

# The Hedley Gazette

AND SIMILKAMEEN ADVERTISER.

Vol. I. No. 18.

HEDLEY, B. C., THURSDAY, MAY 18, 1905.

\$2.00, IN ADVANCE.

**Church Services.**  
In the Methodist Church, on Sunday Evening of each week, at 7:30 p. m.  
Strangers Cordially Invited.  
REV. C. E. DOCKSTEADER.

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

**H. S. CAYLEY,**  
BARRISTER AND SOLICITOR,  
HEDLEY, B. C.

**GEO. E. WINKLER,**  
Penticton, B. C.  
Real Estate and Mining Broker.  
Correspondence Solicited from Those Having Property to Sell.

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

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

**DEWDNEY & SPRINGETT**  
Metropolitan Block, VICTORIA  
Real Estate, Mining &  
Financial Brokers  
Special Attention given to Similkameen Valley  
and Kootenai Properties.  
Owners of ALLISON Townsite Properties.

**NICKEL PLATE**  
Barber Shop  
**BATHS**  
Alex. F. McDonald

**H. A. WRIGHT**  
Boot and Shoe Maker  
HEDLEY, B. C.

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

## V. V. & E. PREAMBLE PASSED

The preamble of the V. V. & E. bill passed in committee in Ottawa, and the bill itself is being considered clause by clause. The bill provides for a detour of some 12 miles in American territory between Midway and Oro to escape the high grade over Sidley Mountain.

Mr. McPherson gave notice of the following amendment: "The company shall within two years from the passing of this act commence the construction of the western portion of its main line from Cloverdale and continuously prosecute construction in an easterly direction to Princeton along the route as laid down in the original charter of the company; chapter 75 and 80, Victoria, statutes of B. C."

## CASE FOR V. V. & E. BILL

A Masterly Presentation of the Subject.

### SIMPLE JUSTICE AND COMMON SENSE

**Railway Draining Wealth of Canada a Myth.—Profitable Working of Boundary Ores a Result of Great Northern Entrance.—Precedents Galore for Crossing of Boundary.**

(Duncan Ross' Letter in Victoria Times).  
History is repeating itself. In 1898 D. C. Corbin made application to the Dominion parliament for a charter to construct a railway from Marcus, on the Spokane Falls & Northern, along Kettle river to the Boundary mining district. The people directly interested in the development of the great bodies of low grade ore in the Boundary were anxious that this charter should be granted as the initial step in securing transportation facilities, without which no further development could be carried out.  
The application was opposed by the Canadian Pacific Railway Company, and not only was there a strong lobby maintained at Ottawa, but the services of newspapers friendly to the Canadian corporation were enlisted. During the time the measure was before the railway committee the old flag was vigorously waved and column after column of patriotic twaddle was published. The bogie man of a foreign railway corporation draining the wealth of our country for the benefit of our neighbors to the south was trotted out to frighten the timid and arouse well-intentioned citizens of this country who are always ready to show their loyalty to Canadian institutions when it entails no sacrifice of themselves or the particular portion of the Dominion in which their interests lie.

**THE PRINCIPLE INVOLVED**  
in the Corbin application was the right of an important mining district in British Columbia to secure the best transportation facilities. That right was never denied any other portion of the Dominion. It was a principle which the people of British Columbia should have stood by and fought for, but unfortunately at that time, as now, there were men and newspapers in our province who were prepared to accept the patriotic cry, and were prepared to be frightened by the bogie man in order that southern British Columbia might be continued a preserve of the Canadian Pacific Railway Company. In 1898 the Canadian Pacific railway lobby was too strong, and the Corbin charter did not pass.

But the road was built. Corbin sold his interests to the Great Northern Railway Company, and that company, after encountering many difficulties, succeeded in constructing a road from Marcus west through Grand Forks to Phoenix. To-day the Great Northern railway is operating the road Mr. Corbin asked permission to build. Instead of draining the wealth of Canada into the United States this road is draining the wealth of the United States into Canada. Not a pound of Boundary Creek ore is treated in American smelters; the ore of Republic, Wash., is being treated at the smelters of Grand Forks and Greenwood. When the Canadian Pacific railway began hauling ores from the Boundary mines to the smelters the rate on ore from the Granby mines at Phoenix was 75 cents a ton. With the advent of the Great Northern into the district

**THIS RATE WAS REDUCED**  
from time to time until to-day the rate is less than 25 cents a ton. On a daily output of 3,000 tons a day, which the Granby mines now has or will soon reach, this will mean a direct saving of \$1,500 a day to that company alone. A saving of 50 cents a ton only those who know the small margin of profit in exploiting these inexhaustible mines of low grade ore can fully appreciate. Similar reductions were made, and are

being made in connection with the haulage of the large quantities of coal and coke used at the Boundary mines and smelter. The salvation of the Boundary district depends upon low transportation rates, and mining companies are extending their operations strong in the assurance that as long as the Great Northern railway is a competitor of the Canadian Pacific railway in the Boundary they will always have reasonable freight rates.

