

# The Hedley Gazette

AND SIMILKAMEEN ADVERTISER.

VOLUME V.

HEDLEY, B. C., THURSDAY, SEPTEMBER 2, 1909.

NUMBER 34.

**Dr. C. A. JACKSON**  
DENTIST  
(18 years' practice in Vancouver.)  
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PENTICTON, B. C.

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Notary Public, Etc.  
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**HOTEL PENTICTON**  
Headquarters for Tourist Travel.  
Rates Moderate.  
A. BARNES, Prop. PENTICTON, B. C.

**HOTEL HEDLEY**  
Newly Renovated Throughout.  
Accommodation 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.  
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Mutual Life of Canada,  
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Ocean Accident and Guarantee Co.,  
United Wireless Telegraph Co.  
Office at HEDLEY, B. C.

THE  
**Great Northern  
Hotel  
Princeton**

Is noted over the entire district for excellence of both table and bar.

All the wants of the travelling public carefully attended to.

## STATION BEING MOVED

Probability That It Will Now  
Be Located on Smelter Flat

### THE WHITE-WINGED DOVE OF PEACE

Has Reappeared and Squally Weather  
That Threatened Has Left Clearer  
Atmosphere When Little Cloud of  
Misunderstanding Passed Away.

Last week the news got whispered around that the V. V. & E. station which ever since the fall of 1905 was considered a settled fact for Pinto flat on the west side of Twenty-mile was to be changed to Smelter flat on the east side. That this should cause a degree of dissatisfaction bordering almost on consternation was only to be expected, for people do not easily have old settled plans swept aside without a certain amount of jar or jolt and especially so when they had reason to believe (but fortunately the belief was erroneous) that it was merely a continuation of the old policy of pin pricks on the part of F. A. Ross who they knew had carried on the correspondence with the G. N. Railway for the change.

The chief grievance of course on the part of townspeople was the fear that the Company, having absolute possession and ownership of Smelter flat, would townsite the ground, and their nearer proximity to the depot would give them an advantage over the town proper as at present located. This feature was calculated to create uneasiness on the part of property holders and these were disposed to use all legitimate means to protect their own interests. Finally after much talk the old executive of the defunct Board of Trade was got together and they appointed a committee to wait on Mr. Beam and learn his views on the subject.

The committee which waited on Mr. Beam was made up of W. A. Maclean, E. D. Boeing, F. H. French and A. Megraw. They were met by Mr. Beam in a friendly conciliatory spirit. He, in stating his side of the case was frank and open. He recounted bit by bit his own connection with it from the time that the matter was first brought to his notice by M. K. Rodgers in the fall of 1908, and told also the views of Mr. Merrill and others of his colleagues, which showed that the new company preferred to have the station on Smelter flat for reasons which he explained, instead of on Pinto flat as chosen by Mr. Rodgers, who had thought that it was better to have it over there and obviate the difficulty of making the road to and from the station a thoroughfare through the company's works. This reduced Mr. Ross's role in the matter to that of amanuensis.

Then, as for townsiting, Mr. Beam pointed out that it was never a part of the present Company's policy to mix up in side issues like townsites, stores, bunk-houses, etc. They had never done so heretofore and they didn't purpose to begin now. Besides, even if they were disposed to go in for it now, they would have no ground at their disposal for such purpose after Mr. Rodgers' holding to the south of the track is taken off and the railway get their yardage allowance of 3000 feet ft 300 ft and the company construct one or two more slimes ponds. The reasonableness of these views and the live and let live spirit exemplified in the assurances given were most gratifying to the committee and disarmed to a great extent their opposition to the change.

It is true, the present narrow dangerous road through the company's works constructed by Mr. Ross, two years ago, over which the public would have to travel to reach a station located on Smelter flat did not help the town to look favorably on the change, but doubtless that may be remedied shortly.

