The Hedley Gazette

AND SIMILKAMEEN ADVERTISER.

VOLUME V. HEDLEY, B. C., THURSDAY, NOVEMBER 11, 1909. NUMBER 44.

Dr. C. A. JACKSON
DENTIST
[18 years' practice in Vancouver.]
S. O. L. Co.'s BLOCK
PENTICTON, - - B. C.

W. H. T. GAHAN
Barrister, Solicitor,
Notary Public, Etc.
MURK BLOCK
PENTICTON, - - B. C.

J. W. EDMONDS
Insurance and
General Agent
Agent for THE GREAT WEST LIFE INSURANCE COMPANY.
PENTICTON, - - B. C.

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

G. MILBURN
BRICKLAYER AND PLASTERER.
IS PREPARED TO ATTEND TO ANY WORK IN THIS LINE
THOSE REQUIRING CHIMNEYS BUILT MAY HAVE THE WORK DONE IN GOOD SHAPE
HEDLEY - AND - KEREMEOS.

HOTEL PENTICTON
Headquarters for Tourist Travel.
Rates Moderate.
A. BARNES, Prop. PENTICTON, B.C.

HOTEL HEDLEY
Newly Renovated Throughout.
Accomodation Unsurpassed. Best only in Liquors and Cigars.
D. G. HACKNEY, Prop. HEDLEY.

Grand Union Hotel
HEDLEY, B. C.
First Class Accommodation. Bar Stocked with Best Brands of Liquor and Cigars.
A. WINKLER, Proprietor

A. MEGRAW
NOTARY PUBLIC
Conveyancer, Real Estate, Mines, Crown Grants Applied For Under Land Act and Mineral Act.
Agent for:
Mutual Life of Canada.
Hudson Bay Insurance Co.
Columbia Fire Insurance Co.
Calgary Fire Insurance Co.
London & Lancashire Fire Ins. Co.
Ocean Accident and Guarantee Co.
United Wireless Telegraph Co.
Office at HEDLEY, B. C.

THE NEW ZEALAND HOTEL
* * * * *
JOHN JACKSON, Proprietor
Everything New and First-Class
Bar supplied with the Choicest Liquors and Cigars, and Special Attention paid to the Table.

PREMIER AT NELSON

Premier McBride Gave Masterly Defence of His Railway Policy Comparing It with Similar Bargains Made by Other Governments.

The Nelson Daily News contained a full and interesting report of the speeches on the occasion of the visit of the Premier and Attorney-general to that town last week.

In going into the question of the railway policy the premier reviewed the history of government aid to railways in Canada beginning with the C. P. R. and showed the enormous burdens which the people had taken on themselves and had nevertheless been benefited thereby. He next showed what a particular government in B. C. in 1901 was prepared to give to the Canadian Northern at a time when that railway was regarded as a joke. With this prelude he took up the C. N. R. bargain and said:

"Now, I have answered the first question that my negotiations are with a reputable company. If their mileage and business in eastern Canada were not sufficient evidence to any exacting critics before me, to-night what shall he say in answer to my statements when I tell him that the Canadian Northern comes to British Columbia with a recommendation from all the provincial governments of Canada and from Sir Wilfrid Laurier himself. Also they come to us with the endorsement of my friend Mr. George Murray, prime-minister of Nova Scotia, and a very intense grit he is, too, and as well with that of Mr. Rutherford and Mr. Scott, two more liberals, apart altogether from the heroic part that has been played by the people of Manitoba in the extension of the Canadian Northern system under the leadership of Mr. Roblin. Now, the railway company with all their mileage and the reputation they enjoy and stamped and backed by the leading public men of Canada should certainly have some consideration in the councils of the local government of this province when it is seeking to provide more railway transportation for British Columbia. And so it is that we now place before the people of this country a proposal that will make for the extension of the system to Vancouver and Victoria and Barclay Sound within four years and that will make in the same period for the development of a tremendous extent of territory contiguous development in parts of British Columbia now served by the C. P. R."

Speaking further of the benefits of competitive lines and the result of monopoly which has been to bottle up and retard he thus outlined what his policy would be in the matter of branch lines, a matter which is of intense interest to us here in the Similkameen. In this connection he said:

"Now for this line of road it is proposed that the government of British Columbia should guarantee the company's bonds to the extent of $35,000 a mile, 4 per cent 30-year bonds, which would make an obligation of $21,000,000 against the people of British Columbia. But against this endorsement what do we receive? We receive a first mortgage on the line from Yellowhead to Barclay sound. A first mortage. We come before everything else, In addition we receive a covenant of the whole and entire Canadian Northern system to save this province harmless from any responsibility by reason of this endorsement. A gentleman connected with one of the railway companies said to me the other day: 'What is the good of the Canadian Northern Bonds; their line is mortgaged all the way through?' Well so is every line on the continent mortgaged, but I am given to understand that the fixed charges against the Canadian Northern line are probably less per mile than any other transcontinental system, and in addition to the tremendous system they are operating, the Canadian Northern is entitled at this time to at least $19,000,000 of equities in their lands which still remain unsold, and for payment accruing on lands sold in connection with their land subsidy from the dominion government in the northwest provinces. So that when you con-

Concluded on Page Four.

ATTITUDE OF THE OPPOSITION

The Kernel of the Opposition Policy is Contained in the First Two Sentences

(Victoria Colonist.)

The attitude of the Opposition may be thus described:

They fear what has never happened.

They regard as impossible what has already been done.