A greater Boundary district is anxiously waiting for a railway. The trend of mining greatness in British Columbia has been westwards. In the early 90's Silver Slocan was the mecca of the argonauts. Later on the Rossland camp attracted the miner and the capitalist. To-day the

**BOUNDLESS BOUNDARY DISTRICT**  
eclipses Rossland, and the day is not far distant when the Similkameen will be the banner mining district of British Columbia.  
The politicians and the charter mongers built many railways on paper into the Similkameen. The Great Northern is now prepared to build a bona fide railway from the Boundary to the coast. Contracts will be let in a few days to construct the road to Princeton, and later on this road will be continued to the coast. The railway will be built under the V. V. & E. charter. There is a possibility that this charter is defective in minor details. A measure was recently introduced in the Dominion parliament to cure these defects. No sooner was this done than the same old flag waved, the same old newspapers are publishing the same old arguments, and the same old bogie man is masquerading in the same old clothes.

In no other portion of the Dominion would the suggestion that trade is to be regulated by destroying railway competition be tolerated for a single moment. Surely it is not unreasonable to demand for the district most directly interested

**THE SAME FREEDOM**  
accorded other portions of the Dominion in the development of a railway policy. In the carrying and assembling of our minerals we must follow natural channels whether or not they conform to political imaginary lines. Grades are more important than distance, and we must adapt our policy to the physical features of the country. We must not try to ship low grade ores on high grade railways. If no obstructions are placed in the way of railway builders they will follow the natural conformation of the country. The construction of a railway from Robson to Midway by the Canadian Pacific railway shows great pluck and enterprise in railway building, but it is not the way to carry ore. From Robson to Bulldog Tunnel, a distance of 31 miles, and down to Cascade, 24 miles, there is a 2 per cent. grade, and from Grand Forks to Eholt there is a similar grade. On a grade of one-half per cent. an ordinary locomotive can easily haul 40 cars of ore. On a grade of one per cent. this is reduced to 20 cars, and on a grade of 2 per cent. to 10 cars. One Canadian Pacific railway engine can haul from Fernie to the Boundary smelters about ten cars of coke; a Gt. Northern engine of the same power hauls from Fernie to the Boundary smelters 30 cars. This

**DIFFERENCE IN GRADES**  
is responsible for the reduced price paid by the Granby Company to-day.

The policy which the Canadian Pacific railway and its satellites ask us to pursue in British Columbia is the Chinese policy of the closed door. Such a policy will leave many of our mining properties undeveloped.

The contour of the country in southern British Columbia shows the need of southern connection. The valleys run north and south, and profitable transportation lines must conform to them. If our southerly boundary were the 45th parallel of latitude instead of the 49th, as it should be, we could have had our own line east and west running its branches up these valleys and assembling ores where they would be most profitably smelted. But it is no use to cry over what we have lost. We must make the best of what we have. We protest against southern British Columbia being the victim of the folly of forcing railway lines to conform to

Concluded on Page Four.

## ROYER'S OVERLAND FLYER

The Great Northern Now Lands Passengers in Hedley.

### SPOKANE TO HEDLEY IN 36 HOURS

Leaves Phoenix 5:30 p.m. and Arrives in Hedley Next Evening at 8 p.m.—Passengers Have a Night's Rest at Chesaw.

A welcomed visitor to Hedley on Monday night was J. F. Royer who with his driver Ernest Lenno and three passengers arrived sharp on time in the Overland Flyer. It was on May 15th, the date mentioned in the Gazette three weeks ago, which shows that when Royer sets out to do a thing he generally gets there.

The overland flyer has to travel to make connections and Royer provides the stock to do it with. In addition to the through traffic from the Boundary to the Similkameen—a traffic which is bound to increase week by week, the Flyer on the eastern end has a large local patronage between Phoenix, Greenwood, Midway and Chesaw. Leaving Phoenix at 5:30 p.m., on the arrival of the Great Northern train from Spokane, the Flyer makes Chesaw at 11 o'clock at night, and between that hour and 6 a.m. the passengers are required to do their eating, sleeping, undressing and dressing.

Leaving Hedley on the return trip at 6:30 a.m., passengers are landed in Phoenix at 9:30 next morning in time to take the outgoing train for Spokane.

### TURNED THE TABLES.

Jim Hill's Ball-players Put It all Over Hedley in a Well-contested Game.

The second match of base-ball between the Hedley ball-players and the Gt. Northern survey team resulted in a victory for the latter of 18 to 11. It had been arranged to play only seven innings, and at this time the score stood 10 to 9 in Hedley's favor. Evidently the peg men noticed signs of weariness when they proposed playing out the other two innings. During the next innings the railroaders put on two runs, and in the last innings chased each other around the bases to the tune of seven more, while Hedley in the last two innings were only able to add two runs, leaving the score 18 to 11 against them. By this time the Hedley weariness had become so palpable that the kids in the audience were making remarks about it.

The Hedley battery on the start were Mott and Kelzer, but the railroaders went at Mott too fiercely and at the end of the second innings Messenger replaced him and held them down pretty well until the last innings when they became altogether too familiar; and yet the utter collapse of the home team in this last innings cannot be charged up against the pitcher although they hit him pretty freely, when it is seen that the whole three outs of the innings were fanned out over the home plate. There was practically no support in that innings. A dry rot set in and the field went all to pieces.

