The Hedley Gazette

AND SIMILKAMEEN ADVERTISER.

VOLUME X. NUMBER 22. HEDLEY, B. C., THURSDAY, JUNE 4. 1914. $2.00, IN ADVANCE

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Regular meetings of the Hedley Local, No. 161 are held on the first and third Wednesday in the month in Fraternity hall and the second and fourth Wednesday at the N. P. Mine
O. M. STEVENS, President — T. R. WILLEY, Fin-Secretary.

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.
A. CREELMAN, W. M — H. G. FREEMAN, Secretary

MODERN WOODMEN OF AMERICA
Hedley Local Camp meets in Fraternity Hall the first Thursday only in the month.
E. E. BURR, Counsel — H. G. FREEMAN, Clerk.

L. O. L.
Regular monthly meetings o Hedley Lodge 1744 are held on the third Monday in every month in Fraternity Hall. Visiting brethern are cordially invited to attend.
S. KNOWLES, W. M.
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DR. J. L. MASTERS
DENTIST
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British Columbia Land Surveyor
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ADVERTISE IN THE GAZETTE

SIMILKAMEEN LOOKS FOR PROSPEROUS YEAR

Mr. L. W. Shatford, M. P. P., Made tour of his Constituency—Railway Policy Develops Agriculture

Victoria, May 23.—Mr. L. W. Shatford, M.P.P. for Similkameen, returned to Vancouver yesterday after a three days visit to Victoria, during which he conferred with Sir Richard McBride and other members of the cabinet on important matters affecting his constituency. Mr. Shatford was recently the recipient of a testimonial of the marked esteem in which he is held by his constitutents. He was tendered a complimentary banquet at Keremeos. The function was the largest and most representative gathering in the history of the district.

In referring to his recently completed tour of the district, Mr. Shatford stated that it was his custom to make a thorough inspection trip of all portions of the riding, previous to the opening of the government work in the early summer, as the personal knowledge gained from actual contact with the work was far more satisfactory in dealing with the department.

"Everything is taking on a very prosperous appearance in the Similkameen," stated Mr. Shatford. "This is mainly owing to the Kettle Valley and V. V. & E. railways, which at present are nearing completion. These two railways will open up this section of the country, and render possible the development of mines and large tracts of agricultural lands, the productiveness of which has been hindered in the past by lack of transportation."

The completion of the connecting links of railway steel would, according to Mr. Shatford, remove a very large obstacle from the paths of the horticultural and agricultural producers of the interior, in their search for wider and better markets. From the latest available reports when he left the Similkameen and Okanagan Valleys, the prospects for a bumper fruit crop this season were very bright. This was particularly true in the case of apples as the maturing of the trees in the younger orchards insured a higher rate of production as well as the fact that the fire blight, a pest that proved very troublesome last year, was not doing much destruction this season, owing to the dry weather.

Mr. Shatford referred to Princeton as a very active centre in the Similkameen. At the present time it was a very busy point, and indications pointed to development in mining both near the town and other points throughout the district.

Princeton, in the Similkameen, and Penticton in the Okanagan, stated Mr. Shatford, would be the two most important points on the line of the railway from Calgary to Vancouver. Both were naturally situated as distributing centres, and he felt that a great future awaited both these places.—Colonist.

METEOROLOGICAL.

The following are the readings showing temperature, etc., for the week ending. May 30 1914:

AT THE MINE.

	Maximum	Minimum
May 24	56	32
25	44	25
26	46	33
27	41	20
28	68	36
29	70	40
30	72	39

Average maximum temperature 56.91
Average minimum do 31.14
Mean temperature 42.02
Rainfall for the week .00 inches.
Snowfall " " 2.00 "

CORRESPONDING WEEK OF LAST YEAR

Highest maximum temperature 63.
Average maximum do 57.18
Lowest minimum do 28.
Average minimum do 33.71
Mean do 45.44

AT THE MILL.

	Maximum	Minimum
May 24	70	45
52	62	38
62	62	45
27	57	36
28	75	43
29	80	45
30	85	47

Average maximum temperature 68.57
Average minimum do 42.71
Mean do 71.28
Rainfall for the week .08 inches
Snowfall " " .00 "

CORRESPONDING WEEK OF LAST YEAR

Highest maximum temperature 70
Average do do 69.42
Lowest minimum do 37.
Average do do 44.57
Mean do 56.99

ANOTHER LINER SINKS

Empress of Ireland Rammed During Dense Fog on St. Lawrence River by Heavily Laden Collier

ONE THOUSAND LIVES LOST

Less Than Four Hundred Survive—Empress Sank Fourteen Minutes After Collier Ripped Off Plates Below Water Line

Quebec, May 29th.—Out from this port yesterday afternoon with all the stately pride of a great ocean liner went the Empress of Ireland, of the Canadian Pacific service, bound for Liverpool. She carried almost 1,400 persons, including many men and women of distinction on both sides of the Atlantic. As the hugh ship left her dock and headed down the river the band of the Salvation Army headquarters in Toronto, played "God Be With You Till We Meet Again." The 200 delegates to the army congress on board stood around the band, a brilliant bit of color in the scene.

