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PRINCE RUPERT - BRITISH COLUMBIA

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DAILY EDITION Thursday, August 6, 1925.

New Westminster And Beer Parlors.

The question now before the provincial government of whether or not beer parlors are to be allowed in New Westminster in spite of the fact that the people of that constituency voted against beer by the glass in the plebiscite last year is a delicate one. It is not likely that the government will be inclined to fly in the face of the expression of the voters against beer; on the other hand, it may be deemed advisable to give the voters the chance to express themselves again on the matter. In view of the fact that representations have been or will be made by the people of New Westminster both for and against beer, the only thing to do will probably be to hold another vote on the matter and act according to that vote.

Private Cars In Canada.

"Mrs. D. C. Fraser has gone to Guysboro to spend the summer. Her son, Alistair Fraser, K.C., Attorney for the C.N.R., brought his mother from Montreal in his private car."—New Glasgow Eastern Chronicle.

At first reading of this item of news we felt disposed to doubt its accuracy; but reflecting on the fact that it appeared in a well informed newspaper like The Eastern Chronicle of New Glasgow, and that it would be likely to be well informed in regard to New Glasgow people, we felt forced to conclude that it is a true report.

Mr. Alistair Fraser is a member of the legal staff of the Canadian National Railways, of which Mr. Gerald Ruel, K.C., is the head. Mr. Ruel is Vice-President and General Counsel. Under him is an Assistant General Counsel and ten others, presumably all legal men. The question is suggested: Has each one of these, as well as others on the list of "Executive, General and Regional Officers" of the Canadian National system a "private car?" Or is there a bunch of private cars which any of these gentlemen may call into service.

If this country were in a prosperous condition; and if the Canadian National Railways were not dredging the public pocket for millions to make up deficits; the people might not complain about officers of the system jaunting around in private cars. But as matters are the people will be disposed to protest against such luxury. President Coolidge finds it satisfactory to travel on ordinary trains. He does it to be an example of thrift. Apparently the object lesson has not found a target in the place where officers of the Canadian National are to be found. With such examples of prodigality before their eyes—as this private car habit certainly is—how can the overtaxed people of this country exercise patience when the Canadian National Railways tell them that freight rates must be kept up, and that millions must be provided every year to provide for deficits? In five years the people have had to hand over $595,943,247 to keep this railway Moloch going.—Halifax Herald.

Rinso dissolves completely
makes rich soapy solution
soaks dirt out
2-40

Promising Dunwell and Glacier Creek Mines are Dealt with in Minister of Mines' 1924 Report

(By G. A. Clothier, Resident Engineer)

The Dunwell Mines, Ltd., was incorporated in 1922 and is a specially limited reorganization of the Nass River Lands, Limited, which was incorporated in 1913. The capitalization of the present company is $350,000, of $1 per share. The holdings of the company consist of some twenty-four claims and fractions ideally situated for mining and transportation on the north side of Glacier creek and extending from the railway track up the hill. The camp is at an elevation of 1,200 feet.

This year a road was built, by means of grants from the Department of Mines, from the main Bear River wagon road at the mouth of Glacier creek to the Glacier Creek Mining Company camp, the company finishing it for a snow road for this winter to its own camp.

At the camp a new two story bunk house 16 by 36 feet and office 16 by 24 feet were built this year, making accommodations for thirty to forty men. At the No. 4 tunnel a branch road was built from the main road to the new ore bunkers, holding 50 tons. On the ore bunkers a sorting house 14 by 40 feet was built. There were also constructed a blacksmith shop 24 by 24 feet; a building 12 by 30 feet, divided into an assay office and electric light plant, the latter equipped with a 3-kw. Westinghouse A.C. generator; a fuse and powder house and a snow shed. The old flume of the Portland Canal Mining Company power plant being used by the Dunwell was also rebuilt at considerable expense this year.

Up to the first of 1924 the No. 3 tunnel had been driven 340 feet, just reaching the hanging wall of the north-south vein. During 1924 it was extended 145 feet, making a total crosscut of 485 feet, crossing the foot wall of the north-south vein at 375 feet and cutting the Dunwell vein at 465 feet from the portal. The foot wall of the north-south vein was drifted on for 90 feet south and the Dunwell vein for 165 feet south from the main tunnel. The Dunwell vein was also drifted on north 110 feet to its intersection with the north-south vein and a further 175 feet from there to the present face. About 175 feet of short crosscuts were driven from the different drifts, making a total of approximately 1,200 feet of work on this level. This work exposed ore practically from the point at which the Dunwell vein was cut north to the face, the main ore shoot, however, being from the intersection of the Dunwell vein with the north-south vein, a distance of 175 feet to the face, the ore apparently becoming better grade going north. The No. 3 tunnel ore body is therefore apparently identical with the ore-exposures and conditions in No. 2 tunnel, 163 feet above.

Work Done

No. 4 tunnel, 200 feet below No. 3, was driven as a crosscut a total distance of 995 feet, encountering at 855 feet from the portal what corresponds to the hanging wall of the north-south vein on the No. 3 level and at 955 feet the foot wall of the same vein or vein series. The tunnel has apparently not been continued far enough to cut the Dunwell vein. From the 955 foot point a drift was driven north on the foot wall vein a distance of 150 feet, encountering patches of ore, but nothing of importance. A cross cut had been driven 90 feet east when the work closed down without encountering the Dunwell vein, though it must be very close to it.

It is very apparent from this work that conditions on this level are very similar to the two levels above. If the No. 4 tunnel had been 150 feet farther north it would have cut the north-south vein probably about the point of intersection of the Dunwell and north-south veins, thereby saving the present drifting on the vein, proven above to be poorly mineralized.