The railroaders on the other hand played better all-round ball than in the first match. The teams, however, are sufficiently well matched to make the games interesting, and the next few matches should be particularly good ones. As the camps of Bissett and Tracy are both located near Hedley at present, enabling the railroaders to draw players from both camps, they can get together a pretty fair team and in the absence of Rodgers the home players will have to put in a great deal more practice than they are doing if they wish to hold their own.

The match was umpired by E. D. Boeing who endeavored to hold the scales of justice evenly between the contestants.

## VICTORIA'S REPENTANCE

For the Sinful Folly of Turning Down Corbin in 1898.

### BOARD OF TRADE NOW ATONES

And Passes Resolution in Favor of V. V. & E. Bill.—A Proviso to Secure Completion to the Coast.—Why is Vancouver Silent?

Acting upon the earnest solicitation of Senator Templeman, the Victoria Board of Trade endorsed the V. V. & E. Railway Bill now before the Railway Committee of the Federal House.

Senator Templeman wired Mr. S. J. Pitts, president of the Victoria Board of Trade, from Ottawa, on May 5, as follows:

"Strong resolution Board Trade endorsing V. V. & E. proposed construction to Princeton this year, and on to coast, connecting at New Westminster bridge and Cloverdale for Victoria, would be of great assistance before Railway Committee Tuesday. Send to Olive Pringle, who represents Board of Trade Boundary country, reply if can be passed without opposition."

The request was immediately dealt with, and on the afternoon of May 5 Mr. Pitts telegraphed as follows to Senator Templeman:

"Council Board of Trade met this afternoon to consider subject-matter of your telegram and decided to call general meeting board Monday afternoon, with view to having proper resolution passed. Telegraph full particulars V. V. & E. proposals, stating route, within what time to be completed, and if guarantee can be obtained assuring connection with Victoria via Cloverdale. Are present proposals to Railway Committee being made on behalf of Great Northern, and what privileges are being asked?"

Then the Victoria board grew anxious about Vancouver's share in the game, and wired Mr. William Skeene, secretary of the local Board of Trade, asking what steps the Vancouver board was taking in regard to the matter. Mr. Skeene replied that he had had no communication concerning it.

On Sunday, May 7, Senator Templeman telegraphed from Ottawa to Mr. Pitts as follows:

"V. V. & E. Bill removes doubts as to right of expropriation, grants permission to cross boundary line between Rock Creek and Osoyoos, to avoid very heavy grade over Anarchist Mountain, returning to Canada via Similkameen river, and to construct a line from Oliver to Fraser river bridge. We have assurances that the line will be completed to Princeton this year, and from that point through Canadian territory to Westminster bridge, as soon as survey is completed. Engineers now in field. Company has four years to complete. This insures early completion of road from coast to Boundary, and without subsidy, and should be strongly supported."

The board then passed the following resolution, though not without opposition:

"Whereas, legislation is now being asked from the Dominion Government to assist in the building of a line of railway from Kootenay to the coast;

"Be it resolved that this board unanimously support said bill, provided that a binding guarantee be exacted that the railway be built from Princeton to the British Columbia coast, and that a daily freight and passenger service be given to Victoria within four years."

Last week was showery at times, and up at the Nickel Plate they had considerable snow. It is said that as much snow fell in one night as in any other single night during the past winter. With the single exception of one day in April, Jupiter pluvius failed to put in a decent day's work at raining since early last fall. That one day's rain in April was the only one that would have made a ten-days-old chicken look uncomfortable.

# 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.  
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.  
Land Notices—Certificates of Improvement etc.,  
\$7.00 for 60-day notices, and \$5.00 for 30-day  
notices.

A. MEGRAW,  
Managing Editor.

New Moon 4th.		Full Moon 18th.				
First Quar. 12th.		Last Quar. 25th.				
1905	<b>MAY</b>	1905				
Sun.	Mon.	Tues.	Wed.	Thu.	Fri.	Sat.
	1	2	3	4	5	6
	7	8	9	10	11	12
	14	15	16	17	18	19
	21	22	23	24	25	26
	28	29	30	31		

A brute majority to force the objectionable educational clauses of the autonomy bill upon the people of the northwest provinces does not frighten the Toronto Globe from its position but the crucial test for the Globe's devotion to the principle of provincial rights will come when the bye elections in London and North Oxford are in full swing. Concerning the vote on the second reading the Globe says:

"On the introduction of these bills the Globe took its position definitely against any action on the part of the Dominion parliament directing or determining the educational policy of the new provinces. Not only on constitutional ground as a matter of provincial rights, but on practical grounds as a matter of public policy, the Globe took its position against the educational clauses in the autonomy bills.

"More than that, it was argued by the Globe that as a matter of public policy all contentious and controversial questions should be left for settlement to the people directly and immediately concerned. That position we took at the beginning of the controversy. By that position we still stand. The debate in the house of commons supplied no adequate reason for abandoning that position. The strength and character of the vote have no bearing upon it. A question of the constitution cannot be settled by the yeas and nays of parliament. We find no fault with those members who have taken a position essentially different from ours. We are not their judges. To their own constituents they stand or fall, if they can justify their conduct at the bar of their own intelligence and conscience and sense of public duty and if they can give full and satisfactory account of their stewardship to those whose representatives they are they need have no misgivings. But if not, nothing else is worth while.