Tonight the Empress of Ireland lies at the bottom of the St. Lawrence river, rammed in a dense fog by a heavily laden collier as she lay to near Father point awaiting day and the sun.

Of all the great company that sailed out so confidently yesterday, less than 400 returned tonight. Over 1,000 bodies lie entombed in the ill-fated vessel or drift amid the eddies of the St. Lawrence.

The circumstances of this greatest disaster in Canada's maritime annuals were dramatic in the extreme. As the Empress steamed down the river the fog thickened and after she took the mails aboard off Rimouski, Capt. Kendall, whose first voyage in command it was, decided that the better course would be to lay to till morning. The activity following the taking aboard of the mails being at an end, the passengers and the bulk of the crew were in their births.

DEATH BLOW COMES OUT OF FOG

Out of the fog, steamily rapidly towards Quebec, came the deeply laden collier Storstad, a Norse ship, engaged in carrying coal from Nova Stotia to up-river points.

She struck the Empress amidships with such force that the side of the great ship was pierced and the plates were ripped off for a considerable distance below the water line. At once she began to fill, and as the water poured in she careened over so far that the launching of the boats became a matter of the utmost difficulty.

SINKS IN FOURTEEN MINUTES

In 14 minutes from the time the collision occured the Empress went down, carrying down with her hundreds of passengers who had been unable to make their way on deck.

The calls for aid were heard at Father Point wireless station immediately after they began, and two government steamers which had steam up raced to the spot indicated. Before they arrived the Empress had gone down and all that could be done was to gather the survivors, many of whom had taken to the boats or thrown themselves into the cold water with but little clothing on them.

TRAPPED IN CABINS

It was almost three hours before the work of rescue was completed and survivors were landed at Rimouski and mustered for roll call. It was only then when parents failed to find their children and husbands their wives among the survivors that the full horror of the disaster began to make itself felt. For a time there was a ray of hope that others might be saved and landed later, but the number of passengers who reported was pitifully few.

As Capt. Kendall stated, many of them had not been able to make their way on deck and were, therefore, carried down with the ship.

No ocean tradegy in Canada's history has cost so many lives and only two others in modern times, the sinking of the Titanic and the burning of the Volturno in mid-Atlantic, have exceeded the loss in to-day's horror.

MOST DIED IN BERTHS

When the accident happened it was a general race for life, and the fact that the vast majority of the lost are believed to have died in their berths, and that the ship sank 15 minutes after the crash, makes it easy to judge that there was not much time to look for clothing and apparel had to be provided at Rimouski for those who were saved.

Stories of the frightful panic which broke out in the darkness as the ship listed and her lights went out; of the furtile efforts of the crew to lower the boats, which was made impossible by the strong list of the ship and desparate struggle which occurred in the water after the ship gave the last plunge, are told by survivors, all of whom were witnesses of the disaster which will go down in history as the most appalling in the history of navigation in the St. Lawrence river.

A graphic description of the disaster by J. E. McWilliams of Father point says:

"All day long the search continued at the scene of the collision by the government steamers Lady Evelyn and Eureka, with the result that at nightfall five more were found, one woman and four men, still living but unconscious, and 250 dead bodies were recovered. The list of saved totals nearly 400.

DR. GRANT HERO

The survivors unite in laying such honors on the shoulders of Dr. James F. Grant of Victoria, B. C., a 1913 graduate of McGill, the ship's doctor. All praise the manner with which he calmed the terror-stricken and kept hope alive in the breasts of those who felt themselves bereaved of loved ones; who calmed the ravings of those whom the shock had, for a time, made insensible to those human attributes which make heroes, who went about among the rescued and gave them treatment, not only for the physical injuries, but also for those awful mental shock which had been endured.

TELLS OF DISASTER.

Dr. Grant's story:

"During the early morning a fog dropped around us and we proceeded slowly. At 1:30 a.m. we put the pilot off at Father point. At 1:52 the collier Storstad rammmed the Empress of Ireland. The vessel's lights had been sighted by the lookout, who reported to Capt. Kendall, who was on the bridge.

TELLS HOW IT OCCURRED

"The captain signaled with three blasts of the whistle, 'I am continuing my course.' The collier answered, but what the reply was I have not learned. Then Capt. Kendall sounded the whistle twice, saying 'I am stopping.' The lights of the collier could be seen approaching and the captain of the Empress signaled the engine room to reverse and steam full astern.

But the big liner could not avoid the small ship. She was rammed amidships in the engine room starboard side. The plates were ripped open to an enormous length. The collier then backed off about a mile. In a few minutes the Empress began to list to one side. She made an attempt to right herself and then canted over still further to starboard as the water forced its way in through the gap in her side. She lurched further and further and was doomed.

