"GOOD VIEW" Mineral Claim, situate in the Osoyoos Mining Division of Yale District. Where located: In Camp Hedley.

TAKE NOTICE that I, J. Fraser Campbell, Free Miner's Certificate No. 5801, agent for myself and Chas. E. Oliver, Free Miner's Certificate No. B79072, intend, sixty days from date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under Section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 28th day of October, A. D. 1905.

42-9 J. FRASER CAMPBELL.

NOTICE.

Certificate of Improvements.

"COPPER PLATE" Mineral Claim, situate in the Osoyoos Mining Division of Yale District. Where located: Camp Hedley.

TAKE NOTICE that I, Ainsley Megraw, F. M.C. No. B79221, agent for Sydney M. Johnson, F.M.C. No. B91408, 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 claim.

And further take notice that action, under Section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 25th day of October, A.D. 1905.

41-9 AINSLEY MEGRAW.

BANK OF BRITISH NORTH AMERICA

Capital—$4,866,666. Reserve—$2,043,997.

HEAD OFFICE IN CANADA, - MONTREAL

H. STIKEMAN, General Manager J. ELMSLY, Supt. of Branches

BANKING BY MAIL—Accounts of parties living at a distance receive our special attention. Deposits can be made through the mail, and sums added thereto and withdrawn at any time. A General Banking Business Transacted. Drafts issued, payable at all points in Canada and abroad.

Hedley Branch, - L. G. MacHAFFIE, Acting Manager

PATRONIZE YOUR HOME MILLS

Ask your grocer for

Moffet's Best

and help us to help British Columbia by employing more men in our mills.

THE COLUMBIA FLOURING MILLS CO., Ltd.
ENDERBY AND VERNON, B. C.

Advertize in the GAZETTE!

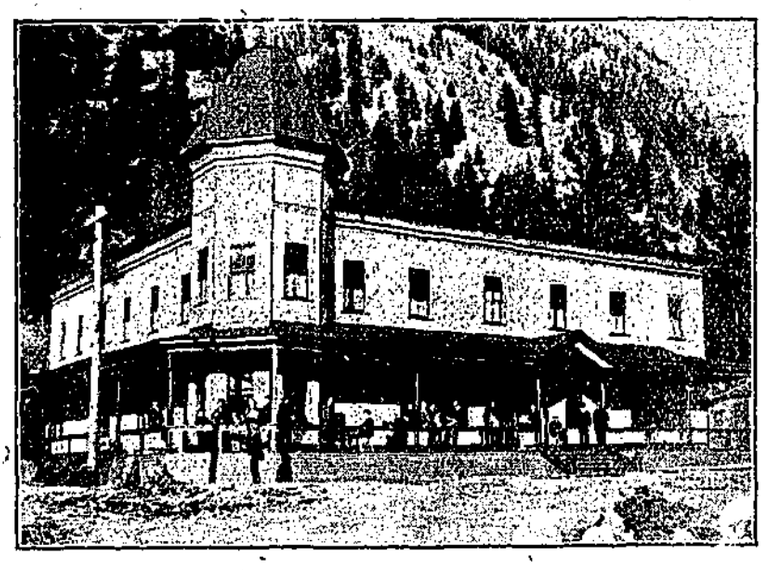
CHRISTMAS GIFTS for Men and Boys

Where could you get anything more suitable for a man or a boy than at a man or boy's store, where practically nothing but men's and boy's goods are sold.

TIES, BRACES, GLOVES, HANDKERCHIEFS, FANCY VESTS, FANCY SHIRTS, a new SUIT for the boy, a nice OVERCOAT for the Gentleman, and a very fine line of MEN'S CLOTHING—ready to put on.

Campbell & Shier.

Proper Clothes for Men



HOTEL SIMILKAMEEN

HEDLEY, B.C.

The Leading Hotel of the Similkameen Valley.

This House is New and First Class in Every Respect, Being Equipped with all Modern Conveniences—Electric Light, Telephone, Baths, Etc. : : : :

Rates Moderate

A. McDermott, Proprietor.

Town and District.

Vernon and Kelowna Scots celebrated on St. Andrews night.

Express parcels are now handled by W. F. Revely who has put up a building to the west of his stables to accommodate same.

A letter from Mr. T. D. Pickard, who writes from Vancouver, announces his intention of starting for California shortly.

Rev. E. P. Flewelling is still a patient of St. Luke's hospital, Vancouver, but is making satisfactory recovery, and may be back about Christmas.

Driver McKenzie of the Penticton stage had several passengers to turn over to the flyer at Keremeos on Monday. The flyer made connection with Tuesday's stage all right.

W. A. McLean returned last week from Penticton to look after a wood contract for the Daly Reduction Co. He expects to supply about 1000 cords and was making the necessary arrangements for same before going back to Penticton.