"For itself, the Globe is quite content to await the judgment of the future. The logic of events will show whether this course or that best serves the interests of the Liberal party and the still higher interests of the country; whatever happens to these school clauses and to the men responsible for their enactment it is the duty of every true Canadian now and always to seek those things that make for the unity of our composite population, the development of our varied resources and the attainment of these higher ideals of individual life and national character by which alone a country is made great.

The member for Yale-Cariboo certainly deserves credit for his fight at Ottawa for the V. V. & E. bill. His course on other questions may be faulty, and persistence may be lacking in his attention to matters of departmental detail for his constituents; but on the V. V. & E. bill he has done all that could reasonably be required of him, and has done it well. Fortunately for himself, for the bill and for his constituents, his residence in the Boundary which is at present the centre of extensive mining operations in his constituency, has made him thoroughly conversant with every phase of the question and eminently fitted him to present it. That he has used his opportunities is a matter for congratulation and his opponents in this district will be as ready to grant him all the credit that belongs to him as those who are of the same political faith. And now, if he were only a little more persistent in looking after the post office department and the department of public works to see that a third mail per week is put on without delay and secure the telephone extension asked for, he would help out his constituents very much. To present a petition or a resolution and to add thereto his own recommendation is very good as far as it goes but it is not enough. To do this and then sit down to await meekly and uncomplainingly the sweet pleasure of a head of a department, will never do. A head of a department is, after all, only a servant of the people and not a being to inspire awe. The representative after a reasonable time, say ten days from the first presentation of his request, is expected to make his round of these departments every few days; rap his little knuckles on the minister's door; insist upon seeing the minister himself and ask the questions "when" and "why."

British Columbia is drawing heavily upon Manitoba for settlers, and as a class we could have no better. They are thoroughly Canadian in sentiment to begin with. Originally from Ontario and the maritime provinces, a couple of decades or so on the boundless prairies has broadened their minds and lopped off countless prejudices. Industrious and resourceful, they accumulated a generous portion of this world's goods which they are bringing with them to British Columbia. To call them ideal settlers for this district would be to damn them with all too faint praise; they are better than ideal, they are practical. They wrought an almost magical transformation upon the sun-scoured uplands that marked what is now Peachland and Summerland. They are possessing themselves of the Southern Okanagan Land Company's fertile wastes between Okanagan and Dog Lakes, out of which in a few short years they will make another Santa Clara valley, and the transforming hand is already at work about Keremeos in the Similkameen valley. British Columbia needs just such settlers. Let us have more of them.

### NOTICE.

NOTICE is hereby given that sixty days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 320 acres of land in the Osoyoos Division of Yale District, as follows: Commencing at the S. W. corner, about 40 chains N. W. of Clearwater Lake, Fairview; thence 80 chains south; thence east 40 chains; thence north 20 chains; thence west 40 chains to the point of commencement.  
Dated at Fairview this 8th day of May, 1905.  
18-5 W. J. SINCLAIR.

### NOTICE.

JAMES WALLACE, of the Princeton Hotel, at Princeton, intends to apply to the License Commissioners for the Nicola District for permission to transfer his hotel licence to Albert Thomas Bryant.  
Dated at Princeton, May 11th, 1905.  
17-5 JAS. WALLACE.

### NOTICE.

NOTICE is hereby given that, 60 days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works to purchase 160 acres of mountain land, situated on Wolf Creek, beginning at a post on the west side of Wolf Creek, and adjoining W. D. Young's proposition, thence west 40 chains; thence south 40 chains; thence east 40 chains; thence north 40 chains to place of beginning.  
Dated Voigt's Camp, May 6th, A.D. 1905.  
17-5 JOHN W. COOK.

### NOTICE.

NOTICE is hereby given that, 30 days after date, I intend to make application to the Chief Commissioner of Lands and Works for a special licence to cut and carry away timber from the following described lands, situated in the Similkameen District: (a) Commencing at a post planted on the east shore of Otter Lake, about one half mile north of the outlet, and marked James Watt's south-west corner; thence east 80 chains; thence north 80 chains; thence west 80 chains; thence south 80 chains along the lake shore to point of commencement.

(b) Commencing at a post planted near the south-east corner of Lot 151, marked James Watt's south-west corner; thence east 80 chains; thence north 80 chains; thence west 80 chains; thence south 80 chains, to point of commencement.

(c) Commencing at a post planted on the north side of the wagon road leading from Princeton to Granite Creek, about 6 miles from Princeton, and marked James Watt's north-east corner; thence west 80 chains; thence south 80 chains; thence east 80 chains, along the bank of the Tulameen river; thence north 80 chains to point of commencement.  
Dated May 5th, 1905.  
17-5 JAMES WATT.

### NOTICE.

NOTICE is hereby given that 30 days from this date, I intend to apply to the Honorable the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal on the following described land, situated on the east side of the Similkameen river, opposite Ashnola; Commencing at a post marked Emil F. Voigt's N. E. corner; thence west 80 chains; thence south 80 chains; thence east 80 chains; thence north 80 chains to place of beginning, containing 640 acres.  
Dated the 25th day of April, 1905.  
17-5 EMIL F. VOIGT, Locator;  
FRED WAMPOLE, Agent.