TRIED TO LOWER BOATS

"An attempt was made to lower boats on the starboard side. The first one was thrown clear and the sailors in it were thrown out. A boat was overturned. Then some of the port boats were flung across the deck by

Continued on Page two

REDISTRIBUTION NEARLY COMPLETE

Eastern Ontario Only Section Now At Issue—Agreement Regarding Quebec Is Reached

Ottawa, May 19.—The redistribution of federal seats is now settled except the question of what is to be done with eastern Ontario. It was first prosposed to elimate Russell county and the pocket riding of Brockville. The former was to be merged in Prescott and Carleton and the latter to be divided between Leads and Grenville. However, there has been such a bitter opposition to the arrangement that a compromise was suggested in Ontario whereby these two seats would be left pretty much as they are at present. There is not much to be gained politically by either party. Russell county is regarded as a safe Liberal constituency and Brockville is at present represented by a Conservative.

The question will be settled definitely in a day or two and the redistribution bill may be expected to go to the house quickly.

The rest of Ontario has been agreed upon and it is understood the riding of North York has been completed by allowing Stouffville to remain in the riding.

The Quebec situation has been cleared up. There the difficulties were with the rural constituencies of Brome and Missisquoi and the urban constituency of St. Antoine, although there was some doubt of the composition of Maisonneuve.

Of course, all arrangements are tentative until the redistribution committee decides to report the bill and there may be changes at the last moment.

CORRIGAN—KNOWLES

Although June the first opened a little cloudy, the brightest of sunshine and sweetest of spring flowers made a fair setting for a pretty wedding in Keremeos, when Miss Ellen Corrigan, only daughter of Mr. James Corrigan of Hope, B. C., and niece of Mrs. E. M. Daly, was united in marriage to Benjamin Wallace Knowles of Hedley, B. C. The scene of the ceremony was at the Presbyterian Church, the Rev. A. H. Cameron officiating. At 4 o'clock the bridal procession was formed to "Lohengrin" music and was preceeded up the aisle by the ushers, William and Maurice Daly, cousins of the bride. The bridesmaid, Miss Florence Daly, wore a charming costume of white satin with an overdress of blue. The bride, who was given away by her brother, John C. Corrigan, was charming in a wedding gown of white duchesse satin trimmed with chiffon and pearl passemterie with a veil of tulle caught up by wreath of orange blossoms. She carried a beautiful bouquet of bride roses. Mr. George Allison acted as best man. Mrs. Thomas Daly who had come from Spokane specially to attend the ceremony, presided at the organ and during the signing of the register Mrs. J. A. Brown sang "Oh Promise Me". After the ceremony a reception was held at the "Willows", the home of Mrs. Daly, which has also been the home of the bride since childhood. About sixty guests congratulated the bride and groom. All of the beautiful presents that had been received were tastely displayed in the drawing room. After a merry repast and felicitous speeches by R. L. Cawston and Rev. Cameron the bride and groom left amid showers of confetti, cheers and good wishes for a honeymoon trip. On their return Mr. and Mrs. Knowles will reside in Hedley where Mr. Knowles holds a position with the Daly Reduction Co. Along with their many local friends, among the guests from other towns were: Mr. and Mrs. G. P. Jones, Mr. and Mrs. Freeman, Dr. and Mrs. McEwen, Mr. and Mrs. Wirth, Mr. and Mrs. S. L. Smith and the Misses Smith, T. Walter Beam, Mr. Wheeler, Mr. Swayze, Mr. H. D. Barnes, Mr. Coles, Messrs. J. G. Corrigan, T. P. Corrigan, G. Denman, Frank Dollemore, John Beam from Hedley and Mrs. Lenten and Mr. Austin Lenten of Nighthawk, Wash.

The route of the Kettle Valley railway to Copper mountain has been approved by the department of railways at Ottawa.

The Hedley Gazette

and

Similkameen Advertiser.

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W. C. MARTIN, Managing Editor.

Full Moon 10 — New Moon 25
Last quar. 17 — First quar. 3

1914 MAY 1914

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
30						

CANADA MOURNS

The wreck of the Canadian Pacific Railway company's steamer Empress of Ireland with a loss of life approximating one thousand men, women and children comes as a profound shock to the people of Canada, from the Atlantic to the Pacific. The death roll is second only to that of the Titanic a little over two years ago, when 1,503 people lost their lives.

These two accidents show how little real progress has been made toward absolute safety at sea. The Titanic was regarded at the time of her launching as the last word in naval construction. She was annonced as a vessel that was unsinkable, yet on her maiden voyage across the Atlantic she went down, as the result of striking an iceberg, with most of those on board. The Empress of Ireland was regarded as little behind the Titanic in the matter of safely, but, as a result of being rammed by the collier Storstad, early Friday morning she sank to the bottom in less than 15 minutes' time, carrying with her most of her cargo of human beings.