Editor Fyne of the Oroville Gazette has recently been appointed a J. P., to dispense justice and law to one of the liveliest towns in the Okanagan. He tells a good one on how the retiring justice handed over the insignia and trappings of the office.

Mrs. Shatford, convenor of the ladies' general committee, requests all the ladies interested, and especially those who were appointed on committees at last meeting, to meet in the church on Friday afternoon, the 15th inst., at 2:30, to make final arrangements for the Hospital Ball supper.

Dr. Coristine, V.S., owing to lack of postal facilities at Osoyoos, was obliged to remove to Fairview. Now the travellers from the United States going up the Okanagan are all instructed to report at Fairview, and those going up the Similkameen by Richter's pass are required to report at McCurdy's.

Mr. J. N. Logan, of Winnipeg, right of way agent for the C. P. R. arrived in Hedley on Saturday evening and began negotiations with property holders for right of way. Among those who were seen were W. T. Atherton, J. Wine and Williams, near the mouth of the Ashnola, George Shelder for the old Winter place, and Frank Bailey for Similkameen City. Mr. Logan will have work enough cut out for him to keep him busy for some time in getting right of way adjusted.

L. Andrews was recently up before W. H. Norris, J. P., of Midway, and committed for trial on a charge of having obtained money under false pretences from the V.V. & E. He had been working on the survey above Princeton with Baldwin, and drew his pay up there. He then went back to Midway and represented that he had received no pay, when he was again paid. The fraud was not discovered until Baldwin's pay-roll went back to Midway, and it was then the charge was laid. At the hearing Andrews claimed justification to re-imburse himself for travelling expenses which he claimed that the company owed him.

Dr. Mathison tells a good story on Jim Reith, of the Central Hotel at Keremeos. When trade was a bit dull around the hostelry during the hot long harvest days, the genial host of the Central thought to improve his mind by reading the Life of Napoleon, but with the slumberous air and the murmur of the creek at his back door he never could read long at a time without falling asleep. Then some of the boys would come around and shift his book-mark two or three leaves back. After this had been done a few times on him he exclaimed, "Well, that Napoleon must have been a great man; he crossed the Alps three times in one day, and hauled his heavy cannon after him."

Royer's stage reached Keremeos on Saturday, but this being the first trip when extra horses had to be brought along and provision made for stabling, they did not reach Keremeos until the Hedley stage had pulled out. The flyer remained at Keremeos to make the connection with Monday's stage going out, and from this on there will be no failure to make connections, as the Penticton stage will wait at Keremeos in case the flyer should be a trifle late in pulling in. If the flyer's route were by way of Fairview, the telephone could be used to advantage, but with active grading in progress down the Similkameen, the bulk of the passenger business will evidently be picked up on the lower route. Extension of the telephone line down the valley to Nighthawk wauld be a very great convenience at present.

The Kelowna Clarion has changed its name to the Courier which is almost as alliterative and more decorous. The new editor will not need to inflate his cheeks so roundly to fill it up with sound but will despatch the Courier on its weekly rounds, staid and proper as it ought to be.

The ball at the Hotel Similkameen on Friday night brought out a good crowd and a particularly pleasant time is reported. Dancing was kept up until about 3 o'clock. That the guests thoroughly enjoyed themselves was evidenced by the fact that a number of them requested repetitions at not too long intervals.

Mr. C. E. Shaw, P. L. S., and his assistant Frank Rice were in town on Friday, and have been engaged recently doing work for the Great Northern by tieing in their line between Hedley and Princeton with the various properties through which the survey passes. They will also survey several ranches before returning to Greenwood which they are anxions to make for Christmas.

J. T. Fackler, of Denver, arrived in town on Thursday last to take the position of master mechanic at the Daly Reduction Company's works. This is a position that is being filled none too soon, for a plant as extensive as that which has been installed here requires an expert to keep in shape. With the machine shop already described in these columns, Mr. Fackler will have every facility at his hand for executing anything in the shape of repairs or new work that may be required.

The competition silver cup put up by the Hedley Rifle Association is on exhibition at L. C. W. Rolls' store, he having won the right to retain it in his possession during the present month. The first cup sent had nothing emblematic in its design and was returned. The present cup is poised on a tripod of three rifles, on the muzzle of each of which is hung a laurel wreath, and on the lid is a a rifleman in kneeling position taking aim. The cup is inscribed Hedley Challenge Cup, 1905," and is a trophy that any rifleman should be proud to own. It must be won three times in succession before becoming the absolute property of the winner.

BORN

In Princeton, December 12th, 1905, to Mr. and Mrs. J. M. Wright, Similkameen Star, a son.

In Hedley, Dec. 13th, 1905, to Mr. and Mrs E. E. Hardwick, a son.