Thus the first occasion upon which a clash of interests between the town and the new company has taken place, has passed by without serious conflict and augurs well that henceforth the white-winged dove of peace will take up her permanent abode here.

## SEEING THE APEX

Jolly Party of New Eng-  
landers Pay Visit to  
the Apex.

### MIXING PLEASURE WITH BUSINESS

Men of Many Pursuits View a Mining  
Industry in the Making—While view  
Point May Be Different in Places—  
Same Principles of Economy That  
Make the Successful Manufacturer  
are mostly Applicable in Mining as  
Well.

On Saturday last a party of 15 New Englanders including three ladies (for some of the members of the party brought their wives along) arrived at the Apex group at the East end of Camp Hedley. Some of the party were prominent members of the Colonial Gold Mining Co. and others were friends of theirs who were en route for Seattle to the A. Y. P.

They left Manchester, N. H. on Saturday, the 21st ult., by the C. P. R., and after spending a day at Banff, reached Sicamous where they were met by Mr. W. D. McMillan, and proceeded to Penticton on Friday, driving to the Apex on Saturday.

The Gazette, in response to kind invitation from officials of the company which was made to extend to friends, went over to meet them on Sunday, accompanied by Mr. MacHaffie and spent a very pleasant day in the mountains with them.

The headquarters of the Colonial Gold Mining Co. is Manchester, N. H. a manufacturing town of 70,000, situated at Amoskeag Falls on the Merrimac River. When it is known that one manufacturing concern in Manchester, the Amoskeag Mfg Co., employs 15,500 people, with an annual pay-roll of \$6,200,000; employs 146,388 horse power to drive its works, and manufactures cotton cloth at the rate of 50 miles an hour, and that this concern and others is represented on the directorate of the Colonial Gold Mining Co., it may be readily seen what it means to have mining property in B. C. attract the capital of men of this kind. Here in British Columbia we have an example of it in the Granby. There, not 100 miles away, is a property that noted mining experts, including the provincial mineralogist reported adversely on, believing that the values were too low to offer any hope of profitable returns, but a practical Canadian manufacturer of rubber boots, Mr. Miner, examined figures submitted to him which showed no profit on a daily output of 250 tons per day. He inquired further and ascertained that by trebling the output a fair profit could be made, and immediately the capital necessary to enlarge was forthcoming. To-day the output of the Granby is 16 times what it was when Miner decided to enlarge and he and his associates are a few millions on velvet as regards any investment which they made in the Granby. Now the Apex ore values exceed those of the Granby mines several times over, and the property can be brought to the producing point for a less outlay in plant.

Concluded on Page Four.

### ALL THE SAME HOBO

Louis Hill and His Chauffeur Didn't Impress Farmer.

Great Falls, Mon., Aug. 22.—Louis W. Hill, president of the Great Northern Railway, and a son of James J. Hill, was compelled to spend a night this past week in a haystack. He started from Helena to Great Falls in his automobile. Near Fort Shaw the machine stuck in a mud hole.

Mr. Hill applied to a settler for a bed and supper, but was told that he could find a bed in a nearby haystack and that he could help himself to refreshment at the pump.

When he did not appear here on time a searching party started toward Helena. The found the automobile in the mud hole, and a short inspection of the nearby neighborhood revealed Mr. Hill and his chauffeurs sound asleep in the haystack.

### TUNNEL SITE INVESTIGATED

Mr. Kennedy Returns from Arduous Trip  
—Feasible Tunnel Site Found

That a vast improvement in the grade on the Coquihalla route of the V. V. & E. can be obtained by the greater cost of a tunnel has been amply demonstrated from the recent exploratory trip of the chief engineer.

At Otter flat where the Otter river empties into the Tulameen the latter river is flowing from the west and going towards its source the river takes a bend almost due south. Two tributaries of the Tulameen from the north are Bear creek and Eagle creek. From the location given the latter on Government maps it appeared to have its source well to westward, and if this were found to be so, it might penetrate well into the mountains forming the eastern bank of the Coquihalla. Unfortunately, however, it was found to go northward and hence could not figure as a factor in the situation.

