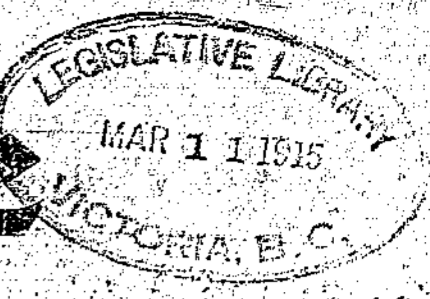


# The Hedley Gazette

AND SIMILKAMEEN ADVERTISER.



VOLUME XI. NUMBER 9

HEDLEY, B. C., THURSDAY, MARCH 4 1915.

\$2.00, IN ADVANCE

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

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**Cammell Laird & Co. Ltd.**  
Steel Manufacturers  
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Offices and Warehouse, 547-63 Beatty Street  
Vancouver, B. C.

**A. F. & A. M.**  
REGULAR monthly meetings of Hedley Lodge No. 13, 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. S. E. HAMILTON, Secretary

**L. O. L.**  
The Regular meetings of Hedley Lodge 1744 are held on the first and third Monday in every month in the Orange Hall. Ladies meet 2nd and 4th Mondays. Visiting brethren are cordially invited.  
A. J. KING, W. M. C. P. DALTON, Sec't.

**DR. J. L. MASTERS**  
DENTIST  
Will be at Home office in Oroville, 1st to 20th of each month.  
Office on North Main Street.

**R. P. BROWN**  
British Columbia Land Surveyor  
TEL. No. 78 P. O. DELAVER 100  
PENTICTON, B. C.

**P. W. GREGORY**  
CIVIL ENGINEER AND BRITISH COLUMBIA LAND SURVEYOR  
Star Building Princeton

**Walter Clayton**  
Barrister, Solicitor, Etc.  
MONEY TO LOAN  
PENTICTON, B. C.

**GREAT NORTHERN HOTEL**  
HEDLEY B. C.  
Bar and Table the Best. Rates Moderate  
First Class Accommodation.  
JOHN JACKSON, Proprietor

**Hedley's Tonsorial Parlors**  
For a Good Haircut and Shave  
First-class Line of Cigars, Tobacco and Soft Drinks always on hand  
**HILLIARD & TOPLEY**

**Grand Union Hotel**  
HEDLEY, British Columbia  
Rates—\$1.50 a Day and Up  
First-Class Accommodation.  
Bar Stocked with Best Brands of Liquor and Cigars  
A. WINKLER, Proprietor

**GRADE COMPLETED**

Laying of Steel Said to Begin by March 15th and Finish by End of April  
Princeton—Long blasts from the whistles on the steam shovel and dinky engines last Wednesday morning told the people of Princeton that the railway grading on the Kettle Valley line was completed so far as the work by heavy machinery is concerned.  
It is stated on good authority that the tracklaying outfit will begin operations about March 15th, and that all the steel will be laid by the end of April. C. P. R. officials state that trains will be running over the Kettle Valley railway by the latter part of June.

**ROYAL BLACK KNIGHTS ELECT THEIR OFFICERS**

British Columbia Delegates in Annual Session at Chilliwack  
Chilliwack—The Grand Black Chapter of British Columbia Royal Black Knights of Ireland met in annual session here Monday with delegates present from all parts of the province. The meeting opened at 9 a.m. with the grand master, Sir Knight J. V. Whiteley of Vancouver in the chair. The morning session was taken up with the reports of the grand master, grand registrar and grand treasurer and the appointment of the standing committees.  
The reports showed that every preceptory in the province had been reported and the affairs of the Royal Black institution to be in excellent shape. Yesterday's afternoon session was taken up with the consideration of the reports of the standing committees and the election and installation of officers.