### NOTICE.

NOTICE is hereby given that 30 days from this date, I intend to apply to the Honorable the Chief Commissioner of Lands and Works at Victoria for a licence to prospect for coal on the following described land, situated on the east side of the Similkameen river, opposite Ashnola; Commencing at a post marked Fred Wampole's N. W. corner; thence east 80 chains; thence south 80 chains; thence west 80 chains; thence north 80 chains to place of beginning, containing 640 acres.  
Dated the 25th day of April, 1905.  
17-5 FRED WAMPOLE, Locator.

### NOTICE.

SEALED PROPOSALS will be received until May 30th, 1905, for 1000 cords of wood to be delivered at the mill or on the banks of the Similkameen river, Hedley, on or before November 1st, 1905.  
For particulars address:  
THE DALY REDUCTION CO., Ltd.,  
Hedley, B. C.  
15-4

### NOTICE.

NOTICE IS HEREBY GIVEN that sixty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works to purchase 320 acres of mountain land, situated about two-and-one-half miles northwest of Voigt's camp.  
Commencing at a post marked J. T. James' northeast corner; thence south 40 chains; thence west 80 chains; thence north 40 chains; thence east 80 chains to point of beginning.  
Dated April 1st, 1905.  
15-9 J. T. JAMES.

### NOTICE.

#### Certificate of Improvements.

EDWARD VII mineral claim, situate in Greenwood mining division of Yale district. Where located: On Douglas mountain, about one mile from Camp McKinley.  
TAKE NOTICE that we, Henry J. Homann, free miner's certificate No. 30450, and George M. Bennett, free miner's certificate No. 141887, intend, 60 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 15th day of April, 1905.  
15-8

### NOTICE.

NOTICE is hereby given that sixty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to purchase 160 acres of land in the Osoyoos District, and more particularly described as follows: Commencing at a post in Section 25, T.P., 53, running thence north 40 chains; thence west 40 chains; thence south 40 chains; thence east 40 chains to point of commencement.  
EDW. BULLOCK-WESTER.  
Vernon, B. C., March 26th, 1904.  
12-8

### NOTICE.

NOTICE is hereby given that sixty days from date, I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land: Commencing at a post on the west side of the Indian Reserve, marked E. M. Daly's south-east corner and following the reserve line 40 chains north, thence leaving the reserve line and running 20 chains west, 40 chains south, 20 chains east to point of commencement and containing 80 acres more or less.  
E. M. DALY  
Keremeos, B. C., March 31st.  
12-8

### NOTICE.

NOTICE is hereby given that, 60 days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works to purchase 320 acres of land lying southwest of and adjoining M. A. Voigt's land, Lot 3, 579, in the Osoyoos Division of Yale District; Commencing at a post marked Athol Fraser's south-east corner; thence north 40 chains to the south boundary of Lot 3, 579; thence west 80 chains; thence south 40 chains; thence east 80 chains to point of commencement.  
Dated at Voigt's Camp, April 1st, 1905.  
13-8 ATHOL FRASER.

### NOTICE.

NOTICE is hereby given that, sixty days after date, I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase 480 acres of land in the Osoyoos Division of Yale District, and more particularly described as follows: Commencing at the south-east corner of Lot 3, 466, G. H. C. Hill's purchase at 18-Mile Creek, running thence west 80 chains to the Indian reservation; thence south 60 chains; thence east 80 chains; thence north 60 chains to point of commencement.  
A. D. WORGAN,  
per G. H. CAHILL, Agent,  
Hedley, B. C., 5th April, 1905.  
14-8

# BANK OF BRITISH NORTH AMERICA

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

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| Dry Goods          | Flour and Feed      |
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KEREMEOS, - - B. C.

When ordering FLOUR insist on getting MOFFET'S BEST Do not permit your grocer to SUBSTITUTE, or persuade you to take the JUST AS GOOD KIND

THE COLUMBIA FLOURING MILLS CO., Ltd.  
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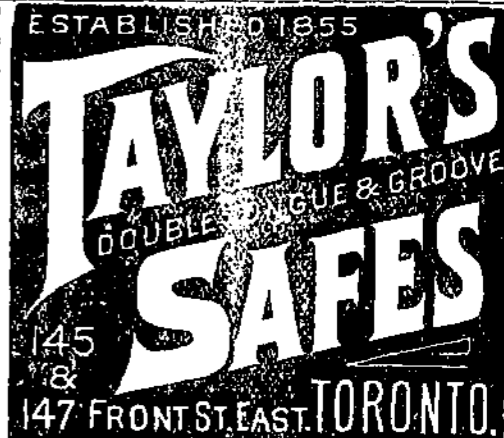
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THEY STAND THE  
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Never Known to Fail.  
We do not make  
Thin Wall Safes.

**Town and District.**

Now will you get out and practice?

F. McLeod, of Vancouver, was a passenger on Tuesday's stage.

Jas. R. Muir, of Nelson, was in town this week, tuning pianos.

The railway engineers have been working across the river for a few days.

Can the member for Yale-Cariboo understand why there are only two mails per week into the Similkameen?

Messrs. H. O. Russel, of Spokane, and E. H. Julien, Nelson, came in on Royer's stage.

Frank Bailey left for Aspen Grove on Sunday where he is interested in various mineral claims.