The only alternative then was to connect by tunnel straight through the mountains the comparatively short distance of 8 miles from river bed of the Tulameen to the river-bed of the Coquihalla.

The old course of the survey was to leave the Tulameen at the mouth of Otter, go up the Otter river to the west fork; thence up the west fork of the Otter to a point near the headwaters of the Coldwater which flows northward into the Fraser basin; and from that point at an altitude of 3020 feet above sea level turn south over into the Coquihalla basin.

The tunnel from the Tulameen to a point well down the Coquihalla has an altitude of 2945 feet above sea level. Thus by tunnelling this 8 miles there would be saved 675 feet of altitude and a little over 30 miles, of difficult building, in distance.

While the building of an eight mile tunnel may look to be a somewhat formidable task, yet the saving it would effect in ten years' operation may make it a sufficiently attractive proposition for the railway. In all probability during the progress of driving the tunnel, communication would be established and maintained over the mountain by means of switch back.

### THE OLD SKELETON

John Oliver's Malodorous Resurrection of  
the M. & V. Carcass

(Greenwood Ledge.)

It appears that the Midway and Vernon railway is again to be made an issue in this district in the coming provincial campaign. John Oliver is the latest to take the matter up as a bait to the electors. Geo. R. Naden used it in the last provincial campaign, but never mentioned it in the house. Both Oliver and Naden know that until the company earn a subsidy it is impossible for the government to take action towards the relief of those who were "skinned" by the contractors. Some new scheme will have to be devised to gull the electors. Midway and Vernon is worn out. Mr. Oliver lacks originality and imagination in campaign matters. He should borrow Naden's imagination and reason from an unknown hypothesis to any conclusion that will please the individual with whom he is talking.

In like manner there has been noticed here a disposition in a certain quarter to resurrect Smith Curtis' crazy "Smelter flap" issue.

### WELLS FOR GOVERNOR

Former B. C. Politician Likely to Succeed Dunsmuir

Victoria, Aug. 26th.—W. C. Wells of Nelson will be the next lieutenant governor of British Columbia, according to authentic advices received here to-day. Hon. James Dunsmuir, the present incumbent, asked some two months ago to be relieved and it is likely that his resignation will take effect in about five weeks' time. Mr. Wells was commissioner of lands and works in the Dunsmuir and Prior governments from 1901 to 1905.

## U. WIRELESS SAVES 205 LIVES

S. S. Ohio Strikes Rock Near  
Ketchikan and Sinks  
in 30 Minutes.

### WIRELESS OPERATOR CALLS HELP

Steamers Rupert City and Humboldt  
Pickup Passengers—Operator Eccles  
Goes Down With Ship While Trying  
to Rescue Others.

Seattle, Aug. 27.—The steamer Ohio, which left Seattle for Valdez, Alaska, on August 24th with 185 passengers, struck a rock off Steep Points, Alaska, at 1 o'clock this morning, and sank with the loss of five lives.

The dead are the Ohio's wireless operator; George C. Eccles; Purser, F. J. Stevens, of Seattle, and three passengers.

The steamers Humboldt, of Seattle, and Rupert City, of Vancouver, which were in the neighborhood took off the Ohio's surviving passengers. The Rupert City will reach Vancouver late tomorrow night.

M. J. Heney, a well known Alaska railroad contractor, was on the lost steamer, and was not injured. Mr. Heney sent this wireless message:

"Stevens and Eccles went down saving the lives of passengers instead of looking to their own safety."

News of the disaster was received by United Wireless from the company's agent at Ketchikan, who is in communication with the wireless operators on the Humboldt and the Rupert City.

The wireless operator who lost his life was George C. Eccles, formerly of Winnipeg. He was well known in Vancouver.