From despatches it would appear that the ill-fated vessel was in no way to blame. She had taken the precaution of stopping her engines on account of the fog and was lying-to when struck amidships and practically cut in two. How much blame attaches to the Storstad and her officers for the awful loss of life investigation will show, but the captain of that vessel is in an unenviable position in the public eye at the present moment as a result of the occurrence.

The loss of one life is perhaps only of importance to the individuals to whom that life was the light of the world. But the loss of a thousand human beings massed together on one ship sends a tremor through the whole, happy, laughing, careless world. It is loss of life in the aggregate which always appals. A catastrophe such as this seems to bring people suddenly face to face with realities. For a moment they glimpse the beyond, for a moment they are awed, then once more they turn to their tasks and forget. But among them are some who can never forget. Never forget the last goodbye or the last glimpse of a face which was unutterably dear to them. To those who have suffered thus through the loss of the Empress of Ireland words can bring no comfort.

The disaster and its sorrows will be brought home to the people of western Canada by reason of the large number from this section of the country who had sailed on the Empress on their way to the old country on business or on pleasure bent. From this district as from other parts of the west victims were drawn. In fact, perhaps no part of the country proportionately had such a large representation on the steamer's passenger list as had the Kootenay and Boundary districts.

The sympathy of the whole country will go out to those bereaved and also to the officials of the Canadian Pacific railway who, while in no way to blame for the accident, will feel a greater or lesser amount of responsibility for the great loss of life which has occurred to passengers on one of the company's steamers.

Western Canada is oil mad at present. A month ago men who were then supposed to be hard pressed for ready cash now have an abundance of money to hand over to the first oil promoter who happens to cross their path. A few of these speculators may gain wealth by their venture, but a vast majority—and the majority is always composed of people who can not afford to part with money in this manner—will only add to their collection of worthless stock certificates. The excitement is a forcible reminder that gambling is an inheritent trait of humane nature, and that most people play the game until they go broke. A few years ago the mining "wildcatter" was in vogue. He was succeeded by the "wild cat" real estate peddler. These gentleman made dupes of the public. The oil promoters are doing the identical thing. Oil is valuable, and it may become more valuable as the years roll on; but before you invest in oil stock find out if the company has any oil lands, where located, and if the officers and promoters are men of integrity.

ANOTHER LINER SINKS

Continued from Page One

the list of the vessel and several people were killed. They were crushed to death against the rail. I believed the chief officer lost his life when these boats capapulted through the crowd.

"There was no disorderliness among the crowd. The captain and other officers remained on the bridge until the vessel sank. It was just 17 minutes from the time she was rammed until she sank beneath the surface.

"Comparatively only a few were enabled to gain the life boats and practically all were forced out in their night attire into the icy water. Several hundred clung to the ship until she sank, holding to the rail until the vessel canted over so far that it was necessary to climb over the rail and stand on the plates of the side. Then, as she keeled over further, they slid down into the water as though they were walking down a sandy beach into the water to bathe. Then there were several hundred souls swimming around in the water, calling for help, shrieking as they felt themselves being carried under, and uttering strange, weird moans of terror undisguised.

CAUGHT LIKE RATS IN TRAP

"The lifeboats of the Storstad were launched and came rapidly to the rescue. Not one went back that was not well loaded. About five of the Empress' boats got away. The catastrophe was so sudden that scores never left their bunks. They were caught there like rats in a trap. Added to this was the fact that the passengers had been on the ship only a day and were not yet familiar with their surroundings. In the confusion and the semi-panic many could not find their way to the decks and only a few knew how to reach the boat deck. This was largely responsible for the terrible toll of death.

"The survivors were taken on board the Storstad and the Lady Evelyn, which was summoned by wireless. There everything possible was done for them. In at least five cases, however, the shock and exposure was too severe. Forty women perished after they reached the Storstad. In each case I was called and womendied before anything could be done. The last spark of energy had been exhausted. One other woman died just as she was being taken ashore."

Montreal, May 29.—Out of the doubts and anxieties of the day, which began early this morning with a brief announcement of the terrible disaster to the Canadian Pacific railway steamship Empress of Ireland, and ended at a late hour tonight with the first

Concluded on Page Four.

Synopsis of Coal Mining Regulations

COAL mining rights of the Dominion, in Manitoba, Saskatchewan and Alberta, the Yukon Territory, the North-west Territories and in a portion of the Province of British Columbia, may be leased for a term of twenty-one years at an annual rental of $1 an acre. Not more than 2,560 acres will be leased to one applicant.

Application for a lease must be made by the applicant in person to the Agent or Sub-Agent of the district in which the rights applied for are situated.

In surveyed territory the land must be described by sections, or legal sub-divisions of sections, and in unsurveyed territory the tract applied for shall be staked out by the applicant himself.

Each application must be accompanied by a fee of $5 which will be refunded if the rights applied for are not available, but not otherwise. A royalty shall be paid on the merchantable output of the mine at the rate of five cents per ton.

The person operating the mine shall furnish the Agent with sworn returns accounting for the full quantity of merchantable coal mined and pay the royalty thereon. If the coal mining rights are not being operated, such returns should be furnished at least once a year.