They fear that the credit of the province will be lowered by reason of the proposed Canadian Northern guarantee, although neither the credit of the Dominion, nor yet that of Manitoba, nor that of Saskatchewan nor that of Alberta has been lowered by the railway guarantees, which they gave, but on the contrary, in every case the public credit was enhanced thereby; for the giving of the guarantees demonstrated faith by the people in their own country and ensured the company's development.

They fear that the Canadian Northern will default on its interests, although it has never so defaulted, even when it was only a small local concern.

They regard as impossible the successful flotation of an enterprise upon which there is a first mortgage to secure a government guarantee, although hundreds of miles of railway have been successfully financed and have been and now are being constructed under just such an arrangement.

We do not say that our Opposition friends are unpatriotic, because we do not think they are; but we do say that it is a very unfortunate thing that party prejudice leads them to take an attitude towards a railway enterprise in British Columbia, whereby they reflect upon the capabilities of the province and deery those development projects for which, until they were taken up by the present ministry, there was universal support.

The bridge gang moved on Thursday last to the first crossing bridge above the old Webster ferry, having completed the third and second crossings in that order. About another week or less will suffice to finish up the first crossing bridge, after which a little remains to be done with the bridge at Keremeos, and then work will be through.

CHANGE OF V. W. & Y. ROUTE

Ask Right to Build to Yellowhead Pass and through Coquihalla.

At the forthcoming session of the Provincial House, the V. W. & Y. will make application for authority to change the route of its proposed line to Fort George and also for an extension of time in which work must be commenced to May 15th, 1912, and the time of completion to May 15th, 1915. There will also be an application for a subsidy to the proposed Second Narrows Bridge. It is not the intention of the company, however, to abandon that part of the line located on the north shore of the inlet and up to Howe Sound on the west, and down to Deep Cove on the east. It is understood that one of the reasons for the desired change is that the construction of the line via Squamish will be too costly owing to the heavy rock work from point Atkinson to the head of Howe Sound. It is said that this part of the line alone would cost about $100,000 per mile and would be nothing more than a succession of sharp curves.

Authorisation will be asked for the construction of a line of railway between Vancouver and New Westminster other than that granted in the original V. W. & Y. charter and since built, and now in the hands of the Great Northern Railway. Leaving New Westminster the route sought will cross to the south bank of the Fraser river, possibly by the present Provincial Government railway bridge and will thence lie along the southern bank in an easterly and northerly direction to the vicinity of the Town of Hope. The line will follow up the Coquihalla River to the divide, and thence down the Coldwater River into the Nicola. It will either touch or pass close to the town of Nicola, and will then proceed to Kamloops and from there follow the easterly bank of the North Thompson river to Tete Jaune Cache, or a point in that vicinity. From that point connection will be made with Edmonton via the authorised V. W. & Y. branch from the Willow River to Edmonton. From Tete Jaune Cache the route will run along the south fork of the Fraser River to a point between Fort George and Fort McLeod; thence by the most feasible route to Hazelton, or some other point on the Skeena River.

THE PREMIER COMING

PREMIER McBRIDE, ATTORNEY-GENERAL BOWSER AND L. W. SHATFORD TO ADDRESS ELECTORS IN HEDLEY, FRIDAY, NOV. 12th AT 3 P. M.

BELIAL-LIKE SOPHISTRY

Of the Saturday Sunset—Bruce's Shifty Advocacy and Extravagant Unfairness

The kaleidoscopic changes of the Vancouver Saturday Sunset politically, will almost make one dizzy. Immediately the government's railway policy was given out to the public on the dissolution of the Legislature, Bruce came out with a tirade against the policy, the Premier and almost all his associates in the ministry, past and present. The next week he claimed to have received new light and was disposed to take it all back. The Premier had done all that could reasonably be expected of him, and all that it was possible for him to do. But presto change. The next issue suggested an altogether new brief, and earns for Bruce the credit of being the most daring political Dugald Dalgetty of modern times. The right to change an opinion is one that Bruce can claim along with all the rest of us, as long as good and sufficient reason can be given for it. In this case they do not appear to be so.

Bruce is proving a rank disappointment to his friends in Hedley. When he was here, he seemed to be full of faith; with confidence in the country and all pertaining thereto, and no use at all for pessimism. By way of illustration, note the ground he took concerning pessimism on the part of past general managers of Hedley's Nickel Plate. Yet here we find him joining bands with those who

"Fear what has never happened,
And regard as impossible what
has already been done."

Lest he should think we accuse him wrongfully, let him re-read his pessimistic knocking of the country along the North Thompson, and observe that timorous note about "keenest apprehension" which he says the "financial aspect" of the railway policy which he endorsed a week before "is arousing."

But it is the rank unfairness with which the whole article fairly stinks that is its most objectionable feature. To be dishonest in an argument is as bad as to be dishonest in a matter of dollars and cents, and where pray, can he find any honesty or fairness in that bold type heading comparing the railway milage of the C. N. R. in Manitoba and British Columbia. While a mile of railway in Manitoba can be thrown up with plow and scraper for possibly not more than $6000, in British Columbia it may average $60,000 per mile. Then as for paralleling routes, anyone knows that in order to get competition at all in B. C. there must be paralleling of the routes for there is nowhere else for competitive railways to go except side by side up and down the valleys—a condition that does not exist in a prairie country. Yet the Sunset will dishonestly subtract the distance from Kamloops to Hope from the 600 miles which the C. N. R. is to build under their agreement and use the figure representing the difference for the purpose of making its comparison in miles with that built by the C. N. R. in Manitoba instead of making the comparison in cost of construction as its editor should have done if he had wanted to be honest about it.