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.

Hedley Livery, Feed and Sale Stable

HEDLEY, - - B.C.

Strictly First Class Service.
Special Attention given to the Travelling Public.
Teaming of all kinds done.
Horses Bought and Sold.

W. F. REVELY, Proprietor.

HOTEL HEDLEY

The Leading House For Commercial Men. : : :

Best Only Provided for Table and Bar.

W. J. Henderson, Prop.

Cawston & Edmond

WHOLESALE AND RETAIL

PURVEYORS OF ALL KINDS OF Fresh Meats Fish Vegetables AND Fruit

Cut Rates on Orders by both Penticton and Overland Stages.

Inquire for Latest Fruit Arrivals.

HEDLEY, - - - B. C.

CHRISTMAS FRUITS

A BIG SUPPLY JUST RECEIVED. ALL NICE FRESH GOODS—THE BEST PROCURABLE.

The Following are a few of the Leading Lines—

4 Crown Muscatel Raisins
Choice Sultana Raisins (bulk and 1 lb. packages)
Fancy Seeded Raisins (16 oz. Packages.)
Fancy Table Raisins (bulk and 5 lb. boxes.)
Vostizzas and Filiatras Currants (bulk and 10 oz. packages.)
Figs, and Dates. Orange, Lemon and Citron Peel.
Walnuts, Almonds, Filberts and Brazil Nuts. Shelled Walnuts and Almonds.

Shatfords, Limited
Phone 8. Hedley, B. C.

The Canadian Bank of Commerce

CAPITAL—$8,700,000. REST—$3,500,000.
TOTAL RESOURCES (Nov. 30, '04)—$91,000,000.

Penticton Branch — A Branch of the Bank is now open at Penticton, B. C.

Princeton Branch — A Branch of this Bank is now open at Princeton, B. C.

SAVINGS BANK DEPARTMENT—Interest allowed on deposits of $1.00 and upwards.

BANKING BY MAIL

Deposits may be made and withdrawn by mail. Special attention given to this class of business. :: Drafts and Money Orders issued on all points. A General Banking Business Transacted.

J. M. CHRISTIE - - - Manager

XMAS PRESENTS

Just Arrived at the Drug and Book Store—A most complete Stock of Xmas Goods and Xmas Gifts, suitable for all . . .

For the Lady
Writing Desks, Fancy Papeterie, Brush Sets, Toilet and Manicure Cases, Glove and Handkerchief Boxes, Purses, Etc., Etc.

For the Gent
Military Brushes, Dressing and Travelling Cases, Shaving Sets, Razor Sets, Cigar Cases, Pipes, Etc., Etc.

The Boy & Girl
Our Stock of Toys, Games, Dolls, Story and Picture Books, Blocks, Toy Dishes, is a large assortment.

The Folks at Home
We have Some Pretty Things to Send by Mail.

At Prices from 50c. to $3.00; better quality up to $10.00, and Extra Fine as high as $20.00 . . . . . .

Xmas Cards, Xmas Numbers, Chinese Lanterns, Xmas Tree Decorations, Photo Frames, Souvenirs of Hedley and District, Lowney's and Ganong Bros.' Confectionery and Bon Bons, Seeley's Perfumery.

JOHN LOVE - Druggist & Stationer
HEDLEY, B. C.

PROPERTY IN HEDLEY
Is A Good, Safe Investment

And

Will

Make

Money

Hedley is the supply point for the Nickel Plate mountain, on which is situated the famous "Nickel Plate"—the richest gold mine in Canada—and many other promising mines and prospects. It is the mining and business centre of the

Similkameen

the new mining district which has already been proven, by a small amount of development work, to be one of the richest gold, copper and coal mining sections of

British Columbia.

HEDLEY is the chief town on the route of the proposed Coast-Kootenay Railway; and with the advent of this road, which is assured in the near future, it will unquestionably become a large and important city, and town lots will bring big returns on money invested at the present time.

...PRICE OF LOTS...

Scott Ave. (main st.) ....$400 to $600

Other Streets..... .....$200 to $400.

....TERMS....

1-3 Cash; balance in 3 and 6 months, with interest at the rate of 6 per cent.

For Those Who Invest Now.

Purchase a few Lots before the Railway Comes

For Full Particulars, Maps Etc.,

—APPLY TO—

The Hedley City Townsite Co'y, Ltd.

L. W. SHATFORD, Secretary and Manager, - - HEDLEY, B. C.

FROM DECK OF THE FLYER

Continued from First Page.

be let this winter or not is not known. It was supposed that it would not be given out until spring, but a change may be made and the work rushed all winter, as is being done just west of Midway, for it is known that Mr. Hill is anxious to finish the line into the Similkameen with the least possible delay."