The Ohio belonged to the Alaska Steamship company, and was valued at \$300,000. She is a total loss. She was built at Philadelphia as long ago as 1873. She was 3188 tons gross, and 2072 tons net, and was 343 feet long. Her beam was 43 feet, and she drew 24 feet. The Ohio carried a crew of 82.

### OPERATOR'S APPEAL AND GOODBYE

NEW YORK, Aug. 27.—The United Wireless company, one of whose operators, G. E. Eccles, of Winnipeg, perished in the sinking of the steamship Ohio, received an account of the disaster from Operator Booth at Ketchikan late today. Booth says in a dispatch to headquarters of the company here:

Concluded on Page Four.

### ACCOMMODATION QUESTION

At the A. Y. P. Has Been Satisfactorily  
Solved—Rooms Easily Obtained.

Seattle, Aug. 29.—Through the efforts of the Seattle Chamber of Commerce in providing accommodations for visitors, this city claims the distinction of being the first place to hold a World's Fair, without the attendant crowding and difficulty in obtaining rooms.

Although several hundred thousand people will attend the Exposition from points outside the city, over one hundred thousand having arrived already, there has never been time when the room accommodations have not been ample to take care of the crowd.

For several months before the Fair opened its gates the Seattle commercial body conducted an active campaign to induce the citizens of the city to let rooms. Many have advertised rooms for rent from motives of pure city patriotism, induced by this campaign.

The visitor at the A. Y. P. has his choice of all classes of accommodations to suit his purse from the most reasonable room at fifty cents a night, to the costly apartment. Good rooms may be secured close to the Exposition for seventy-five cents to a dollar and a half a night. The general air of hospitality which the city has assumed towards visitors has attracted much favorable comment.

**The Hedley Gazette**

and  
Smiilkameon 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 \$3.00 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	New Moon					
Last quar.	First quar.					
1909	1909					
SEPT.						
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		

**MAKE IT UNIVERSAL**

The marine disaster up the coast in which five lives were lost by the sinking of the S. S. Ohio, off Ketchikan, will revive interest in the necessity of compelling all passenger-carrying ships to equip with wireless. The knowledge communicated to the passengers that two other ships were hastening to their relief must have been very assuring to them when being transferred to the small boats. Had the Ohio which was equipped with the United Wireless apparatus, not been so provided it is doubtful whether many of the small boats into which the 205 passengers were transferred would have been saved. Strange to say, in the absence of legislation compelling it, most of the passenger boats are installing the service of their own volition, and in many cases it is being done for business reasons in the convenience and profit that ship-owners experience in being able at all times to maintain communication between the ship and its head-quarters. Canada has passed the law, but it is not yet on the statutes of the United States owing to the fact that the Senate would not carry out the wishes of the House of Representatives.

Some may ask then, that if ship-owners are equipping of their own accord, where is the necessity of passing a law compelling them to do so? As well might they ask why it is necessary to legislate to compel the use of fire escapes on public buildings, for there were public-spirited men who provided such before any law was passed.

It is only a few weeks ago that the daily papers contained the views of a ship owner who was railing against what he termed the wireless fad of opposition owners, finally justifying his opposition to it on the ground that it was not yet out of the experimental stage and was for that reason unreliable. Well, if the saving of life and property that has already resulted from its use is merely experiment then it is the kind

of experiment that should be helped on, and ship-owners like him who care nothing for the lives of passengers, so long as he or they can keep their expense account down, should be made to learn that the public have a right to consider their own safety ahead of his profits.

It is true the public can sometimes refuse to patronize boats that are not provided with wireless and by that means make their influence felt without the assistance of the law; but often on the other hand the public may have no choice and be forced to take unnecessary risk; and not until a rigid law is enacted and enforced will proper protection be obtained.

Canada has set a noble example in the law passed at Ottawa last session, but often Canadians have to use the shipping of other nations less advanced than their own and until a compulsory wireless law is made universal the full measure of protection cannot be secured.

