

## THE DAILY NEWS

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## DAILY EDITION

Friday, March 20, 1914

**WANTED**—Two commissioners to make a report to the government which will reflect upon the construction of the Transcontinental railway under the Laurier administration. Will pay for services during the first two years as salaries \$65,500.43, allow for travelling and other expenses \$11,884.96, and provide a private car, porters, etc., at a cost of \$17,500; in other words incur a total expenditure of \$98,885.39. Other rewards may follow. Apply to the Borden government.

Some such advertisement as this would about sum up the position of the Borden government with respect to the report of the Transcontinental investigating commission. The commissioners, Messrs. Gutelius and Lynch-Staunton, were appointed on February 14, 1912, at a salary of \$65 per day each and expenses. By a return brought down in the house of commons a short time ago the government stated that for this report they had paid to Mr. F. P. Gutelius \$27,465.48, and to Mr. Lynch-Staunton \$24,038.01, and for other expenses \$11,884.96. By referring to the government reports it will be seen that Mr. Gutelius has also drawn since the first of May last, at which date he was appointed manager of the I. C. R., a salary at the rate of \$20,000 a year, or to the middle of February, at which time the return above referred to was made, \$14,999.74. Thus for pay and salary allowance alone he has drawn in two years no less than \$42,465.42. Mr. Gutelius was also provided with a private car which cost the government \$17,500.

Is it any wonder that a re-

port helpful to the Borden government was made? No mention is made in the official return as to whether any of the expenses of Mr. Lynch-Staunton when canvassing for the Conservative candidate in South Bruce last October were charged up in this account.

While the Conservative press has decided that the commissioners' report can do them no credit, it is well to point out that their charge of exorbitant contract prices is absolutely unfounded. This road was being built for the G. T. P. and on which they would be compelled to pay interest. Accordingly it was to their advantage to see that the road was built as economically as was consistent with high class work. Their engineers therefore put in a bid on every contract in order to know that the prices were reasonable, and in no case did any of the work fall in their hands.

We hear praise on all sides for the magnificent track that the G. T. P. have laid out of this city. It is believed to be one of the best road beds in the world. It would be a sorry sight if the Tories had their way and east of Winnipeg reduced to the standard of the C. N. R. The Laurier government have built a magnificent monument to their statesmanship when they insisted on having such a high class road.



## EXTRAORDINARY CASE OF MRS. McMAHON

A prepossessing woman, widow of the son of the late Justice McMahon of Ontario. Since the death of her husband, D'Arcy McMahon, she has sought to establish her claim to his share in his father's estate, valued at \$33,000. She signed an agreement with a California lawyer on condition that he was to help her establish her claim. Mrs. McMahon is only 25, and stood a gruelling cross-examination by Mr. Hellmuth before Justice Kelly in the Ontario courts.

## HIDDEN CREEK PROPERTY WILL DOUBLE GRANBY OUTPUT

**VAST RESOURCES AT GRANBY BAY AND OTHER COAST PROPERTIES BELONGING TO THIS COMPANY—GROSS EARNINGS ARE HUGE**

The annual output of the Granby Mining, Smelting & Power company will be more than doubled when the Hidden Creek smelter, which will be operating in a few days, is in permanent commission, according to E. E. Campbell of Vancouver, chief engineer of the Granby company. The plant will have a daily capacity of 2,000 tons and the average content of the ore reserves in the Hidden Creek mines is 2.2 per cent copper, which will make the daily blister copper production 88,000 pounds or 31,680,000 pounds a year, allowing thirty days' operation each month.

At 14½ cents the pound for copper the gross earnings of the Hidden Creek will be \$4,593,600 annually, besides the gold and silver, both of which will be considerable. There are not less than 12,000,000 tons of ore in sight at Hidden Creek at present, Mr. Campbell says, which means that there is a 17 years' run of ore ready for extraction, with the smelter operating at capacity continuously. Provided the values in this reserve hold at or near 2.2 per cent copper and the price averages 14 to 14½ cents the pound during the period, both of which are probable, the gross returns from Granby's new plant will be approximately \$78,000,000, or almost four times the corporation's capitalization, which recently was increased from \$15,000,000 to \$20,000,000.

"The last report from Hidden Creek estimates that there are 9,000,000 tons of ore ready for extraction above the 385-foot level alone," said Mr. Campbell. "This does not include probable reserves not opened, nor does it

take into consideration bodies that undoubtedly exist below that level. In addition there are several other properties under control of Granby that will send their products to Hidden Creek, and because of this it is impossible to make any estimate of the life of the enterprise.

"Among these additional resources are the Mamie mine at Hedley, on Prince of Wales island, originally owned by the Brown Alaska company, which operated a smelter at Hedley in 1905, 1906 and 1907; the Midas, on Solomon gulch, seven miles from Valdez, Alaska, and five miles from the shipping point at tidewater, and the Copper Queen, on Texada island, which Granby is working under a lease and bond. The Midas was acquired recently from the owners, who had it bonded for a time to the Guggenheims.

"The Copper Queen ore contains considerable lime, making it a desirable fluxing material, and in addition the company own a lime property on Portland canal, 60 miles distant from Hidden Creek by water, and two shipments of lime from there already are on the ground at the smelter.

"The Hidden Creek plant is of the most modern type in every particular. Power is furnished by nine big Pelton wheels, which are directly attached to the two compressors, one of which operates the drills in the mine and the other the converters and three blowers, one for each of the three furnaces.

"The company has constructed a model town at Anxox, as the smelter settlement is called, and has erected 65 houses near the smelter and 25 at the mine for

the use of employees. These dwellings contain four and six rooms and are modern in every essential, having baths, sewer connections and electric lights. There is also a mess house capable of accommodating 700 men, a transient hotel containing 20 suites, a store, cold storage plant, hospital, general offices, clubhouse for company employees, a good school, customs house, post office, government telegraph station, police department, and everything that goes to make an up-to-date little city.