Following is a list of the officers elected for 1915: Grand master, J. H. Armstrong, Revelstoke; deputy grand master, William H. Brett, Collingwood East; associate deputy grand master, W. G. Gamble, Matsqui; grand chaplain, H. Birmingham, Vancouver; grand registrar, J. J. Tulk, Vancouver; deputy grand registrar, A. B. Campbell, Vancouver; grand treasurer, H. T. Thrift, White Rock; deputy grand treasurer, R. N. Hopkins, Vancouver; grand lecturer, Alex. Armstrong, Cumberland; deputy grand lecturer, J. P. Hamic, Revelstoke; grand censor, H. H. Avery jr., Princeton; deputy grand censor, C. H. Evans, New Westminster; standard bearers, John Jackson, Vancouver; G. L. Cross, Chilliwack; Pursuivants, W. J. Beaton, Matsqui; W. T. Jago, Coquitlam. Grand committee; R. S. Garrett (Cranbrook), F. R. Boyd (Vancouver), W. F. Hansford (New Westminster), C. F. Lindmark (Revelstoke), F. W. Wilson (Vancouver), Ed Britt (Rossland), J. Wallace (Victoria). Deputy grand lecturer to the Grand Black Chapter of British America, Jos. Acheson, Vancouver.

The installation of officers concluded the business of the session and its labors were brought to a close.

**Oroville's Baseball Projects**

Oroville—To date it is not known whether Oroville will have a baseball team during the coming summer, but the chances are that the town will be represented on the diamond, as there are many enthusiastic fans here and the place has always had a club in past years. Of the old players there are still Powell, Blackler, Hurt, Wilson, the Bartells, Saling, Prince and others, as the nucleus upon which to build a pretty strong combination.

**GRAND FORKS OPPOSES EXTENSION OF TIME**

Board of Trade There Desires to See North Fork Line Built at Once  
Grand Forks—An important and well attended meeting of the board of trade was held last Tuesday evening, when further consideration was given to the extension of time for which the Kettle Valley Railway Company are applying for the construction of their north fork line from Lynch Creek to Franklin. After full discussion it was decided to take all possible further steps to oppose the extension of time. An encouraging letter has been received from the Hon. Frank Cochrane minister of railways and canals, acknowledging the receipt of the resolution passed by the board at their meeting on the 18th January and forwarded to the Hon. R. L. Borden, and stating that he was urging that the construction of this line should be proceeded with.

A committee was appointed to draft another letter to the minister of railways, again impressing on him the importance that no further delay should be conceded and emphasizing the great natural resources—mining, agricultural and lumber—of the North Fork, which only required transportation facilities to enable them to be opened up; and also letters to the Hon. Martin Burrell, and Mr. Ernest Miller, M.P.P., requesting them to do all in their power to prevent the threatened extension of time being granted by the federal and provincial governments respectively.

**ESTIMATES BROUGHT DOWN**

Victoria, B. C., Feb. 26.—The estimates brought down in the legislature today show that the revenue and receipts for the fiscal year ending March 31, 1916, are expected to reach a total of \$7,034,013.13, while the estimated expenditure will be \$11,163,056.11. This leaves a balance of \$4,000,000 which must be raised by other than revenue means. Chief among the appropriations of provincial interest are an advance of \$250,000 to the minister of finance for administration purposes on account of the Dominion Trust company, (in liquidation); for public works \$3,039,515; for education \$1,591,000, and for hospitals and charities \$174,100.

Under the head of this provincial secretary's department is an appropriation of \$175,000 as a grant to the governors of the University of British Columbia. In appropriations for roads, streets, dredges and wharves the following appear, by tidings: Cranbrook \$41,000, Fernie \$41,000, Grand Forks \$25,000, Greenwood \$19,000, Kaslo \$30,000, Revelstoke \$37,000, Sloam \$30,000 and Ymir 72,000.

The votes for subsidies and maintenance for steamboats, ferries and bridges contains the following: Kootenay river reclamation farm \$900; Susway lake Sorrento, Scotch creek; \$1,580; West Arm Kootenay lake at Nelson \$3,000, and Columbia river above Revelstoke \$3,000. The provincial secretary's department has the following votes: Grant to city of Greenwood \$2,500; to Phoenix 4,000; to Rossland \$12,000.

**CARD OF THANKS**

The undersigned wishes to thank the people of the town and mine for the kindness shown at the death and funeral of his friend, the late Clarence Hocking.  
JOHN YMONS  
When Writing Advertisers Please Mention th Paper.

**Town and District.**

Maurice Daly of Keremeos was a visitor to town on Monday.

George Cawston of Bridesville is a visitor to town this week.