Chas. H. Wolff of Spokane came in on Saturday and is taking a look around to investigate the mineral outlook.

Geo. Bowerman is getting lumber on the ground to erect a residence on the north side of Webster street west of Scott avenue.

Campbell & Shier have been getting in their cloth samples and setting up the goose preparatory to looking after Hedley's wardrobe.

Still another hotel is projected for Hedley. Mr. Jackson from the Boundary is going to build on Haynes St. on the lot between Schubert's store and the creek.

Chas. Henderson, who has been freight agent for the C. P. R. at Cranbrook, is visiting his father, W. J. Henderson, of Hotel Hedley, having obtained six weeks' leave of absence.

Jno. S. Snapp, right of way man for the Gt. Northern was here last week. Deshrisy who conducts the negotiations with individual land-holders will be along a little later.

L. B. de Veber, of the Bank of Montreal returned on Friday morning from Copper Mountain. Messrs Sweeny and Henderson went on through the Nicola country to Spence's Bridge.

Readers of the Gazette who have been accustomed to the sort of mail service handed out to this portion of the dominion will of course be surprised (?) to learn that there are only two mails per week into the Similkameen.

Spring Social and guessing competition will be given by the ladies of Saint Mary's Guild, in the room back of Mr. Schubert's store, Victoria Day, May 24th commencing at 8 o'clock, p. m. Admission 10 cents, Green Lunch 25 cents. Music and other attractions FREE.

Mr. Jeffrey sold his house and lot on Ellis Avenue, at present being used for the school to the local manager of the Bank of B. N. A., who in all probability has made the purchase for another party. The general verdict is that at the price paid, the purchaser has certainly made a gilt-edged investment.

In the report of the Methodist Conference for British Columbia, the list of stations for the Kamloops district shows that the pastor to be stationed in Hedley for the coming year is Rev. Louis Thomas. For Keremeos it states that one is to be supplied, and this may mean that the supply will be from Hedley.

A benefit concert in aid of the Nickel Plate school will be given on June 3rd, and a good programme is being prepared. To enable townspeople to take in the concert several cars will be run on the tramway before and after the entertainment. The admission price will be \$1.00, including refreshments.

Dr. Mathison, Dentist, expects to complete his professional visit to Hedley on the night of the 23rd. As generally happens, the last two or three days are crowded with work. Those who require to have work done would therefore do well to have their appointments made in time to permit of having it finished before he leaves.

St. Mary's Guild wish to inform the bachelors of Hedley that they are prepared to do mending &c. and otherwise contribute to their comfort by keeping the socks darned and in good order. This will remove any excuse which the bachelors may urge for continuing the pernicious habit of "jumping" which every bachelor understands. Prices will be reasonable. Bachelors also who may have more fastidious ideas in the matter of furnishing their apartments will find that the Guild can not only make valuable suggestions in that direction but can also supply fancy articles for same at reasonable prices.

Hedley and Copper Mountain are all the talk on the outside, and yet there are only two mails per week.

Welby's stage is running regularly to Hedley three times per week, but only carries the mail twice a week.

Chief Engineer J. H. Kennedy spent several days of last week with the survey camp in this vicinity.

Ed. Burr who has been on Copper Mountain for the past four weeks was in town on Sunday.

What will be done with the rooster at the ball games? He is becoming very much of a nuisance and his remarks are not nice.

Keremeos will celebrate on May 24th A programme of Athletic sports and and horse-racing will be provided and a good time is expected.

Wouldn't it be a good idea for the Hedley base-ball team to tell themselves off into three shifts, to take turns chasing Pinto's cattle around the ranch and thereby learn to run bases.

W. A. McLean returned from Summerland on Sunday night and reports wonderful improvements in that part of the district, no less than 40,000 fruit trees having been planted there this season, and an excellent class of settlers have come in.

W.R. Hocking, assistant in the assay office of the Daly Reduction Co., is taking a couple of months off, and started out on his wheel for Spence's Bridge on Monday morning. Mrs. Hocking and child, Miss Katie Frush and Geo. Shelder went out by Welby's stage en route for Vernon, where an interesting event is expected to happen.

Mrs. Voigt was in town last week. She and her son, who has just returned from a military academy in Portland, where he has been in attendance, accompanied Mr. Voigt as far as Keremeos. Mr. Voigt, Junior, shows that school life is agreeing with him, and is developing into a husky undergraduate whose 170 lbs. of avoirdupois will make him one of the heavyweights for the scrimmages.

Dr. McEwen returned from Voigt's Camp on Thursday and the Gazette learned from him that the injuries sustained by Mr Shaw in the runaway were not as serious as they were first thought to be. Bones were broken in the right ankle, which in itself is bad enough, as it will mean the loss of two months out of a busy season, and all caused by a \$10 cayense that it would have been good business to have shot at the first hitching.

Messrs D. Morrison and A. H. Turner who were here last week en route for Copper Mountain, will in all probability be engaged in Sunset Camp for the summer. Mr. Morrison who has had charge of the Emma mine in the Boundary will have charge of the work and Mr. Turner provincial assayer will determine the values as the work proceeds. In extent of the ore bodies, Copper Mountain is said to even surpass the Boundary deposits and the values are claimed to be higher.