"The town now is a regular port of call for the vessels of the Canadian Pacific, Grand Trunk Pacific and Union steamship companies, all of which maintain a weekly passenger service, and will make it a twice a week a little later, and there are a number of freight steamers on the run all the time, some of them operated by the companies named and others by independent concerns."

The Granby shipments to date have passed the ten million-ton mark. And there are millions of tons still left in the mine of Phoenix.—Phoenix Pioneer.

Investigate Port Edward. There's a reason. 64tf

Brighten up! The latest and best thing in wall papers at moderate prices. Wallace's.



## FOR SALE BY PUBLIC AUCTION

At the Fisheries Wharf, Sapperton, B. C., on Thursday, the twenty-sixth day of March, 1914, at 2 o'clock p. m.

THE GASOLINE SCHOONER "ACTIVE"—and—  
THE GASOLINE LAUNCH "BONITA"

With equipment and furniture. Approximate length of "Active," 58 feet; beam, 15 feet 6 inches; engine, 50-h. p. 3-cylinder, 4-cycle "Friscio Standard." "Bonita," approximate length, 27 feet 6 inches; beam, 7 feet; depth, 3 feet 6 inches; engine, 5-h. p. "Palmer."

Further particulars and order to inspect boats can be obtained at the Dominion Fisheries Office, New Westminster.

F. H. CUNNINGHAM, Chief Inspector of Fisheries, New Westminster, B.C., March 17, 1914.

## UNION S.S. COMPANY OF B.C., Ltd

Summer Schedule effective March 24th:  
**Sailings for Vancouver**  
Twin screw steamers—

"Chelohsin"....Tuesdays, 9 p. m.

"Venture"....Saturdays, 9 a. m.

Arriving at Vancouver Thursday evenings and Monday mornings, respectively.

**Arrivals from South**  
"Chelohsin"....Mondays, 6 p. m.  
"Venture".....Fridays, 8 p. m.

## Rogers Steamship Agency

Second Ave. Phone 116

## ADVERTISE IN

## THE DAILY NEWS

**GRAND TRUNK PACIFIC** **S.S. Prince George** **GRAND TRUNK SYSTEM**  
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Rooms open from 8 a. m. to 11 p. m.  
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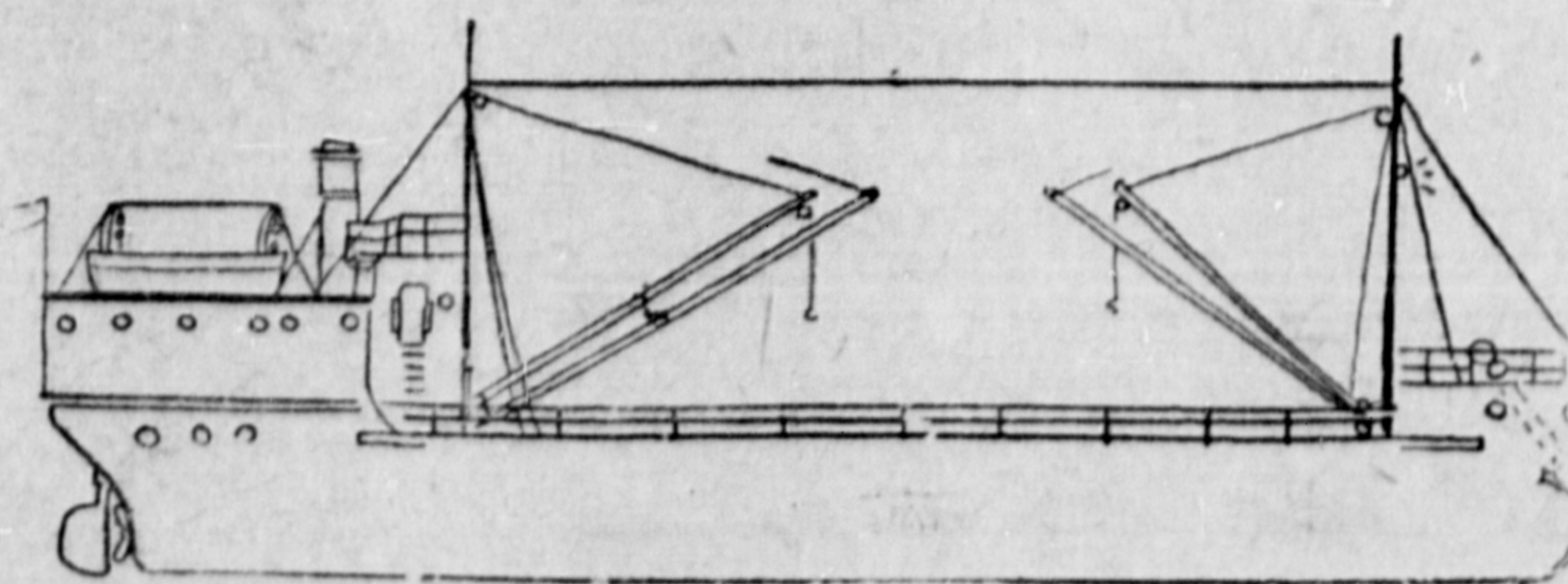
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## ANOTHER BOAT FOR PORT NELSON

The Dominion Government has ordered this third steel lighter, which is to be used to transfer cargoes at Port Nelson. It will cost \$55,000, and is equipped with derricks for handling heavy cargoes.

## The Three Nines Turned Out to be Three Sixes

Drawn for The Daily News by "Hop"