These are merely specimens of the multitude of vagaries to be found in the railway pabulum of the Sunset during the past three weeks.

UNITED WIRELESS BOOMING

Stormy Dark Weather of Autumn Months Show Ship-Owners They Cannot Afford To Take Risk of Doing Without

Never before has any new industry been more severely taxed to keep abreast of the demands made upon it than has the United Wireless Co. The superiority of their system over all others and the actual work which they do has practically left them without any real rivals. The taking over of all the Marconi land stations in England by the Imperial Postal Department has also worked most advantageously for United Wireless for it is increasing largely the volume of business done by the ship offices and is getting them far more ships to in-

Continued on Page Four

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.
" " (United States).....2.50

Advertising Rates

Measurement, 12 lines to the inch.

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

Transient Advertisements—not exceeding one inch, $1.00 for one insertion, 25 cents for each subsequent insertion. Over one inch, 10 cents per line for first insertion and 5 cents per line for each subsequent insertion. Transients payable in advance.

Contract Advertisements—One inch per month $1.25; over 1 inch and up to 4 inches, $1.00 per inch per month. To constant advertisers taking larger space than four inches, on application, rates will be given of reduced charges, based on size of space and length of time.

Advertisements will be changed once every month if advertiser desires, without any extra charge. For changes oftener than once a month the price of composition will be charged at regular rates.

Changes for contract advertisements should be in the office by noon on Tuesday to secure attention for that week's issue.

A. MEGRAW, Managing Editor.

Full Moon 27		New Moon 12
Last quar. 4.		First quar. 20.

1909 NOV. 1909

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

C. N. R. BRANCH LINES

The application by the Great Northern interests for additional charter rights and privileges for their V. W. & Y. line is significant, and is doubtless the immediate outcome of the government's railway policy. So far as getting the right to build the V. W. & Y. up the Coquihalla is concerned, the Hill interests already possess that right under the V. V. & E. charter, but the V. V. & E. charter would not permit them to build to Kamloops nor to cover the distance between Kamloops and Tete Jaune Cache, hence the advisability of giving that scope to the V. W. & Y. There has been for some time a general impression in well informed circles that a friendly understanding exists between the Canadian Northern and Great Northern. Evidently Premier McBride either thinks so or knows it to be so or he would not have originated the scheme of a joint route for these two railways down the Coquihalla. It is further claimed that the Hill interests were very much in favor of the Premier's suggestion, but certain ambitions on the part of the Canadian Northern stood in the way. Now this application on the part of the holders of the V. W. & Y. charter, who of course are the Great Northern, looks like a contemplated hostile invasion of Canadian Northern territory and that is not often supposed to betoken the existence of any very friendly relation. If it is not being done with hostile intent in pique at the Canadian Northern's rejection of the scheme for a joint route down the Coquihalla, then there must be some other explanation, and a clew to it may possibly be found in the Premier's statement in his Nelson speech that later on if the Canadian Northern were disposed to build lateral lines from their trunk line, on propositions equally as favorable to the province as the one upon which they were building their trunk line, such propositions would receive as favorable consideration, for he believes in railways to open up the country.

Now a railway can afford to tackle gradients on a lateral line that they cannot tolerate on their through line over which all the transcontinental traffic of the road must be hauled, and if either McKenzie and Mann or any other road asks guarantee of their bonds for building down the Coquihalla, or driving an eight mile tunnel through a mountain which will cut off distance and lower a grade, there is no doubt that the McBride administration would grant it, for he has committed himself to that in his Nelson and Revelstoke speeches. Such an agreement, as that, whereby the province would in all probability not be out a cent, would be infinitely better than John Oliver's hare-brained policy to compel the province to pay out over ten millions of actual cash to build the road; as advocated by some people equally as wild and irresponsible as John himself. The province might in the absence of any other solution be justified in going in for such a scheme; but only in the absence of all others and wholly as a last resort.

EDITORIAL COMMENTS

Premier McBride believes in spending the people's money for the people's immediate benefit, not in hoarding it up in unexpended surpluses,—a temptation for extravagance on the part of those coming after us. Those who believe with him will give their support to his candidates.

The immediate construction of the Canadian Northern from the Yellowhead Pass to Vancouver, and of the Kettle Valley from Midway to Nicola provided for in the government's railway policy, is only a small part of the immediate benefit which will flow to the people of this province. Already there are unmistakable signs that other railroads are being compelled to inaugurate vigorous railway extension of their lines in order to hold their own.

WHICH SHOULD YOU CHOOSE?

McBride Has a Definite Policy for Immediate Construction. What Has Oliver?

Premier McBride has laid before the people of this province a definite railway programme which will be carried out at once if the people say so. That policy provides for giving British Columbia another transcontinental railway built by money borrowed by McKenzie and Mann from outside capitalists without British Columbia having to put up a cent—they merely go on their paper as endorser, just as you may do as an obligement to a friend any day in the week without any hope of return or financial benefit.

Oliver has nothing definite to lay before you—everything in the clouds and in the sweet bye and bye, hedged about with "ifs" and "buts". "If no other railways will build it for us and where we want it" and "if the Dominion government will help with a bonus," then by means of that bonus and several millions besides which we will have to borrow for ourselves it may be built. That is all John Oliver has to offer you.