Wm. L. Bragg of Seattle arrived in town last week and it is understood that he will succeed Geo. Bowerman in charge of the first station on the gravity tramway. Mr. Bragg has several children of school age which will help out in keeping up the attendance at the Nickel Plate school. In all probability more men of families will become domiciled at the Nickel Plate mine and the maintenance of a school will not much longer be a matter of anxiety to heads of families resident there.

During the past week there were rumors that the Gt. Northern were being held up on their right of way by sundry ranchers in the valley, and the stories were very pat as to the amounts asked. Among them was that of Tom Gorman who was alleged to have made a demand of \$15,000. Mr. Gorman was asked by the Gazette concerning these rumors and replied that no right of way agent nor anyone else representing the Great Northern had spoken to him on the matter, and consequently there was no authority whatever for the statement as far as he was concerned. In all probability if other alleged cases of hold-up were investigated they would be found to have as little foundation as this. When the V. V. & E. bill is passed which will set at rest all doubts as to the rights of expropriation under the V. V. & E. charter, there will be no further difficulty in matters of this kind for both the private individual and the railway will then be required to settle on the basis of current values for farm lands and town lots, as the case may be.

Messrs. Hugh Hunter and James Wallace, of Princeton, were in Hedley on Thursday last, taking Friday's stage to Penticton. They were on their way to Kamloops to appear in the Voigt-Barnes case, which is being heard there this week.

Reports are persistent that the C.P.R. are preparing to build in from Spence's Bridge and that contracts have been let. A revival of activity in mining properties about Aspen Grove is already being experienced as a consequence of the confidence placed in the genuineness of the reports.

This week cattle-men of the Lower Similkameen have been taking their herds up the river to the summer ranges above Princeton. The cattle represented in the droves that went up on Saturday and Sunday numbering possibly about 2,500 head; were from the herds of Mrs. Lowe, Mrs. Daly, Manuel Barcello, F. Richter and others.

**Alfalfa Meat Market.**

FRESH AND CURED MEATS  
Wholesale and Retail.

R. J. WYNNE, Manager

**IONA HOUSE**

WHEN journeying to the Boundary Country arrange your plans to stop and rest a while at the IONA HOUSE, the half-way hotel between Midway and Sidley. This is where the stage stops for dinner. Good Accommodation at Moderate Rates.

**J. S. McLean,**  
Proprietor.

**Spring Time**

At this Season a Good Spring Medicine will assist Nature to throw off "That Dead Feeling."

Look up that Old Family Recipe and let us get it ready for you!

We have quite a variety of SPRING TONICS already on hand.

**Spring Requisites**

Such as Ammonia, Sulphur, Chloride of Lime, Carbolic Powder, etc., etc., should be provided for now.

**A Full Line of Flower and Garden Seeds.**

**JOHN LOVE,**

Druggist & Stationer,

HEDLEY & FAIRVIEW

**Fairview's Leading Hotel....**

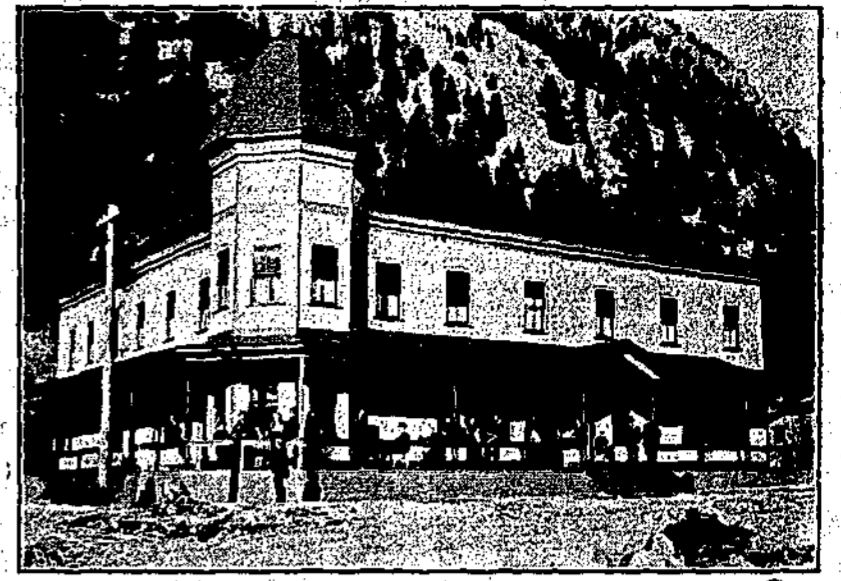
**The Golden Gate**

H. JONES, Proprietor.

This house was lately overhauled and enlarged, and is now comfortable and convenient.

Charges moderate.

FAIRVIEW, B. C.