The action of the Canadian government, however, in the matter of Canadian licenses for wireless stations is abominable. They refused licenses to the United Wireless Telegraph Co. in several cases, for commercial work, which they would not do themselves in the government stations that were costing them \$8000 per year to maintain, and when the United Wireless Co. offered to relieve them of that annual expense by taking over the stations and doing all government work free of charge, they refused this offer as well. What a spectacle it becomes to see the government of a civilized people acting with all the unreasonableness of a spoiled child.

**EDITORIAL COMMENTS**

While the B. C. timber commission were discussing the conservation of natural resources, the annual fire in East Kootenay was licking up timber resources at the rate of several hundred dollars per minute. Surely some more effective way of putting down this annual waste of wealth in timber could be found.

Sunmerland is making a strong bid for an experimental farm. It appears to be as much suited to the purpose as any place in the province. British Columbia may be said to have two distinct species of agriculture, and while the Agassiz Experimental farm is all that is needed for the web-foot kind of farming, there should also be an experimental farm for the dry belt. Hon. Sydney Fisher was there last week and had the proposition put to him strongly.

**GENERAL NEWS.**

Prairie farmers are calling for more harvest helpers. The C. P. R. is going to haul them out from eastern Canada at 1 cent per mile.

The government would not extend the reason for fishermen on the Fraser.

D. R. A. marksmen complained loudly of bad ammunition at the last D. R. A. meet.

B. C. riflemen did good work at the D. R. A. meet in Ottawa.

**NOTICE**

NOTICE is hereby given that, thirty days after date, I, Hugh Cameron, of Camp McKinney, B. C., intend to apply to the superintendent of provincial lands, F. S. Hussey, of Victoria, for a retail liquor licence at the Camp McKinney Hotel, located at Camp McKinney, B. C.

HUGH CAMERON,  
Camp McKinney, Sept. 1st, 1909. 24-4

**METEOROLOGICAL.**

The following are the readings showing temperature, etc., for the week ending Aug. 28:

Date	AT THE MINE.	
	Maximum	Minimum
Aug 22	—	—
23	—	—
24	—	—
25	—	—
26	—	—
27	—	—
28	—	—

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

CORRESPONDING WEEK OF LAST YEAR		
Highest maximum temperature	do	68.
Average maximum	do	52.
Lowest minimum	do	28
Average minimum	do	34.14
Mean	do	43.07

Date	AT THE MILL.	
	Maximum	Minimum
Aug 22	74	41
23	75	51
24	70	52
25	76	56
26	71	43
27	73	41
28	82	46

Average maximum temperature 74.42  
Average, minimum do 47.14  
Mean do 60.78  
Rainfall for the week .08 inches  
Snowfall —

CORRESPONDING WEEK OF LAST YEAR		
Highest maximum temperature	do	84
Average do	do	68.57
Lowest minimum	do	40.
Average do	do	44.85
Mean	do	50.71

**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 aily, 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. Proprietors.



(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 Policy-holders.

**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.

**County Court of Yale**

SITTINGS of the County Court of Yale will be held as follows, viz: At Fraternity Hall, Hedley, on Thursday Oct. 7th, 1909; and at the Court House, Princeton, on Saturday Oct. 9th, 1909 at the hour of 11 o'clock in the forenoon of each day. By command.

HUGH HUNTER,  
Registrar County Court.

31-10

ADVERTISE IN THE GAZETTE.

1836 THE BANK OF 1909  
**British North America**

73 Years in Business.

Capital and Reserve Over \$7,000,000

**Money Orders**

Small sums of money can be transmitted safely — conveniently — and at trifling expense — by our Bankers' Association Money Order.