Miss Eva Campbell came in on Wednesday's train and is spending a few days in town visiting her friends.

Mr. Hill, manager of the Richter Estate store at Keremeos Centre, was a business visitor to Hedley between trains on Monday.

Mr. Himmel, manager of the Central hotel at Keremeos Centre, was a visitor to town on Monday. This was his first trip to Hedley and he was very much taken up with the town.

The 1915 samples of Wall Paper, Wood-Castra, Burlaps, Mouldings, etc. have arrived. A post card brings them for your inspection, J. R. Way. Get prices for painting and paper-hanging.

On Friday evening the Hedley band turned out on the street and treated the citizens of Hedley to a well rendered musical concert. As Prof. Glaze is fast getting the boys in shape and with the warm weather now coming on this should only be the first of these concerts.

H. A. Turner, of Penticton, road superintendent, drove over to Hedley in his car on Tuesday. His is making a trip through this part of the riding to have a look over the roads and see what work will have to be done on them this summer.

Mr. Newton has recently moved into the Valley and has started in the poultry business at Keremeos Centre. He believes in starting right and has imported birds only of first quality and would like any one interested to look his flocks over.

Frank Dollemore, proprietor of the Similkameen hotel, left on Monday for Victoria on business. While there he intends to take a run out to the training camp and see Danny, who is with the second contingent, who is expecting to leave for the old country any day now.

Tim Griffin came up from Oroville Wednesday morning's train. Tim did not get to Phoenix when he left here a couple of weeks ago. He got as far as Chopaca where he met the manager of the Golden Zone mine and was lucky enough to find a job waiting for him. He returned to Oroville on the afternoon train.

Mr. F. H. French took a run over to Penticton on Thursday of last week on business. He intended to bring his car back with him when he returned but as all the repairs had not been completed he was forced to come back without it. He returned on Tuesday with H. A. Turner, who was making the trip over here.

Mr. Dickson, of Vancouver, representing the Ford Motor Car firm, came into town on Saturday in company with Mr. Turner of Princeton and spent a short while here looking up business for his firm. They left the same day for Penticton. They made the trip from Keremeos to Penticton in two hours and as there was about a foot of snow on the summit this feat speaks well for the Ford car. The following paragraph clipped from the Vancouver Province may be of some interest and amusement to some of our readers. "Dr. Duncan Wood, of Hedley, B. C., is spending a few days in the city. He is on his way to the big show at San Francisco and after that will visit Salt Lake City. Mr. Wood first visited where Vancouver now is in 1884. He left in 1885 for the interior and has seen little of Van-

**ACCIDENT PROVED FATAL**

Clarence Hocking Passes Away on Saturday Evening after Being in Hospital Eight Weeks

On Saturday evening at 10 o'clock the death occurred at the Hedley Hospital of Clarence Hocking after lingering between life and death for eight weeks following the accident he met with while working in the Nickel Plate mine when he was hit on the head by a falling rock which crushed his skull.

For a few days after the accident it was thought that the young man had a chance to recover but hopes were dashed to pieces as it was soon seen that he was slowly sinking and that it was only a matter of a few weeks by the end came.

The young man was only 21 years of age and was a native of England. He had only been in this country a few months, coming out here early last fall in company with John Ymons and George Williams. He leaves besides his parents, 3 sisters to mourn his loss, all of whom reside in the old country.

The funeral was held on Monday morning by the Miner's Union and was largely attended. Service was held in the Methodist church by Rev. F. H. Stanton and at the grave the funeral service of the Miner's Union was read by Mr. Samuel Anderson.

After the service in the church the members of the Miner's Union fell in line behind the hearse and marched to the burying ground to show their last respects to their lost brother.

The pallbearers were John Ymons, George Williams, Bert Roscard, Wm. Roscard, Charlie Sanderecock, Samuel Couch.