Pray what influence has John Oliver or other B. C. liberals with the government in Ottawa? How much did they make it felt in the Deadman's Island matter, and in a score of other matters that could be cited? And that is the kind of a shadow for which you are asked to drop the substance of a definite scheme presented by Premier McBride.

When writing Advertisers Please Mention the Gazette.

REACHING GLAD FRUITION

Already the Benefits of Railway Connection are Becoming Apparent in the Valley.

The Gazette paid a visit to Princeton last week and was pleased to note the quickening effect apparent on all sides illustrative of the benefits which always follow railway connection. Princeton has for years been living with eyes turned wholly to the future. Now the present has more to take their attention and henceforth there will be a different tale to tell.

The railway bridgemen were busy getting the structure ready to allow the rails to be laid across on to the station yard. But this was not the best evidence to be seen of the quickening referred to. The work which an outside corporation does for a town is nothing in point of value compared with what a town will do for itself.

It was up on the hill where the big tipple is going in at the coal mine and the railway are grading a spur to it that an earnest of the future and what that future holds in store is best obtained.

In addition to erection of the tipple and ore bunkers the V. F. M. Co. are installing extensive hoisting machinery and new faces are seen about the works, indicating that with increased output, skilled labor is required to direct it. Mr. E. Barr Hall is looking after the installation of machinery, and Mr. Graham an experienced coal miner from Nanaimo is getting the mine in shape for extraction of the black diamonds. Already the Great Northern engines are using the coal in their furnaces, and are reported to be well satisfied with it.

In addition also the starting of work on Robert Stevenson's property down the river is bringing men in, among whom we noticed some Hedley miners.

Then there is the McDougall property on One Mile creek on which a bond has been taken and is going through. A gang of men is being put on there too and another railway spur is shortly to go in to enable shipments to be made to the outside.

Altogether it is creating a wholly different atmosphere about the place that is readily noticeable to parties who go there and can compare it with former things. This all helps the valley and furnishes additional rebuke to those among us who are continually throwing up to us that there was nothing up here that any railway should build for.

METEOROLOGICAL.

The following are the readings showing temperature, etc., for the week ending Nov. 6:

AT THE MINE.

	Maximum	Minimum
Oct 31	—	—
Nov 1	—	—
2	—	—
3	—	—
4	—	—
5	—	—
6	—	—

Average maximum temperature —.—
Average minimum do —.—
Mean temperature —.—
Rainfall for the week . inches.
Snowfall " " 7. "

CORRESPONDING WEEK OF LAST YEAR

Highest maximum temperature 64.
Average maximum do 49.57
Lowest minimum do 28
Average minimum do 33.14
Mean do 41.35

AT THE MILL.

	Maximum	Minimum
Oct 31	45	31
Nov 1	44	33
2	47	35
3	50	35
4	55	35
5	44	33
6	44	27

Average maximum temperature 47.
Average minimum do 32.42
Mean do 39.71
Rainfall for the week .63 inches
Snowfall " " . "

CORRESPONDING WEEK OF LAST YEAR

Highest maximum temperature 65
Average do do 58.57
Lowest minimum do 30
Average do do 41.85
Mean do 50.21

DISSOLUTION OF CO-PARTNERSHIP.

NOTICE is hereby given that the Co-partnership heretofore subsisting between the undersigned as barbers under the name and style of Saunders and Butler has this day been dissolved by mutual consent. All debts owed by the said firm in connection with the business in Hedley will be paid by W.T. Butler, by whom all debts owing to the said firm will be collected.

Witness A. Megraw } A. J. Saunders, W. T. Butler

1836 THE BANK OF 1909

British North America

73 Years in Busines: Capital and Reserve Over $7,000,000

Have You a Bank Accouut?

The money is safer in the Bank than in your house or pocket

A Checking Account

provides a safe and convenient way of paying your bills, as each check issued returns to you as a receipt.

A SAVINGS ACCOUNT keeps growing all the time, with Interest compouded at highest current rates.

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

Hotel Keremeos

GEO. KIRBY, Manager.

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

KEREMEOS, - - B. C.

— WHEN YOU HANKER FOR —

Fresh Beef, Pork or Mutton

Cured Meats, Fish or Poultry

CALL UP PHONE No. 5 AND TELL YOUR WANTS TO

R. J. EDMOND, - The Butcher

National Life Assurance Co. OF CANADA

(1). **Liberal Policy Conditions**—
Generous Cash and Paid-up Values.
Automatically Extended Insurance.

(2). **Progressive and Efficient Management**—
Low Expenses and Growing Business.
Well and Profitably Invested Funds.
Favorable Mortality Experience.
Expanding Profits to Policyholders.

A POLICY IN THIS COMPANY PAYS

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

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

William J. Twiss
MANAGER.
Fee Block, - 570 Granville St.
VANCOUVER, B. C.
A. MEGRAW, Local Agent.

NOTICE

NOTICE is hereby given that, thirty days after date, I, Thomas Walsh, of Bridesville, B. C. intend to apply to the Superintendent of Provincial Police, F. S. Hussey, of Victoria, for a renewal of a retail liquor license for the Bridesville Hotel, located at Bridesville, B. C.

THOMAS WALSH

Bridesville, Oct. 15th, 1909. 38-4

Try

Victoria Cross

CEYLON TEA.

Pure and Invigorating.

Houses to Let.

4 Roomed House, Furnished, with good garden —$15.00 per month.
4 Roomed Cottage—$10.00 per month.
3 Roomed Cottage—$8.00 per month.

APPLY TO
F. H. FRENCH.