Money Orders for \$ 5.00 or under costs 3 cents.  
" " " 5.00 to \$10.00 " 6 "  
" " " 10.00 to 30.00 " 10 "  
" " " 30.00 to 50.00 " 15 "

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

**\$1,500 - In Prizes - \$1,500**

**HEDLEY**  
**Labor Day**  
**Celebration**

**MONDAY & TUESDAY**  
**SEPTEMBER 6 & 7, 1909**

**Horse Racing**  
**Base Ball**  
**Rock Drilling**  
**Trap Shooting**  
**Marathon Race**  
**And Other Athletic Sports**

SEE SMALL BILLS FOR PROGRAMME!

**Grand Ball on Monday Evening**  
**EVERYBODY WELCOME**

**COMMITTEE**

E. A. HOLBROOK, Chairman. S. F. CHAMBERLAIN, Sec.-Treas.

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.

## 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 Vegetables.

## 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.

## 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.

PLUMBING AND TINSMITHING.

H. B. MAUSETTE

Is Prepared to Attend to any Work in the Above Lines.

Eave Troughing a Specialty

H. B. MAUSETTE  
Keremeos Station.

### Town and District.

L. C. Barnes, of Penticton, was in town last week.

Miss Keefe, who was visiting her sister, Mrs. Rotherham, returned to Nelson on Thursday.

There was heavy rain up the river at Camp 5 last week, when Hedley had the merest sprinkle.

S. Seton Thompson, brother of the author of those entertaining animal stories, was in town last week.

Crossing Twenty-mile over the long high V. V. & E. trestle will now divide interest with walking the flume.

The rails are now at the third crossing of the Similkameen, having reached there on Monday evening of this week.

The Sports Committee for Labor Day say that they will shoot any dog which is found on or about the race track.

Vernon police are looking for a man who is suspected of burning the Okanagan hotel in which five persons lost their lives.

C. J. Wilson, of Greenwood, is taking up his abode in Vernon to take charge of the business of P. Burns & Co. in that place.

I. L. Deardoff drove over to the Okanagan on Sunday to look after roads in that locality. He took Mr. Gaudreau with him as far as Penticton.

The Misses Kirby, of Keremeos, accompanied by Messrs. Hogeland and Hurler, of the engineering staff, paid Hedley a visit on Sunday, coming up by the work train.

Mr. Kissner, district traffic agent of the Great Northern, resident at Grand Forks, was in Hedley last week, looking into sundry local matters effecting the interests of the railway in this locality.

The Hotel Similkameen was taken over on Tuesday by Frank Dallamore who has been granted a lease by the owners. The house is one of the very best in the district, and with up-to-management should attain again the popularity which it once enjoyed.

Mr. Austin Y. Hoy, of Spokane, northwestern representative of the Sullivan Machinery Co., arrived in Hedley on Monday in the interests of his Co. On Tuesday he paid a visit to the Nickel Plate to ascertain the wants of mine supt. G. P. Jones and from there he went over to the Apex to see manager Robbins.

Messrs. Reinecke and Wooky of the Canadian Geological Survey who have been doing topographical work on the Tulameen were in Hedley Thursday night on their way east, having completed the task allotted them for the season. Mr. Reinecke goes to Ottawa and Mr. Wooky to Toronto.

C. C. Stevens, government supervisor of telephones, was in Hedley last week, on a trip through the Similkameen looking after telephone interests. It is reported that he signified his intention of giving Princeton a local exchange. Hedley is the only place south of Kelowna and Summerland that has had a local exchange and it has been in use here for three years.

Miss Vance, teacher, who has come out from Nova Scotia on a visit to her brother J. Vance, who is in charge at the oxbins, is spending a few days in town. The trustees at Olalla have engaged her as teacher for the coming year pending the decision of the department to grant a permit until the next examination. If all is satisfactory with the department she will begin her duties after Labor Day.

Bruce of the Saturday Sunset was expected in Hedley last week but failed to show up although it was reported that he had come as far as Princeton. If Bruce wants to obtain a proper idea of industrial matters in Similkameen he should come to the hub, which is Hedley, the pay-roll town of the district.