**METEOROLOGICAL.**

The following are the readings showing temperature, etc., for the week ending, Feb 20 1915:

AT THE MINE.		
	Maximum	Minimum
Feb 21	60	12
22	36	16
23	35	12
24	32	14
25	35	14
26	37	16
27	37	14
Average maximum temperature 36.28		
Average minimum do 14.		
Mean temperature 25.14		
Rainfall for the week 00.0 inches.		
Snowfall 3.00		
CORRESPONDING WEEK OF LAST YEAR		
Highest maximum temperature 40.		
Average maximum do 34.00		
Lowest minimum do 14.		
Average minimum do 20.29		
Mean do 27.14		

AT THE MILL.		
	MAXIMUM	Minimum
Feb 21	43	27
22	44	33
23	48	31
24	45	30
25	45	31
26	45	28
27	41	33
Average maximum temperature 44.43		
Average minimum do 37.61		
Mean do 30.86		
Rainfall for the week 0.0 inches.		
Snowfall 0		
CORRESPONDING WEEK OF LAST YEAR		
Highest maximum temperature 36		
Average do do 31.14		
Lowest minimum do 18.		
Average do do 28.82		
Mean do 31.56		

conver since. He naively remarked this morning that he could see a change here and there since his departure in 1885. Mr. Wood is the head of the Hedley Gold Mines company. He states that the power plant, taking its energy from the Similkameen river is now in full operation. It does away with the old coal and steam plant in the operation of the stamp mill. The clean up for last year was about half a million, and every man with useable hands and legs could find employment in that section all through the year. Mr. Wood looks for even better returns this year now that the new plant is in full working order.

**The Hedley Gazette**

and  
Similkameen Advertiser.

**Subscriptions in Advance**

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

**Advertising Rates**

Measurement, 1 1/2 lines to the inch.  
**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.  
**Certificate of Improvements**.....\$10.00  
(Where more than one claim appears in notice, \$2.50 for each additional claim.)

WM. C. MARTIN, Managing Editor.

Full Moon		New Moon
Last quar.	10	First quar.
1915	FEB	1915

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					

**TREMENDOUS GUNPOWER OF NEW BRITISH SHIPS**

The participation of the British battleship Queen Elizabeth in the bombardment of the Dardanelles forts is probably the most important naval development of the war. It marks the entry of a new factor in the situation—that of a class of warship which is not only superior in gunpower, speed and armor protection to any German warship afloat but which can outrange all but the largest guns in any of the German seaport fortifications. In fact, the weight of the projectile of the 15-inch guns with which the Queen Elizabeth and her four sister ships are armed is within a few pounds of that of the heaviest Krupp coast defence artillery of which the specifications are officially recorded. The Krupp company since the last figures concerning its weapons were published may, however, have produced a fortress gun with a greater striking power and range.

The Vickers-Maxim 15-inch gun with which the Queen Elizabeth is stated to be armed throws a projectile weighing 1,950 pounds and can be fired at the rate of six shots in five minutes. The Krupp 16 inch gun, which is not used on warships, carries a shell weighing 2,024 lbs.

The other ships of the Queen Elizabeth class are the Warspite, the Barham, the Valiant and the Malaya, the last named having been placed under construction as a result of an appropriation some years ago by the Straits Settlements, which showed its loyalty to the empire by making a grant for the largest and strongest ship afloat. All these ships are believed to be now in fighting trim.

If Germany has succeeded in pushing the speed of construction of new battleships which she can offer in battle against the Queen Elizabeth class are four carrying 14-inch guns. It is doubtful these vessels have been completed, but if they are commissioned they would find themselves as much outsped and outranged in battle as were the Seydlitz and Derfflinger when they ran from the Lion and the Tiger in the North Sea battle recently. The Krupp 14-inch gun carries a projectile weighing 1,363 pounds against the British 15-inch shell of 1,950 pounds.

Germany's fastest battleships do not exceed 23 knots in speed, while the Queen Elizabeth class is rated at 25 knots, and the Queen Elizabeth did several knots better than that on her trials.

The fact that the Queen Elizabeth is at the Dardanelles indicates that the new German vessels with their 14-inch guns have not yet been completed.

The entry of the Queen Elizabeth

to the conflict will probably give ground for discussion concerning the possibility of a successful bombardment of German coast fortifications. The difference in hitting power in favor of the German coast guns is not large and a warship well maneuvered offers a difficult target for a gunner on land. It is doubtful, however, if the admiralty would risk any such attempt as long as the German navy remains as a menace.