The lease will include the coal mining rights only, but the lessee may be permitted to purchase whatever available surface rights may be considered necessary for the working of the mine at the rate of $10.00 an acre.

For full information application should be made to the Secretary of the Department of the Interior, Ottawa, or to any Agent or Sub-Agent of Dominion Lands.

W. W. CORY,
Deputy Minister of the Interior.

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NOTICE

SIMILKAMEEN LAND DISTRICT,
DISTRICT OF YALE

TAKE notice that I, Alfred H. Rowberry of Fairview, B. C., occupation, farmer, intends to apply for permission to purchase the following described lands:—

Commencing at a post planted at a post about 30 chains West and about 20 chains North of the N.W. corner of Lot 698s; thence West 20 chains, thence South 80 chains, thence East 20 chains, thence North 80 chains, and containing 160 acres.

ALFRED H. ROWBERRY

25th April, 1914.

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Hedley Drug & Book Store

Hedley, B. C.

NOTICE

SIMILKAMEEN LAND DISTRICT

DISTRICT OF YALE

TAKE notice that I, Halliburton Tweddle of Keremeos, B. C., occupation, Hotelkeeper, intends to apply for permission to purchase the following described lands:—

Commencing at a post planted about two miles north of lot 3207, thence north 40 chains; thence east forty chains; thence south forty chains; thence west forty chains to point of commencement and containing one hundred and sixty acres.

HALLIBURTON TWEDDLE

April 16th, 1914. 21-10

TRY THE

Hedley Gazette

for

Fine Job Printing

Town and District.

Picnic parties are all the go now.

Chief constable Simpson was in town this week.

Mr. E. Michell left for the Kootenay last week.

Miss E. McCulloch of Greenwood came into town this week.

Many good strings of fish were being brought into town this last fortnight.

BORN—In Hedley on Sunday, May the 30th, to Mr. and Mrs. Thompson, a son.

A. Winkler is having a cement sidewalk laid in front of his hotel this week.

Mr. W. T. Butler returned home on Tuesday after spending a short time at Portland, Ore.

Mr. Tom Porteous returned to town on Tuesday after spending a months' holidays in the Kootenay visiting friends.

FOR SALE—Remington Typewriter No. 7. Good as new. cost $125.000 will sell for $40.00. Apply P. O. Box 491, Hedley, B. C. tf.

We are pleased to report that the little girl of Mr. and Mrs. H. Jones is recovering from her recent attack of pneumonia.

E. M. Breed of Vancouver, representing the Allis, Chalmers, Bullock Ltd., is in town this week looking after some business for his firm.

Mrs. Keefe of Nelson who has been visiting her daughter, Mrs. T. H. Rotherham, for the last few months returned to her home on Tuesday.

If you are intending to take a trip abroad see H. E. Hansen about your ticket. He can supply you with a ticket on any line by which you wish to travel.

Homer McLean received a telegram from his father on Saturday last stating that he and Mr. Gillespie had undergone their operations and were getting along nicely and were now past the danger period.

The handicap committee is busy this week getting the handicaps ready for the competition for the Merrill Cup which will be played as soon as the mower arrives and the weeds are cut and the course put in a little better shape for play.

Mr. Jack Knudson of Princeton received word Sunday Evening that his daughter, Miss Hannah, was a passenger on the Empress of Ireland and that she was last when that ship sank on Friday morning. The Gazette extends sympathy to the bereaved family.

Don't forget the dance that is being given in Fraternity hall on Friday, June 19th. The dance is under the auspices of the band and everyone should turnout and have a good time as the last one given by them was voted by those present as the best town dance ever given here.

The following taken from the Halcyon notes in the Nelson News will be of interest to many here. "Robert Clare and W. W. Corrigon crme down from Hedley on Friday. The latter had to be carried from the steamer in a chair, but is improving rapidly. He was able to walk on Saturday evening.

Those who attended the wedding from this place of Mr. Wallace Knowles at Keremeos on Monday when he was married to Miss Ellen Corrigan were: Mr. and Mrs. G.P. Jones, Mr. and Mrs. Freeman, Dr. and Mrs. McEwen, Mr. and Mrs. S. L. Smith and family, Mr. and Mrs. J. W. Wirth, and Messrs. R. R. Wheeler, Tom and Jack Corrigan, E. D. Swazyie, H. E. Barnes, T. Walter Beam, W. Lonsdale, Johnnie Beam, C. E. Prior, L. F. Clarke, R. R. Harper and Homer McLean.

G. R. Wright, representing the Canadian General Electric Co., Cheste Mott, representing the Sullivan Machinery Co., F. C. DeGuerre, representing the Boving & Co. machinery., C. N. Beebe, representing the Canadian Westinghouse Electric Co., J. R. Shand, representing the Canadian Crocker Wheeler Co., and G. A. Ohren representing the Ingersoll Rand Co., are in town this week looking after the interests of their respective firms.