There seems to be considerable misunderstanding regarding the game laws as applied to grouse and deer and the misunderstanding is heightened by the vague stilted wording of orders in council relating thereto. Some local papers are publishing what is purported to be the game laws to date and what they have is merely a repetition of the sheet sent out in 1905. Stripped of its verbiage and redundancy the order-in-council passed on July 29th, 1909, would seem to mean that grouse shooting this year is not legal in Yale until October 15th; deer shooting until Sept 1st, and mountain sheep not at all until end of August, 1911. Why so many of these changes are made does not appear very clear and their frequency is confusing.

The ladies' saddle horse race to be held at Hedley on Labor Day for a handsome cup has created much interest throughout the district. Several ladies in Keremeos have already announced their intention to compete.

The Gazette has had several requests to warn the people against allowing their dogs on the grounds during the horse-racing on either day of the Labor Day Sports next week. We appreciate these reminders and are glad to accede to the requests by pointing out the danger to life and limb which exists where dogs are allowed to run at large. Two years ago in one of the races a horse in one of the heats came in contact with a dog that strayed on to the track and fell throwing his rider who was lucky to escape breaking his neck, and at Princeton a like occurrence took place at races there. Hedley has the reputation of possessing the biggest aggregation of curs to be found in the district, some of them owned and others having no owners. Constables as well as those having charge of the races should see that those having dogs with them be sent home to tie them up, and curs having no owners to mourn their loss should receive summary treatment. People who attend the races do not go there to witness serious accidents and it is up to constables and those having the sports in charge to take prompt measures to stamp out the dog nuisance.

Mr. Hoy, of the Sullivan Machinery Co., was agreeably surprised to learn that Hedley had golf links which he inspected and gave local devotees of the game the benefit of valuable pointers obtained from 11 years' practice and the opportunity of playing on some of the leading golf grounds of the United States and Scotland. Butte, Spokane and Victoria are about the only places in the west where he has an opportunity to humor the golf fancy and he will now add Hedley to the list. He was delighted with our grounds and the opportunities which they offer of being made about as good as could be found anywhere, and his criticisms of wherein we have failed to avail ourselves of the opportunities at hand were accepted in the friendly spirit in which they were given. He thinks we have made our holes far too easy and with too much sameness. He would have us circumvent the round butte to the west of the flat and use the broad area beyond for some real long drive holes, and he is quite right in holding that the interest may be heightened by increasing the difficulty of the play. His visits to Hedley will always be welcomed by the local golfers.

### MINTO GAMES THIS YEAR

Ottawa, Aug. 28.—It is likely there will be Minto cup matches at the coast this fall between the champions of the National Lacrosse union and the New Westminster team. Manager Charles Welch of the New Westminster team was in the city yesterday. He came from Toronto and left last night for Montreal, where he will interview the Shamrock and Montreal officials. Mr. Welch interviewed the Toronto and Tecumseh clubs at Toronto, but no answer has been given, of course, pending the deciding of the championship. In the event of the N.L.U. champions refusing to go under the terms fixed by the New Westminster club another team will be picked to go west for exhibition games, possibly in the colors of the Capitals, as was the case last year.

### A JOB FOR LAURIER

Preston Talks About an Important Berth.

Ottawa, Aug. 28.—W. T. R. Preston informs the press that he has received information from a prominent politician in London that there has been a movement in the most influential official circles in England to persuade Sir Wilfrid Laurier to accept the first governor generalship of the new south African federation.

The writer states that Sir Wilfrid is regarded on all sides as the most successful diplomatist in the British Empire in conciliating social, sectarian and political interests, and is naturally regarded as prominent in Canadian life.

Mr. Preston's correspondent also states that there is a deep rooted conviction that Sir Wilfrid might be able to assist in solving the immigration problem in South Africa which is so vitally important if Europeans are to exercise a predominant influence in the future government of the new union.

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SEEING THE APEX

Continued from Page One.