**HALF MILLION LIKE HER**

A paper has printed a picture of an old lady, sitting alone in sorrow on a bench in a park in London. She is the mother of a man who has gone to war and the story beneath the picture runs:

"Silent she sat, bowed with a weight of woe upon a bench in Hyde Park, London.

"Great stories of bravery gleam from printed pages—of courage on battlefields and heroic deeds when death and life were pawns in a game of nations, but it means nothing to her for the printed lists of death have broken her heart and taken from her all joy in life with a line of agate type which spells the name of her son.

Today she is half a-million in number—this mother who mourns for the 'cannon food' that lies in a trench. She lives in England and Germany and Belgium and France and Russia and Austria.

"Tell her of the glories of war, of the din of battles and the victories of arms—and get the answer in the eyes that are tearless, in the shoulders bent with sobs, in the lines of her face which but reflect the furrows in her heart in which hope and gladness are forever buried."

Some business men in this and other towns need a few lessons in the art of advertising. They spend more money for calendars in a year than they do with their local papers. Calendars are almost useless as advertising mediums. For beneficial advertising, newspapers come first and posters second.—Greenwood Ledge.

**ADVERTISE IN THE GAZETTE**

**Semi-ready Tailoring Suits to Measure**



Semi-ready Special Orders. You select the cloth from 300 patterns of brand new fabrics imported from England; 30 new fall models to choose from.

We deliver the garment—Suit or Overcoat—on the day promised.

Tailored by expert specialists who have made "Semi-ready" famous, fitted and finished free of extra charge; express paid by us—and it takes just five days to make a suit to the exact physical photograph we send in on the Physique Type Chart.

Sure and certain fit guaranteed or your money back.

Prices from \$18 up—the label in the pocket.

H. G. FREEMAN, Hedley

**Good Morning! We are Introducing**

American Silk  
American Cashmere  
American Cotton-Lisle

**HOSIERY**

They have stood the test. Give real foot comfort. No seams to rip. Never become loose or baggy. The shape knit in—not pressed in.

**GUARANTEED** for fineness style, superiority of material and workmanship. Absolutely stainless. Will wear six months without holes, or new ones free.

**OUR SPECIAL OFFER**

to every one sending us \$1.00 in currency or postal note, to cover advertising and shipping charges we will send post-paid with written guarantee, backed by a five million dollar company, either

- 3 Pairs of our 75c. Value American Silk Hosiery
- or 4 Pairs of our 50c. Value American Cashmere Hosiery
- or 4 Pairs of our 50c. Value American Cotton-Lisle Hosiery
- or 6 Pairs of Children's Hosiery

Give the color, size, and whether Ladies or Gent's Hosiery is desired.

**DON'T DELAY**—Offer expires when a dealer in your locality is selected.

The International Hosiery Co.  
P.O. Box 244  
DAYTON, OHIO, U. S. A.

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FOR the benefit of those who live out of town, we have arranged a plan by which you can do your banking by mail quite as satisfactorily as if you stood here at our counters. Come in and let us explain the plan—or write for the information.

THE BANK OF

**British North America**

78 Years in Business. Capital and Surplus \$7,684,000.

Hedley Branch,

C. P. Dalton, Manager

**HEDLEY GAZETTE JOB DEPARTMENT**

**WHEN YOU ARE IN NEED OF**

- Letterheads
- Billheads
- Envelopes
- Statements
- Meal Tickets
- Milk Tickets
- Ball Programs
- Posters
- Dodgers, Dates
- Circulars
- Invitations
- Business Cards
- Bills of Fare
- Memo Heads
- Butter Wrapper
- Visiting Cards

**TRY US. WE GIVE SATISFACTION.**

**Exact Printing**

IS A SPECIALTY WITH US

**H**AVE You ever considered the quality of your work from the standpoint of careful type composition and efficient proofreading? The reputation of this house for good printing has been established through accuracy and attention to the little details. Send your printing here and we will do it right.

**Hedley Gazette**

HEDLEY, B. C.

**THE FAMILY GROCERY**

**The Celebrated English K Boot**

For Sale Here

**JAS. STEWART & CO.**

**SPRING**

Will Soon Be with Us

Call and See our New Samples of Wallpaper, Burlaps, Cretonnes, Etc.