A game of baseball was played here on Sunday afternoon at which the local team took into camp a team from the Daly Reduction Company's office to the tune of 13 to 11. The game was not a brilliant exhibition as many errors were chalked up against both sides, but there was lots of fun in it both for the players and the spectators. Bradshaw and Denis were the battery for the Hedley team and Harper and Lorenzetto for the Daly. It is to be hoped that the boys will get together and have another game before the visitors leave as it gives the locals good practice which they badly need.

Messrs. C. E. Prior, L. F. Clarke, R. R. Harper and T. W. Beam arrived in town on Saturday and will spend the summer here. Mr. Prior is taking Wallace Knowles place while he is absent on his honeymoon. R. R. Harper is working at the diamond drill camp and Johnny Beam is assistant assayer.

Hardly a day goes by that the editor is not asked why it is that no flag flies on the school pole. Not being on the school board it is not up to the editor but it does seem that it is high time the board gave the matter their attention. The flag has been down for about two months.

SIMILKAMEEN STAR CHANGES HANDS

The oldest newspaper in the Similkameen district, the Similkameen Star, lately changed hands, when J. M. Wright, who has run the paper for the last 11 years, disposed of his interest to C. F. Hayes, a well known newspaper man of Edmonton, who is expected in Princeton shortly. An up-to date plant will be installed. Mr. Wright will then devote his energies to placing his Weldo property which is in the Tulameen valley near Granite Creek, before the investing public, directly the Kettle Valley railway builds up the Tulameen he will place the property on the market.

The Similkameen Star started to shine in the Similkameen valley in Princeton 14 years ago under the direction and ownership of James Anderson and Mrs. Jimmie Anderson of Trail, B. C. A. E. House purchased the paper and plant about 1900, when Mr. Wright became interested.

DON'T TAKE CHANCES. BUY GOODS OF KNOWN QUALITY

By HOLLAND.

HISTORY is full of warnings about buying a pig in a poke. This is only another way of saying that one should buy articles of known merit—articles that will bear inspection.

The manufacturer who advertises his goods thereby shows his confidence in them. He would not spend money to tell of their merits unless they had merits. His advertisement is an invitation to you to test his sincerity by testing his goods.

You take no chances in purchasing goods advertised in this paper. The advertisement is a guarantee of quality. Insist on having the genuine articles. Something said to be "just as good" is never so good. Get the genuine—the kind that is advertised.

ADVERTISING ELIMINATES RISK.

Firebox linings withstand years of use because made of McClary Semi-Steel. See a

McClary's Kootenay Range

You'll notice the linings are made in nine pieces. There's a good reason--ask the McClary dealer.

Sold by HEDLEY TRADING COMPANY

Friday Specials

Arm Chairs

Large, Strong and Comfortable,

Regular Value $3.75

Friday Only $3.15

DUNTLEY SWEEPERS

Regular Value $15.00

Friday Only $11.00

SUMMER SPECIALTIES

Now in Stock

Ice Cream Freezers

Wire Dish Covers

Water Coolers

Tanglefoot Fly Swatters

Hedley Trading Company, Ltd.

$250.00 will buy a Choice Residential Building Lot on Daly Avenue

Terms Are Easy

Don't Pay Out Good Money for Rent When You Can Own a House of Your Own

THE HEDLEY CITY TOWNSITE COMPANY, Ltd.

F. H. French, Secretary and Manager HEDLEY, B. C.

THE KEREMEOS PAGE

KEREMEOS, the Centre of Lower Similkameen----Famed for Fruit Growing

Town and Lower Valley.

Bob Ellis is recovering nicely from his recent sickness.

Mrs. Graham and her daughter are expected in from the coast shortly.

Mrs. Major Moody of Penticton is spending a few days with Mrs. R. H. Carmichael.

E. J. Christie and family have moved into the new bungalow on Alexander Morrison's lot.

Mr. and Mrs. W. Young and daughter left on Monday evening for Tonasket, the home of Mrs. Young.

Herb Hunter is the only man from these parts to be a member of and camped out with the B. C. Horse at Vernon.

Miss Easty returned to Seattle on Thursday, the 20th, after spending a month's holiday with her cousin Miss Mattie Armstrong.

Many settlers are coming in lately from Uncle Sams domain the majority of whom seen to be coming from Okanagan county, Washington.

Ezra Mill, the hardware man, has a fine line of enamelware just arrived this week. Baby baths, oil stoves and farm implements on hand.

James Riorden was up to his claims on Riorden mountain on Saturday. He returned on Sunday bringing some fine samples of ore back with him.

A. Robertson put in the day on Thursday last rounding up beef cattle in the lower valley. He reports that there are many cattle on the ranges south of here but as yet are not in the feef class.

J. D. Smith of the Bank of Commerce left for Vernon on the 25th of May but returned last Saturday to relieve the manager who has to be present at the Spring assizes which opens the 3rd of June at Vernon, B.C.