AT MIDWAY,

matters have progressed rapidly and the work is now nearing completion. The yards are situate on the Riverside addition, and the large amount of trackage going in bears evidence of the amount of traffic which the company will handle here. Provision has been made for joining in the Greenwood branch when built, this evidently being used at present as part of the Y. The station is being placed in the Y, with tracks on all sides. The owners of Riverside addition have had a re-survey made so as to conform to the line of the Great Northern. In this way those who purchase lots can count on getting the full amount of space and will not lose any ground cut off by the railway.

Wonderful changes have taken place in Midway itself. There are eight hotels full to overflowing, and travellers have difficulty at times to get a bed. The evil of unlimited room for expansion is seen here in an exaggerated form, for the town is spread all over creation. Counting Ferry, just across the line, there are practically seven different Midways. The Lancashire clump of buildings was the first; that from the old Advance office to the old Unsworth drug store is No. 2; the Crowell and Salter environment is No. 3; the C. P. R. station and Dahl's hotel make No. 4; the new town on 5th St., which has sprung up at the end of the bridge is No. 5; Riverside addition with the Great Northern is No. 6, and Ferry in Washington, No. 7. The platting of Riverside addition and the building of that bridge across the river by private enterprise in 1899 has really turned out to be the salvation of the town, for, by furnishing the Great Northern with traffic facilities and yardage so close to the old town, it has made a nucleus around which to build and will tend to minimize the evil of further spreading out. Ferry, across the border, has attached to itself an unenviable notoriety—a short life and a merry one being evidently the goal aimed at. Saloons and dance houses practically make up the whole place, and when their present legitimate prey—the poor navvy—moves on west with the construction pay-car and the members of what brother Lowery calls "the oldest profession" follow him then Ferry, like Brooklyn of Columbia and Western fame, will be hors de combat. That is really what a considerable portion of its population are at present, only they spell it another way.

Midway is not only at present but must continue to be the centre of great railway activity. With the construction of the Great Northern, Midway & Vernon and C. P. R. all in progress, a large volume is being and must be done, but it is a mistake to suppose that construction will end it. These roads must be operated and the train crews will support a good town in themselves, while as a great smelter point its outlook is as bright, if not brighter than that of any other point point in the Boundary.

The Commercial Hotel
HEDLEY, B. C.

This hotel under new management has been re-modelled, and has ample accommodation for a large number of people. The table is supplied with the best in the market. The bar contains the popular brands of liquors and cigars.

H. W. YATES, Proprietor

Hotel Keremeos
GEO. KIRBY, Manager.

First Class in Every Respect. Commercial and Mining Headquarters of the Keremeos and Lower Similkameen Valleys. Post House on Penticton-Princeton Stage Line.

KEREMEOS, - - B. C.

PENTICTON Livery, Feed and Stage STABLES
ESTABLISHED 1903

Fine New Covered Stage Carrying Royal Mail, Passengers and Express to

Keremeos, Hedley and Princeton

:o:

Special Rigs for Travellers, and Every Attention Paid to Wants of the Public. : : : :

:o:

W. E. WELBY, Proprietor.

Two Strong Points!!

FIT WELL AND WEAR WELL

IF YOUR DEALER DOES NOT CARRY "THE AMES HOLDEN SHOES" WRITE US AND WE WILL TELL YOU WHO DOES

The Ames Holden Co. of Montreal, Ltd.

Largest Manufacturers of Shoes in Canada. VANCOUVER, B. C.

McDougall & Co's
LIVERY, FEED & SALE STABLES

Fairview and Penticton

—ALSO—

Proprietors—FAIRVIEW AND PENTICTON STAGE LINE.

Good Horses and Rigs and Careful Drivers.

Teams furnished to do freighting, transferring and general teaming, and good saddle horses always on hand.

When in Keremeos
STOP AT

The Central Hotel
TWEDDLE & REITH, Proprietors.

Good Accommodation and Strict Attention to the Wants of the Public. Livery Barn in Connection.

NOTICE.

I HEREBY GIVE NOTICE that, 60 days from the date hereof, I intend to apply to the Chief Commissioner of Lands & Works for permission to purchase 80 acres of range land, as follows: Commencing at the N. E. corner of L. 3063, G. 1, thence south 20 chains, thence east 20 chains, thence north 40 chains, thence west along south boundary of Lot 3062, G. 1, 20 chains more or less, thence south 20 chains to the point of commencement.

Kilpoola Lake, Nov. 13th, 1905.

T. LACEY,
44-9 R. H. PARKINSON, Agent.

The Pioneer Carriage and Repair Shop
HEDLEY, - - B. C.

Horse-Shoeing and all kinds of Blacksmithing done. : :

GEO. H. SPROULE, Proprietor.