NOTICE

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

W. D. McMILLAN.

NOTICE

SIMILKAMEEN LAND DISTRICT.
DISTRICT OF YALE.

TAKE NOTICE that I, B. E. Crichton of Okanagan Mission, occupation Farmer, intend to apply for permission to purchase the following described lands:—

Commencing at a post planted at the North-West corner of the south-east quarter of section 15, Township 28, running thence east 40 chains, thence south 40 chains, thence west 40 chains, thence north 40 chains to point of commencement and containing 160 acres. This post is 6 ft south of a survey post marked ¼ running east and west and more particularly known as the north-east corner of the south-west ¼ of Section 15, Township 28.

BERTRAM EDWIN CRICHTON

August 11th, 1909. -10

NOTICE

NOTICE is hereby given that, thirty days after date, I, Thos. Bradshaw, of Fifteen Mile Creek intend to apply to the superintendent of provincial police, F. S. Hussey, of Victoria, for renewal of a retail liquor licence for Bradshaw's Hotel, located at Fifteen Mile.

THOS. BRADSHAW

Fifteen Mile, Oct. 15th, 1909 40-4

NOTICE

TAKE NOTICE that thirty days after date, We, Robert Herring and Anton Winkler, will apply to the Superintendent of Provincial police, F. S. Hussey, for permission to transfer the licence of the Grand Union Hotel, Hedley, to Anton Winkler.

R. W. HERRING
ANTON WINKLER

Hedley, B. C. Oct. 1st, 1909.

EXAMINATION FOR INSPECTORS OF STEAM BOILERS AND MACHINERY

EXAMINATIONS for the position of Inspector of Steam Boilers and Machinery, under the "Steam Boilers Inspection Act, 1901," will be held at the Parliament Buildings, Victoria, commencing November 8th, 1909. Application and instruction forms can be had on application to the undersigned, to whom the former must be returned, correctly filled in, not later than November 1st, 1909. Salary, $110.00 per month.

JOHN PECK,
Chief Inspector of Machinery
New Westminster, B. C.

NOTICE

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THOMAS WALSH

Bridesville, Oct. 15th, 1909. 38-4

A. J. KING & CO.

HEDLEY'S NEW BUTCHERS

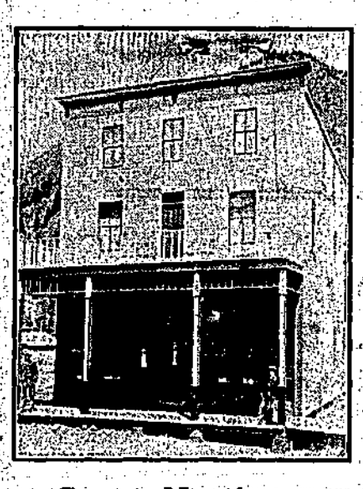
The undersigned have opened a Shop in the commodious building formerly occupied by H. H. Messenger and have on hand a supply of all kinds of Meat and Vetegables.

A. J. KING & CO.

A. F. & A. M.

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

ARTHUR CLARE, W. M — H. D. BARNES, Secretary



Great Northern Hotel

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

JOHN LIND, Proprietor

To Buy Cheap, Pay Cash.

Family Groceries

Fresh and Seasonable at the

Cheap Cash Store

MRS. G. B. LYONS.

Stoves Re-Lined
— AND —
General Tinsmithing

The undersigned will be in the Building south of Frasers Hall

— ON —

NOVEMBER 1st

to attend to all work in his line

H. B. MEAUSETTE
Keremeos Station.

PALACE
Livery, Feed & Sale Stables

— HEDLEY, B. C. —

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

STAGE LINE

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

Office of Dominion Express Company.

WOOD FOR SALE

Phone 14. INNIS BROS. Proprietor

Town and District.

Discount of 25 per cent. on all lines of stationery in stock. Other bargains equally as good. Call and see us.—Hedley Drug Store.

Jack Way and telephone foreman Woodburn left for Princeton on Sunday to put in switch-board on the new telephone exchange.

The Liberals of Similkameen held their convention at Keremeos on Tuesday and brought out Richard Elmhirst in opposition to L. W. Shatford.

Hedley Orangemen to the number of about a half a dozen went to Keremeos on Friday last for a Guy Fawkes function with the Orangemen down there.

J. J. McDonald came down from Princeton last week where he has completed contract for clearing right of way, and also of putting in some culverts.

King Kennedy is coming to Hedley on Nov 22nd with his moving picture show and conjuring tricks. This time he has 4000 feet of new comedy moving pictures, and a new north pole joke of his own manufacture.

The V. V. & E. fence gang were working on Brushy Bottom last week and in a fortnight more should reach Hedley. The telegraph wires have already been strung and are in use to maintain communication with the outside. The Hedley Gold Mining Co. have a set of telegraph instruments in their office connected with the G.N.R. wires and are thus able to keep in touch with the outside without being forced to depend on the government telephone system.

The steam compressor which was up at the Nickel Plate mine was brought down to Hedley last week and will form part of the auxiliary steam plant being got ready for the development programme which has been planned for the coming winter. Owing to several boggy places on the way to the new Twenty-mile wagon road caused by the excessive rains of the past fortnight it was considered advisable to use the old Nickel Plate Penticton road, and haul around by Keremeos.

Peter Scott, the original owner of the Kingston mine spent a few days in town last week. He has been living in England lately, showing that he has left the prospecting stage behind and can enjoy the fruits of some of his luckier locations. He still has valuable locations in the camp. The Toronto and Galena claims in particular are most promising claims, and it is hoped he will soon make some turn which will result in their joining the class of working mines.