It has been learned with deep regret that Miss Hanna, daughter of Mr. J. Knudson, late of Keremeos but now of Princeton, was one of the large number who perished in the terrible disaster of the steamship Empress of Ireland.

On Monday evening a reception was held in the grounds of Mr. F. B. Gibson for the Rev. and Mrs. G. T. McKenzie who leave the fourth, accompanied by Miss Hattie Innis, for Cloverdale, B. C. A fine spread was set for fifty guests and a most enjoyable social time was spent.

Miss Agnes Fleming left for Greenwood on Saturday evening accompanied by Miss Rita Kirby. Her uncle, Mr. C. Æ. Shaw, C. E., and his survey party, were leaving the same day for Greenwood so the girls took the advantage of having a nice trip over the mountains. Miss Fleming has been with us in the valley for the past seven months and has made many lifelong friends who were only too sorry to see her leave. While here she spent most of the time with her aunt and uncle, Mr. and Mrs. Walter Frith. She intends camping out with Mrs. Shaw and her cousins a few weeks before returning to her home in Winnipeg.

BRUCE—QUANT

A pretty wedding took place last Thursday the 28th of May in the Presbyterian Church, when Miss Muriel Mary Bruce of Hastings, Eng. was married to Percival Francis Quant, of Keremeos, B. C. The Rev. G. T. McKenzie performed the ceremony. Miss Elsie Hecks, carrying a beautiful bouquet of lilies, was bridesmaid, and Mrs. Harold Quant as matron of honor. The groom was supported by H. C. N. Etches. The bride wore a lovely wedding gown of crepe de chene, her veil was caught up with a tiny wreath of lilies of the valley and she carried a bouquet of beautiful cala lilies. After the ceremony a reception was held at the home of Mr. and Mrs. G.G. Keeler where the wedding cake, along with other delicious refreshments were served. Nearly seventy lovely presents were received, which went to show how great was the esteem in which they were held. Later Mr. and Mrs. Quant went over to their new home south of the river. We join with all in wishing the happy couple one continued life of happiness and prosperity.

ENCOURAGE HOME INDUSTRY

ANOTHER LINER SINKS

Continued from Page Two

detailed statement of the extent of the disaster, the citizens of Montreal have come to the realization that 1,032 lives have been lost.

This is the estimate of the Canadian Pacific railway officials of this city.

The rescued number 355. The official figures handed out by the Canadian Pacific railway tonight are as follows:

First class passengers saved, 18; second and third class passengers saved, 131; crew saved, 206; total, 355.

The number of passengers carried by the Empress of Ireland:

First Class, 87; second class, 153; third class, 715; crew, 432; total, 1,387.

MANY FROM THIS PROVINCE ON BOARD

Here is a list of the passengers that were on board the ill-fated liner from this province.

Princeton—Mrs. A. Coles, and Miss Hanna Knudson.

Nelson and Boundary—Miss T. W. Barbour, Miss Flora Barbour, Miss Evelyn Barbour, Silverton; W. S. Barrie, Silverton. R. S. Creelin, Silverton; O. Franson; Mrs. A. J. Cay, Golden; Martin Gill, Nelson, (rescued); Charles Mulloch, Howsei; F. K. Erikson, Rossland, (in doubt); D. Poulox, also given as Poulah, Nelson; C. Mallock, Lardo (saved).

Kamloops—Mrs, Tuffey, Miss Elizabeth Tatlin, A. Swanson and S. Nelson; Mrs. Chignell, Victoria, Mrs. R. Hogen, Nanaimo; Charles Bristow, Mrs. Bristow, Charles Bristow, Jr., Mrs. J. Whitelaw, Mrs. J. White and infant, New Westminster; Mrs. W. Griffin, Cloverdale; W. J. Langley, Merritt (saved); Miss Veitch, Victoria; Miss Court, Victoria (saved.)

From Vancouver are; Mrs. Mary K. Hepburn, wife of T. H. Hepburn; Barbara M. Hepburn, aged 3; Hugh M. Hepburn, age 7; G. C. Bishop, Miss E. Eevere Hunt, R. P. Bulpit, Mr. and Mrs. W. J. Richardson, John Abercrombie (saved), Miss Mary E. Langley, Miss Dorothy Balcombe, 8-year-old daughter of Mr. and Mrs. E. Balcombe, North Vancouver; Mrs. Charles Davidson and duaughter Dorothy, Mrs. G. Cook (saved), Miss H. Axton, Master Axton. Mrs. W. Grafton, Miss E. Berry, daughter of J. W. Berry, North Vancouver; Miss W. M. Quartley, Albert Anderson, H. Kediefs, Miss Laura Reid, Mrs. S. Wren (possibly Warren), Edmonds; Miss Weir, Kerrisdale; Mrs. James Duffy, Mr. and Mrs. Ralph Spooner, T. Bekoeff and eight other Russian laborers, booked Vancouver; John Fowler (saved) Harry Brooks, Thomas Clarke, Mrs. Clarke, Mrs. Davis.