But not to digress too seriously we must return to the New England party, piloted by Elmer D. Goodwin and Henry C. Clark of Manchester, the treasurer and vice-president respectively, of the Colonial Gold Mining Co., who were the only members of the party that had formerly been on the ground and inspected local conditions before taking hold; but even without that former visit they could have got along all right when Mr. McMillan was on hand to guide their steps aright. On the Apex property they were taken in hand by Mr. H. R. Robbins, M. E., the managing engineer in charge of the work, who spared no pains to add to their comfort and afforded every opportunity to see all that was seen, while Mrs. Robbins took the ladies in tow and saw that they had a good time.

A round of the various claims of the group was made, the tunnels, shafts, drifts and open cuts examined and the known trend of the ore bodies explained while some members of the party took samples. The negotiation of those ravines and switch-back trails made strenuous work of it, but the party were game and the ladies no less than the men. In fact they out-did some of the men in hill-climbing.

The unique experience of resting in camp after the tramp on a warm August day, in sight of several patches of snow that still hung in the north-lying ravines evidently appealed to an easterner, and one of the snow drifts was reached by some of the higher climbers, who indulged in a little snow balling match.

On Monday they left again for Penticton on their way to Vancouver, Seattle and Portland.

The names of all the party were not obtained, but among them in addition to the gentlemen already enumerated were Geo. H. Bixby, Haverhill, Mass., T. J. Chesley, Dover, N. H., O. F. Rusling, Manchester, N. H., Louis Goodwin, Manchester, Mr. Robbins, sr. of the Anisokeg Mfg. Co., Frank P. Quinby, Concord, Mass.

It is understood that the party were very much pleased with what they saw of the property, and the decision to install machinery at once and put the local force to work on getting additional accommodation ready for the winter is evidently one of the direct results of a conference at the mine.

United Wireless Saves 205 Lives

Continued from Page One

"About 1 a. m. I was sitting with my receivers clapped to my ears, having just finished working with Operator Eccles on board the Ohio, when I was startled by hearing him call 'C. Q. D. C. Q. D.' I immediately answered and he sent the following message: 'Ohio struck a rock—steamer sinking—send aid immediately or everybody will be lost.'

"The steamships Humboldt and Rupert City of the McKenzie Brothers Steamship company happened to be near, and they both called the operator of the Ohio, asking for latitude. Eccles gave it immediately, and the Rupert flashed back that they would change their course and stand by the Ohio as soon as possible.

"Meanwhile Eccles sent another message, saying: 'Ohio sinking fast. Can not hold out. Passengers being taken off in small boats. Captain and crew will stick to the last.'

"The Humboldt and Rupert both replied that they were headed for the Ohio and would pick the passengers up. Then came the final message from the stricken vessel: 'Passengers all off and adrift in small boats—' it said, 'Captain and crew going off in the last boat: waiting for me now—good-bye.'

"I was unable to get him again and knew he had gone down with his ship."

CANADA'S CANAL TRADE

Receipts are Gradually Increasing and Tonnage Has Reached a Large Figure

Ottawa, August 28.—The statement of canal traffic issued by the Department of Railways and Canals shows that the tonnage has increased this year and not decreased, as stated in an item which has gone the rounds of the Press. The total increase up to July 31st over last year was 5,293,719 tons, or more than the total canal traffic of nine years ago. Of this increase the "Soo" Canal contributed 4,809,923 tons, the St. Lawrence canals 298,543 tons and the Welland canal 131,452 tons.

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Secretary and Manager,

HEDLEY, B. C.

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| LINIMENT for Stock    | BLISTER FINISH      |
| LINIMENT for home use | DR. MOODY'S GREAT   |
| WASH                  | DISCOVERY SPAVIN    |
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We have a full line of Hardware, Stoves, Etc. Our Ladies' and Gents' Fishings are new and Up-to-Date.

Our Dressmaking and Dry Goods Department, under the management of Miss Forbes leaves nothing to be desired.

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