The horses of the Similkameen are now making their acquaintance with the iron horse and until they have become more familiar with it a few of them will doubtless come to grief. The first case was a mare belonging to the Indian Tumas. This beast and a big black yearling filly were grazing down on Smelter flat near the railway crossing when a work train came along. The beast got frightened and ran into a bunch of wire fencing which had been left along side M. K. Rodgers' fence. In the collision with the wire the beast had fallen on its head and broke its neck. A somewhat remarkable feature of the incident and one which goes to show the affection which the lower animals have for each other was seen in the lonely vigil maintained by the black colt beside the dead carcass, for more than twenty-four hours, refusing to be driven off until it was caught and led away by its owner.

Robert Stevenson, the veteran prospector and father of the Similkameen, was in town last week on his way home from Spokane where he completed organization of the Princeton Copper Co. to work a valuable claim which Mr. Stevenson had on Darcy mountain about five miles down the river from Princeton. The company which has just been organized is virtually a close corporation, but they have lots of money and a good property and should make things lively. Mr. Stevenson's many friends in the Similkameen will rejoice at his good fortune, for with one accord they will say that no one in the district is more deserving of success. On Saturday last he put a gang of men to work, and it is their intention to work all winter, taking out ore for the Granby smelter. The property is within a few feet of the railway track and the V. V. & E. are going to give him a spur right away.

ADVERTISE IN THE GAZETTE!

CONSERVATIVE CONVENTION.

L. W. Shatford, as Expected, was the Unanimous Choice of the Party.

In spite of the fact that the result of the Liberal Conservative convention for Similkameen riding was regarded as a foregone conclusion, with no suggestion of any other candidate in sight to swell the gathering by a muster of his supporters, there was a good attendance at Keremeos on Thursday last, the riding being represented by delegates from as far west as Princeton and as far east as Camp McKinney Rock Mountain and Penticton; while Hedley, Keremeos, Olalla and other nearby points helped to swell the gathering.

Mr. J. J. Armstrong of Keremeos Station occupied the chair, and Dr. R. B. White secretary of the Electoral executive was secretary of the meeting.

Mr. Shatford was nominated by Mr. Henry Nicholson, of Camp McKinney and seconded by M. Frank Richter of Keremeos. No other names were proposed, which shortened up the work of the convention, and a motion that the nominations be closed left the convention free to proceed with other business. A committee was appointed to draft resolution of confidence in the government and in Mr. Shatford as the representative of the district. This committee consisted of Henry Nicholson, Dr. McEwen, J. A. Brown and Dr White.

A. Megraw was requested to address the meeting on the railway policy and other public questions and complied, briefly outlining the main features of the government's railway policy and the benefits that would follow to the province and this district in particular by carrying it out. He also warned the meeting against the dangers of over confidence, and predicted a decisive victory for Mr. Shatford on election day, urging upon local committees the desirability of seeing that the majority be an overwhelming one.

Mr. Shatford was unable himself to attend the convention on account of the tour he was taking over the riding and a short trip which he was obliged to take to the coast. He has now been over the greater portion of the riding and the assurances of satisfaction with his course which he met all over the riding from Conservatives and Liberals alike, and the promises of support from altogether unexpected quarters, made it look as if an opposition candidate would be fortunate if he managed to save his deposit.

The resolution drafted by the committee and unanimously carried by the meeting was as follows:

We the Liberal Conservatives of the Similkameen District in Convention assembled hereby resolve that we heartily endorse the platform of the government of the Hon. Richard McBride; are in thorough accord with his Railway policy and that we have implicit confidence in our present representative, Mr. L. W. Shatford and shall return him by a handsome majority.

WE ARE

Giving Away

Our Profits On

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from the 15th to the End of October

20% Discount 20%

On Every Pair of Shoes in the Store

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General Merchants

Hedley, :-: :-: B. C.

J. A. SCHUBERT

We have just received a large consignment of goods from the East and can offer you the best possible value for your money.

Costume, Apron and Embroidery Linens.
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New printed Flannelettes for Wrappers and Waists
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A fine line of Ladies' White Woolen Underwear, Children's Toques, Gloves. etc.

Call and inspect our silk and linen embroidered centrepieces and drawn work table linen—the prices will surprise you.

We carry a large stock of piece silks.

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HEDLEY, - - - B. C.

How Gold Dredges Get the Gold

The steep hills and rugged mountains of the Klondike region give rise to numberless small streams, which become from time to time with the melting of the snows—the cloudbursts and heavy rains to which the country is subject—raging torrents.

The grinding of the glaciers and the erosion of these turbulent streams bring down rocks, sand and gravel from the mountain depths and fastnesses where man has never yet penetrated.

In a region where ledges of Gold-bearing Quartz are a prominent feature in the formation, it is natural that these forces of Nature should tear away quantities of exceedingly rich material.

This process has been going on for ages. The hidden stores of Gold away in the hills are inexhaustible.

The rush of the torrents is so impetuous that even boulders of considerable size are borne in their course, and only when Nature has spent herself do they find a resting place.

The broad creeks—the wider reaches of the river—quiet the stream, and the Gold, in the form of nuggets, grains and flakes, rapidly settles. Gold is very heavy—heavier than the rock itself, and once it finds a resting place, sifts down through the light surface mud and sand until, by force of Gravity, it reaches bed rock.