The following Salvation Army delegates from Vancouver are believed lost:

Major Nettie Simcoe, Ensign Mardall, Capt. Hannah Knudson, Mrs. E. C. Guile and child: W. Wakefield.

Big Surprise to Many in Hedley

Local people are surprised at the QUICK results received from simple buckthorn bark, glycerine, etc., as mixed in Adler-i-ka, the German appendicitis remedy. F. M. Gillespie, druggist, states that this simple remedy antiseptic izes the digestive system and draws off the impurities so thoroughly that A SINGLE DOSE removes sour stomach, gas on the stomach and constipation INSTANTLY.

H. C. N. ETCHES

is Agent for the Hedley Gazette in Keremeos and authorized to book Subscriptions and take orders for job work and advertising.

POST OFFICE, KEREMEOS, B. C.

SILKS

Large Assortment of choice Silk Dress Goods, Silk handkerchiefs etc. for sale at right prices

TOMMY SING, Keremeos

SING LEE

Laundry, Contracting of all kinds, Ditch digging, Wood Sawing, Clearing land, Cooking and all kinds of Chinese Labor.

KEREMEOS, B.C.

J. A. BROWN

Notary Public

CONVEYANCING, CUSTOMS BROKERAGE, FIRE INSURANCE

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BOX 111 PHONE 132

B. A. MOORHOUSE

Assoc. Mem. Can. Soc. C.E. and B.C.L.S.

Civil Engineer and B. C. Land Surveyor

AUTOMOBILE

PENTICTON, - - - B. C.

KEREMEOS - PENTICTON

TWEDDLE'S AUTO STAGE SERVICE

Tweddle's cars are comfortable. Tweddle's drivers are experts.

No delays. No accidents

Autos leave Penticton every morning to connect with trains to Hedley, Princeton, Coalmont, Oroville and all Boundary points.

Leave Keremeos for Penticton on arrival of Great Northern trains

FARE—SINGLE $6.00
RETURN $11.00

Baggage carried. Commercial trunks arranged for.

Break the monotony of train and boat travel and take an auto trip.

When you arrive at Penticton or Keremeos ask for

TWEDDLE'S AUTO STAGE

Cars Call at all Hotels

WE'VE GOT THE BUSINESS

AND THERE IS GOOD REASON WHY

If we were to be here to-day and pack up and go tomorrow we could perhaps afford to run our business along slip-shod lines. We are here, however, to build a business. This we intend to do by stocking high-grade goods and selling at a low margin of profit. See our superior line of Goods for Spring.

FRANK RICHTER ESTATE

Plumbing and Heating, Sheet Metal Work Tinsmithing

Shop corner Angela Ave. and Bridge St., in 'Murdock's blacksmith shop.'

Work guaranteed. Consult us about your work

H. DIGNAN

PRACTICAL WORKMEN PROPRIETORS

PRINCETON, B. C.

Let the Buyer Beware

FOR centuries the principle of "Let the Buyer Beware" —"Caveat Emptor"—ruled the world of business. In fact, it was not a principle—but rather a lack of principle—yet it held sway everywhere until a decade or two ago.

When a merchant quoted a price, he made it high enough to stand almost unlimited whittling, and yet be profitable—to him. When he spoke of quality, his fingers were crossed, and you were not expected to believe him —unless you wanted to very badly.

Buying was a haggle—unless you were a hardened haggler you came out second best in every deal. *"Caveat Emptor"*—it was up to you. There was no confidence between buyer and seller.

Business—once an aggregation of deals—has become the living embodiment of ideals.

Advertising has helped, because Advertising creates confidence in the buyer and proves the seller's confidence in his wares. Confidence has eliminated the haggle.

You see business confidence is a good deal like capital, in that it accumulates like savings. The grocery-consumer's confidence in a town will be on deposit chiefly with a few capable square grocers; and dry-goods confidence, jewelry confidence, and so forth, are massed in the same way.

The retail merchant doesn't lock this confidence in his safe. He deposits it in turn with the wholesaler, who passes it on to the manufacturer. And the manufacturer, to make the circle complete, must give confidence to the consumer.

The manufacturer with goods to sell must draw upon all these reserves of confidence. He must demonstrate his own fairness in dealing, his integrity in maintaining quality, his willingness to put principle before profit.

Advertising is the means through which the manufacturer makes this demonstration to you.

Advertising has given personality to commodities, so that you now recognize your "friends" among soap, tea, or collars, as readily as you recognize your human acquaintances.

Advertising fathered the "money back" principle, and has made buying a pleasure instead of a duel of wits.

Advertising has spread the one-price policy—erased "Caveat Emptor" from the language of business, and made buying safe to entrust to a child.

Advice regarding your advertising problems is available through any recognized Canadian advertising agency, or through the Secretary of the Canadian Press Association, Room 503 Lumsden Bldg., Toronto. Enquiry involves no obligation on your part—write if interested.