**Hedley Drug & Book Store**  
Hedley, B. C.

**PALACE**

Livery, Feed & Sale Stables

HEDLEY B. C.

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

Office of Dominion Express Company.

**WOOD FOR SALE!**

Phone 14. **D. J. INNIS** Proprietor.

**This Is YOUR Newspaper.**

**Get Full Value From It**

By HOLLAND.

THIS paper is yours. It is what you make it. It will serve you as well as you will let it. And it is only through the united force of the big family of readers that such a paper is possible at such a price.

But do you get all out of the paper that you can get—all that you are entitled to? You do not unless you read the advertising columns.

Besides the news of the day and the happenings of the world, there are advertisements that will keep you posted on business affairs, that will give you the news of commercial life. These advertisements tell you which are the most reliable stores, what are the purest foods to eat, the most serviceable and fashionable merchandise and the most reliable products.

**GET THE HABIT. READ THE ADVERTISEMENTS AND PROFIT BY THEM.**

**THE PLANET JUPITER**

**A Monster World, 1,300 Times the Size of Ours.**

**WHIRLS WITH AWFUL SPEED.**

It Spins Around at Such a Fearful Gait That a Furious Gale Perpetually Encircles Its Equator—Its Possible Inhabitants and Its Moons.

It is curious how little the average person knows about Jupiter. He has heard a lot, too much perhaps, about Mars, but that world, 1,300 times the size of ours, whirling in the terrible outer distance of space with its five moons, its 144 months yearly, known as Jupiter is almost if not quite a mystery.

In the first place, Jupiter, according to some astronomers, is inhabited. So are some of its moons, in the midst of which the great planet spins around like a top at such tremendous speed that it causes around the equator a furious wind that blows perpetually at a rate of about 250 miles an hour.

In the midst of this never ending, howling gale live the Jovians. Some astronomers say that because Jupiter is so much bigger and heavier than the earth no creature of any weight can support itself. A man weighing 200 pounds on this earth would, if carried to Jupiter, weigh 500 pounds, and, reasoning thus, they believe that nothing bigger than a cat could stand on this vast world.

But this is no doubt a mistake. If Jupiter stood still or revolved no faster than our earth all that astronomy says would be true, and a terrestrial man could not stand upon its surface. But as a fact the tremendous rate of revolution is so much faster than the earth's that in spite of its monstrous size it turns about in less than ten hours as against our twenty-four hours.

As it is, a man of normal earthy size, if transported to the equator of Jupiter, would actually feel much lighter than he does here on earth, because the swift rotation of the planet would almost lift him from his feet and throw him into the heavens. He would feel so light that the 250 mile an hour tornado that blows incessantly would pick him up and carry him around and around the planet like a speck of dust.

In order to keep on his feet the Jovian man or woman would have to be about fifty feet tall. Some of them would doubtless reach the height of fifty-five feet. Like all big bodies, the Jovian would have a tendency to slowness of motion. Having once seated himself, he would spend a good twelve hours at his breakfast and perhaps eighteen at his dinner and would probably throw up his job if his employer allowed him less than six hours for his lunch.

The oceans of Jupiter, torn into fury by the hurricanes, would pay no attention to one moon such as moves the tides on our earth, and it takes no fewer than five of these satellites to perform this work for Jupiter. They travel at various rates of speed, some flying very close to Jupiter's surface and others far off. They have atmospheres somewhat like ours on earth, and a moonlight on Jupiter is indeed a glorious sight, for these moons have a variety of colors. Two are blue, one is yellow and one red.

Jupiter needs all its moons at night for illumination, for without them its five hours of darkness would be black indeed. So distant is the sun that broad daylight is hardly brighter than twilight on earth, and one lone moon would not reflect enough of the sun's rays to guide the Jovian footsteps.

In the polar and semipolar areas the 250 mile an hour tornado of the equator is not present. Doubtless there are eddies and occasional windstorms such as there are on earth. And in these localities it is possible for smaller creatures to exist, and here, too, vegetation would flourish. The food supply of Jupiter must come from these areas, where it is cultivated and shipped to the equatorial regions by the diminutive races. The polar oceans are not frozen because of the great internal heat of Jupiter. And on these still oceans probably ships not greatly different from ours ply, but about the equator the unending storm would make surface sailing impossible.