Where the courses of streams have been changed, the richest Placer Mines are found in their old beds. But in the larger, constant streams, these rich deposits are beyond the reach of merely human agencies.

It remains for the Gold Dredge—following the heavy nuggets and particles of Gold down through the overlying strata in the bars and benches of the river, to recover these stores of Gold from the treasure-house of Nature.

The long arms of the Dredge, with their endless chains of bucket scoops, search down, down—through sixty feet of water, sand and gravel, if need be—until the Gold sediment, and finally bed rock itself, often overlaid with an actual coverlet of pure Gold—the hoarded accumulation of centuries—is reached.

The Gold Dredge brings up this material in wholesale quantities—treats it with scientific accuracy to save the finest particles of value—separates the dross—and for the first time lays bare to the hand of man this Virgin Gold.

While personally present on our property at Stewart River, Yukon Territory, Klondike, September 1st, I saw with my own eyes a clean-up from our first and smaller dredge, netting $517.50, and this was preceded only a few days by another clean-up from the same dredge amounting to $1283.86 in Gold. I saw this Gold, gathered from the gold-saving tables of our Dredge, moulded into bullion—a solid bar of Gold.

With such results in sight, we are bending every effort to get twenty of these mammoth Dredges at work on our property. This summer, our second dredge went on—larger and stronger than the first—and is already at work.

We control by direct lease from the Canadian Government, One Hundred and Five (105) miles of Dredgable Gravel on the Stewart River, eighty miles from Dawson City, in the Klondike. We have tested the gravel thoroughly with Drills, and it has been proven rich throughout. As a matter of fact, the site of our holdings was recognized, even before the Gold Rush in 1898, to be rich in Gold—it is a matter of public record that the Gold is there—but so located as to be difficult to obtain by any hand method. And Fifty dredges could not exhaust this area in a Hundred years.

With a proposition so rich, the payment of dividends and the continued work of development can easily go hand in hand.

To hurry this work of development now, we are marketing Treasury Stock in our Company. Three thousand stockholders, many of them well-known in the Canadian country, are already on our books. This necessity for Capital—a Dredge costs upwards of $100,000—furnishes your opportunity to participate in a wonderfully rich venture.

Our Company is formed of the pick of broad-minded business men—Governor Ogilvie, of the Yukon Territory—known and respected by the whole Canadian country, at its head. It is economically managed, with no salaried officials, no Bonds, and no Preferred Stock.

But the whole story is told in our illustrated Prospectus. The Coupon will bring it to you. The supply is limited. Fill out and mail the Coupon to-day.

Gold Dredges are making millions.

Yukon Basin Gold Dredging Co., Ltd.

G. W. Clawson, Treas.

649 Somerset Building
Winnipeg,
Canada

Please send me, postage prepaid, your large illustrated Prospectus, also free Booklet on Gold Dredging, with full particulars by return mail. It is understood that I incur no obligation whatever in making this request.

Name .....

Address .....

Premier at Nelson

Continued from Page One.

sider that our endorsement is cared for by a first mortgage on the line, plus the covenant of the company, I do not think there need be the slightest fear on the part of the most timid taxpayer in British Columbia that he will ever have to pay a penny towards the construction and continuance of this road."

"And why should we hesitate to endorse for $21,000,000? What did good old Manitoba do to get competitive railways? In 1901 that little province with a handful of people owning no crown lands, because they belong to Ottawa; owning no timber, because there is no timber there, and possessing no mines, because there are no mines in Manitoba, in order to secure competitive railways that little handful of people, having nothing but a revenue of $700,000 a year to fall back on, raised by direct taxation, what did they do? they guaranteed the bonds of the Canadian Northern system to the extent of $15,000,000, and they have never had to put up a penny. But they have increased enormously in wealth. The farmer has more, the rancher and the wage earner are much better off. If Manitoba, having no crown lands, no timber, no mines, no seaports, no sea coast, guaranteed $15,000,000 for the Canadian Northern, why should this rich and wonderful province of ours, owning, as it does, hundreds of millions of acres of land, mines, timber and fisheries of enormous wealth, hesitate to guarantee the bonds of that system for $21,000,000? Anyone who desires to be fair and who would study the question must agree with me that, compared with the people of Manitoba, where so much good has resulted for the people, the expense of British Columbia guaranteeing the security of the Canadian Northern system is but an indifferent matter indeed. If we had to take over the line of the Canadian Northern from the Yellowhead pass to the coast, with a 5-10 of 1 per cent grade, which that company will have, we could get every dollar back in a trice from either the C. P. R., the Grand Trunk Pacific or the Great Northern railway systems. (Applause.)

The further safeguards imposed were next taken up including the stipulation against employment of Asiatic labor in construction of the road and compelling the C. N. R. to deposit a bond for $500,000 with the province as security of their good faith in the undertaking and compelling them also to pay the standard wages obtaining in the province for similar work.

IN ALBERTA

"Contrast for a moment, if you will, the bargain we are making with the Canadian Northern with that which Mr. Rutherford has made in Alberta. Do you know Alberta, the bold little province, she is only four years old, yet up to date she has guaranteed $29,000,000 of bonds in order to secure competitive railways. Yet Alberta has not an acre of land; it is all held in Ottawa. Some of us may think Alberta has been a little too quick, but I hardly expect that criticism is in good place; we must remember that the physical condition of that country differs matarially from ours, and one can easily see why a large and lavish bonus or guarantee may be justified, while in British Columbia we should go more easily and cautiously. Some go the length of saying that there is no excuse for guarantees on the prairies. Even if that were so, with the configuration of country we have to deal with, surely there would be an abundance of excuse for subventions in British Columbia by way of guarantee. But here is British Columbia, so much larger, richer and more full of resources than Alberta ready and willing to give $21,000,000 guarantee for another transcontinental line, while right at our doors we have Alberta, only four years old, already loaded with $29,000,000 for subventions for competive railway systems. Where is the Liberal who is fair to himself, who is consistent, who could say one word of condemnation of that policy of my government, if he has a single word of praise for the position of Mr. Scott and Mr. Rutherford in Alberta and Saskatchewan? (Applause.)