The company had a very interesting and important program planned for the winter, but unfortunately the flume froze up hopelessly in December, necessitating closing down.

Plans for reorganizing the company are under way and no doubt work will be resumed as early as permissible. In the meantime the mine is undergoing a much needed, thorough sampling.

The propirty is at a rather critical stage right now, the future depending largely on the findings on the No. 4 level and the results of the sampling of the upper levels.

Glacier Creek

Glacier Creek Minjng Co., Ltd., was incorporated in October, 1909, with a capitalization of $500,000 divided into 1,000,000 shares. Its registered office is at Victoria. At that time the company holdings consisted of the five mineral claims— Riverside, Nellie V., Last Chance, Lucky Boy, and Lulu—to which has recently been added the Victory claim. Up to 1912 a crosscut tunnel 264 feet long had been driven from the gulch-bed towards cutting the two east veins —the "Central" and "Green" veins—of the vein series exposed on the Group E. claim of the Stewart Mining and Development Company, adjoining the Lulu on the north. This work brought the face of the tunnel up to 175 feet from the eastern boundary of the Lulu claim and to the limit of the company ground.

This year work was resumed; the old camp was re-established, a branch air-line 1,600 feet of 2-inch pipe connected with the main line to the Dunwell, blacksmith shop and snow shed built, and the mine equipped with a heavy drifter-machine, track, cars, etc. The old drivage was continued 376 feet, about 200 feet on the Victory claim, making the total length of the tunnel 640 feet. The "Central" vein, which was encountered at about 325 feet in from the mouth of the tunnel, was drifted on a distance of 84 feet, disclosing a well-defined vein but finding no commercial ore.

At 455 feet from the portal the "Green" vein was cut and drifted on for 90 feet, showing the same strong, well defined vein as opened up on the George E. claim, north of and adjoining the Lulu and Victory claims. No ore of importance was found in the vein in that distance, but there is over 200 feet remaining to the north line of the Victory claim.

FISH OIL PLANTS HAVE LARGE OUTPUT

Nootka Sound and Sidney Inlet Factories are Busy with Pilchard Run

VICTORIA, Aug. 6.—The production of fish meal and oil on the West Coast of Vancouver Island is proving a decided success, says W. S. Lord, manager of the Nootka Sound Canning Company, who was in the city yesterday. Mr. Lord has long been a strong advocate of using the pilchards of the waters of the west coast for this purpose and of removing the restrictions against the use of them in this way.

At Nootka Sound the firm is producing about 3,840 gallons of oil a day, while at the same time 240 sacks of 100 pounds each of fish meal is being manufactured. The work is going along splendidly, he says.

In addition to these works at Nootka Mr. Lord is interested in another manufactory of the same kind at Sidney Inlet. The output of oil and meal here is about two-thirds the daily output at Nootka.

LAND ACT

Notice of Intention to Apply to Lease Land

In Queen Charlotte Land Recording District of Prince Rupert, and situate at Rooney Point, Graham Island, British Columbia.

Take Notice that Langara Fishing & Packing Company Limited, of Massett, B.C., occupation Packers, intends to apply for a lease of the following described lands:—

Commencing at a post planted at Rooney Point, Graham Island, British Columbia; thence northerly five chains, more or less, to low water mark; thence westerly along low water mark one hundred and sixty chains; thence southerly five chains; thence easterly one hundred and sixty chains, more or less, to point of commencement, and containing eighty acres, more or less.

LANGARA FISHING & PACKING PACKING CO. LTD.
Applicant.
Per E. H. Simpson, Agent.
Dated June 12th, 1925.

LAND ACT

Notice of Intention to Apply to Lease Land

In Land Recording District of Prince Rupert, and situate at Ferguson Bay, Massett Inlet, Q.C. Islands, B.C.

Take Notice that Gosse-Millerd, Limited, of Vancouver, B.C., occupation Salmon Canners, intends to apply for a lease of the following described lands:

Commencing at a post planted approximately 20 chains east from northwest corner Lot 1571; thence south 3 chains; thence west 10 chains; thence south 2 chains; thence west 10 chains to west boundary of Lot 1571; thence south 8 chains; thence west 10 chains; thence north 20 chains; thence east 2 chains, more or less, to beach; thence following meandering of shore line to point of commencement, and containing 22 acres, more or less.

GOSSE-MILLERD, LTD.
Applicant.
Per Wm. G. Mitchell,
Agent
Dated June 26th, 1925.

LAND ACT

Notice of Intention to Apply to Lease Land

In Queen Charlotte Land Recording District of Prince Rupert, and situate about one and a half miles east of Massett Lighthouse at the mouth of Massett Inlet, Graham Island, British Columbia.

TAKE NOTICE that Langara Fishing & Packing Company Limited, of Victoria, B.C., occupation, Packers, intends to apply for a lease of the following described lands:—

Commencing at a post planted at the northwest corner of Lot Seven, Graham Island, British Columbia, about one and a half miles east of Massett Lighthouse at the mouth of Massett Inlet, Graham Island, British Columbia; thence northerly five chains, more or less to low water mark; thence westerly, along low water mark one hundred and sixty chains; thence southerly five chains; thence easterly one hundred and sixty chains, more or less, to point of commencement, and containing eighty acres, more or less.

LANGARA FISHING & PACKING CO. LTD., Applicant.
Per E. H. Simpson, Agent.
Dated June 10th, 1925.

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what a wonderful difference
a few cents make

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per skate
including gangings and hooks
Canadian Fish & Cold Storage Co., Ltd.
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We have 20,000 feet of 1-2 inch, 5-8 inch, 7-8 inch and 1 inch
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