**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.**

**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.**

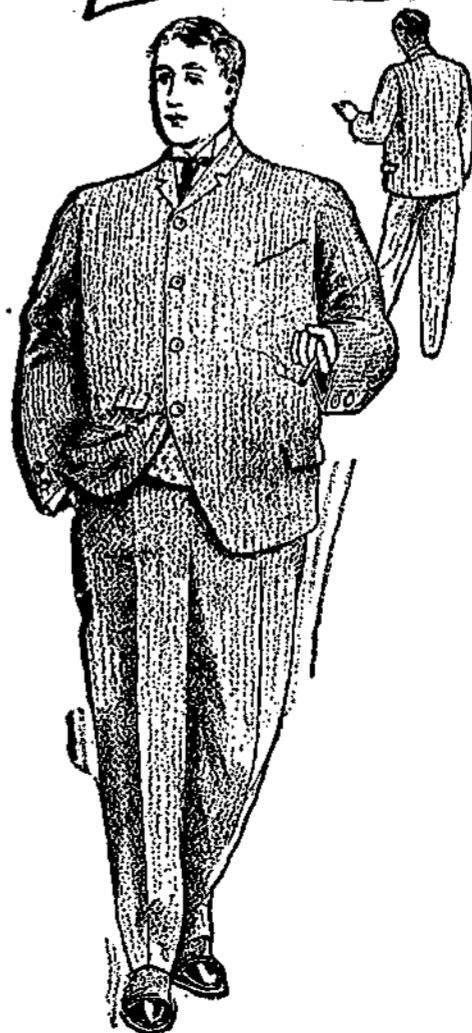
When in Keremeos STOP AT

**The Central Hotel**

TWEDDLE & REITH, Proprietors.

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

**Campbell's Clothing**



This Illustration Shows How Our Spring Model SACK SUITS

Look and Fit.

They are correct in every respect, and will not only wear 50 per cent. longer than a cheap suit, but will give you 50 times the satisfaction on account of the superior fit, greater comfort and better appearance.

If not the cheapest goods on the market, they are the best value.

**W. T. Shafford & Co., Hedley and Fairview**

CASE FOR V. V. & E. BILL

Continued from First Page.

political boundaries. If we are afraid to allow

RAILWAY COMPETITION

in southern British Columbia we will drive off capital, and our undeveloped mines will remain dormant. We must go around mountain ranges, not across them, and this can be done only by allowing the V. V. & E. to build. Mr. Hill asks for neither subsidy nor favor of any kind: all he asks is to be left free to give southern British Columbia the best lines on the lowest grades, and thus insure low transportation charges.

Surely those who have faith in the province of British Columbia should not be found advocating a policy of railway monopoly, of excessive railway charges, of increased cost of production, and of discouragement to those who are developing the natural resources of the province.

It is insulting to the intelligence and independence of the people of British Columbia that it is the only portion of the Dominion where the advocates of a policy of Canadian Pacific railway monopoly would dare oppose the construction of a railway from the American side. To-day in conjunction with D. C. Corbin the Canadian Pacific are building a feeder from their Crow's Nest road to Spokane, Wash. The same patriotic, truly Canadian railway company has its feeder to Seattle, to St. Paul, Minn., to Duluth, through Maine, in fact at every point along the boundary line

WHERE BUSINESS OFFERS.

It is all right for the Canadian Pacific railway to make American connections, but all wrong for the Great Northern to make Canadian connections. The Dominion government heavily subsidized Mackenzie & Mann's railway in the Rainy River district. This railway runs in and out along the international boundary line to avoid difficulties of construction. Parliament and the country endorsed this project. The Michigan Central runs its lines through Ontario, and there is even a tunnel between Sarnia and Port Huron to facilitate this awful drainage of Canadian wealth.

Lakeview Bonded.

The Lakeview claim on Kruger Mountain, owned by Geo. and Harry Bowerman, Ben Anderson and Jap King, was bonded to Chas. H. Wolff. The Lakeview is on the Osoyoos slope of Kruger Mountain, and has a large body of low-grade ore, principally magnetite and pyrrhotite. It will thus be seen to have excellent fluxing qualities for the sulphide ores of the Boundary. The bond is believed to have been taken in the interests of the Granby Company, and the consideration was \$12,500. If the bond is taken up and the Granby are behind it, this will mean the construction of a spur to Osoyoos and possibly a branch of the Great Northern up the Okanagan Valley.

F. RICHTER & CO.

General Store

KEREMEOS, - B. C.

A Large and Entirely New Stock of General Merchandise Just Opened. Prices Reasonable.

Give Us a Call!

The Pioneer Carriage and Repair Shop

HEDLEY, - - B. C.

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

GEO. H. SPROULE, Proprietor.

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.

PENTIGTON Livery, Feed and Stage STABLES

ESTABLISHED 1903

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

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

W. E. WELBY, Proprietor.

SIMILKAMEEN

Livery, Feed and Sale Stable

Single and Double Drivers. Saddle and Paek Horses.

Wood for Sale.

HOPKINS & McINNES, Proprietors, Hedley, B. C.

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.

J. K. FRASER, Proprietor.

McLENNAN, McFEELY & CO., Ltd.

Vancouver, B. C.

Wholesale and Retail HARDWARE, STOVES, SPORTING GOODS.

Grand Union Hotel

HERRING & WINKLER, PROPS.

Choice Liquors and Cigars always in stock. Good Table and Comfortable Rooms.

Careful attention to wants of travelling public and regular boarders.

The GRAND UNION is the nearest to the works of the Duly Reduction Co., which makes it especially suited for regular boarders. ALL WHITE HELP.

HEDLEY, B. C.

McDougall & Co's LIVERY, FEED & SALE STABLES

Fairview and Pentiction

—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.