If there are ships at all at the equator they are submarines, which dive into the calm depths beneath the surface. Locomotion by flying machines is extremely easy on the equator because, by taking advantage of the wind, the Jovians can navigate their planet at tremendous speed.

It is possible that because of the noise in the wind swept equator the Jovian is deaf.

Quite likely, on the other hand, he has good ears, but with a device, either artificial or contributed by nature, for stopping his ears, except when he wishes to listen.

This tremendous, good natured Jovian has a leather-like skin to protect

himself from the scratches of flying things and a device for sifting the air that he breathes, for Jovian atmosphere is full of dust, and in spite of the difficulties of his existence he is a long lived gentleman. On the average he exists for about 800 of our years. Probably many a Jovian exists a full thousand of our little years.

**A POUND OF FEATHERS.**

It Is Really Heavier Than a Pound of Lead.

The favorite question with the school committeemen of olden time was, we are told, "Which is the heavier, a pound of feathers or a pound of lead?" The first rash answer almost always used to be, "A pound of lead." Then, of course, from the older pupils would come the reply, "Both alike."

If this question was asked today the old time querist might receive a decided surprise, for the pound of feathers could easily be proved to be the heavier. A simple experiment is all the evidence needed.

With any accurate scales weigh out a pound of lead, using ordinary shot for convenience. Pour the shot into one of the pans of a balance. For the feathers a light muslin bag will be needed, and care must be taken that feathers and bag together do not weigh more than a pound. When the bag of feathers is put into the other pan of the balance the beam will, after a few oscillations, come to rest exactly level.

So far the verdict "both alike" seems to be proved. But place the balance on the receiver of an air pump, with lead and feathers undisturbed. Cover the whole with the glass bell jar and exhaust the air. Slowly the feathers sink, and the lead kicks the beam. The pound of feathers is heavier than the pound of lead.

The truth is that what we call a pound was not such in fact, for the atmosphere buoys up everything within it in proportion to the bulk of the object, and the feathers, being of greater bulk than the lead, are supported by the air to a considerably greater extent than the lead. Removed from this supporting medium, their true weight is made evident.

Charles Reade propounded a similar question in one of his novels. A Jewish trader is made to ask, "Which is the heavier, a pound of feathers or a pound of gold?" After awhile he explains to the satisfaction of his audience of miners that the feathers are the heavier.

Gold, he explains, is weighed by troy weight, while feathers are weighed by avoirdupois, and as the twelve ounces in a pound troy contain only 5,760 grains, while the avoirdupois pound contain nearly 7,000 grains, the pound of feathers is, of course, 1,240 grains heavier than the pound of gold.

**Some Costly Toys.**

The presentation by President Fallieres of a costly toy railway to the Czarevitch reminds us that one of the first model railways, on anything like a large scale, was the most prized possession of the ill-fated Prince Imperial when a boy. It was constructed in the gardens of the Tuileries, and is said to have cost 50,000 francs. In the private grounds of Mr. T. H. Shriver, a wealthy resident of Denver, Colorado, is a still more remarkable miniature railway. On a circular track, 400 feet long, with a gauge of 8-4 inches, Mr. Shriver drives a train of eight Lilliputian carriages, carrying a dozen or more passengers. The Rev. H. L. Warnerford of Windsor is the proud proprietor of "the Chicago and Jericho Railway," with its cuttings and tunnels, stations and signal-boxes; while a Manchester gentleman, Mr. F. H. S. Leigh, has (or had not long ago) in a specially-constructed room a similar railway, of 270 feet in length and 6 inch gauge, over which a 2500 engine draws exquisite models of passenger and luggage trains.

**Where Are Your Interests**

- ¶ Are they in this community?
- ¶ Are they among the people with whom you associate?
- ¶ Are they with the neighbors and friends with whom you do business?

If so, you want to know what is happening in this community. You want to know the goings and comings of the people with whom you associate, the little news items of your neighbors and friends—now, don't you?

That is what this paper gives you in every issue. It is printed for that purpose. It represents your interests and the interests of this town. Is your name on our subscription list? If not you owe it to yourself to see that it is put there. To do so

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