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F. H. FRENCH
Secretary and Manager, - - HEDLEY, B. C.

United Wireless Booming

Continued from Page One

stall with their system. The following telegram received by the local agent is given as a sample of many that are received to show the advance that is being made:

Vancouver, Nov. 4th, 1909

A. Megraw,
Hedley.

Closed contracts for immediate installation on these ships—Kadmath, Jas. T. Walsh, T. N. Squares, Duncans, Thos. Shaughnesey and Molto.

Blucher made world record last night from Seattle, copied Korea 2225 miles west of Honolulu, a distance of 4596 miles. Established direct overland communication between Port Arthur, Texas and Chicago, over 1400 miles.

CHAS. L. PARKER

The stock which was selling a year ago at $20 per share is now $35 and an advance to either $37.50 or $40 per share is likely to take place before another week is over.

LATER

Shareholders will be pleased to learn that orders have been issued to advance the price of United Wireless Telegraph stock to $37.50 per share on November 20th, and that on or before Dec. 20th a further advance to $40 or more per share will be made.

GREENWOOD GETTING EVEN

Pique at G. N. R. for Failure to Build Branch From Midway is Doubtless Cause of This.

In the Nelson Daily News' report of the meeting of the Canadian Railway Commission held at Nelson last week the following paragraphs appear.

"The second application was the complaint of the board of trade of Greenwood and of Donald O. Mackay, alleging unauthorized connection at Danville, Midway and Myncaster, also the unauthorized deviation of the authorized line; discrimination in the matter of tolld between Princeton and Rossland; and application for an order to prohibit the operation of a branch line at or near Myncaster.

"J. P. McLeod appeared for the complainants and asked that the application be set over, as an important witness was not available. The commission ordered the application to stand over until the next session in Nelson." These show that Greenwood has a crow to pick with the Great Northern Railway because of failure of the Great Northern to run the branch up from Midway to Greenwood. The report says:

No. 398

CERTIFICATE OF THE REGISTRATION OF AN EXTRA-PROVINCIAL COMPANY

"Companies Act, 1897."

I HEREBY CERTIFY that the "Hedley Gold Mining Company" an extra-provincial company has this day been registered as Company under the "Companies Act, 1897," to carry out or effect all or any of the objects of the Company to which the legislative authority of the Legislature of British Columbia extends.

The head office of the Company is situate at the City of Wilmington, County of New Castle in the State of Delaware.

The amount of the capital of the Company is one million five hundred thousand dollars, divided into one hundred and fifty thousand shares of ten dollars each.

The head office of the Company in this Province is situate at Hedley, and G. P. Jones, Mine Superintendent, whose address is Hedley, B.C., is the attorney for the Company, not empowered to issue and transfer stock.

The time of the existence of the Company is perpetual.

The Company is limited.

Given under my hand and seal of office at Victoria, Province of British Columbia, this seventh day of October, one thousand nine hundred and nine.

[L. S.] S. Y. WOOTTON
Registrar of Joint Stock Companies.

The objects for which the Company has been established and registered are:

To engage in the business of mining, milling, converting, smelting and reducing gold, silver and copper ores and other minerals, and the production, refining and selling of gold, silver, copper and other metals.

To purchase, lease or otherwise acquire, own hold, operate, sell or otherwise dispose of mines, mining claims and properties, mills and plants for concentrating, reducing, smelting and refining ores and metals, also all necessary works, plants and stations for supplying such mines and mills with water, light and power.

To purchase, hold, sell, transfer, mortgage pledge or otherwise dispose of the shares of capital stock of, or any bond securities or evidence of indebtedness created by any other corporation or corporations of this state or any other state, country, nation or government, and while owner of said stock, bonds or securities to exercise all the rights, powers and privileges of ownership including the right to vote thereon.

To enter into, make, perform and carry out contracts of every kind, for any lawful purpose, with any person, firm, association or corporation.

To draw, make, accept, endorse, discount execute and issue promissory notes, bills of exchange, warrants and other negotiable or transferable instruments.

To issue bonds, debentures or obligations of this corporation from time to time, for any of the objects or purposes of the corporation, and to secure the same by mortgage, pledge, deed of trust or otherwise.

To purchase, hold and re-issue the shares of its capital stock.

To have one or more offices, to carry on all or any of its operations and business and to purchase, or otherwise acquire, hold, own, mortgage, sell, convey or otherwise dispose of real and personal property of every class and description in any of the states, districts, territories or colonies of the United States, and in the Province of British Columbia, Canada, subject to the laws of such state, district, territory, colony or country

The foregoing clauses shall be construed both as objects and powers; and it is hereby expressly provided that the foregoing enumeration of specific powers shall not be held to limit or restrict in any manner the powers of this corporation.

In general, to carry on any other business in connection with the foregoing, whether manufacturing or otherwise, and to have and to exercise all the powers conferred by the laws of Delaware upon corporations formed under the act herein after referred to.

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

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