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THE DAILY NEWS
PRINCE RUPERT - BRITISH COLUMBIA

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H. F. PULLEN, Managing Editor.

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Recommendations Of Customs Committee.

In a department such as the customs there are undoubtedly plenty of temptations and it is not surprising that unscrupulous officials should have availed themselves of opportunities to enrich themselves when administration from headquarters was lax through the minister in charge himself not realizing the responsibilities of his office. The report of the special committee investigating the customs, consisting of members of the House of all political color, indicates that things are not all they might be and it is but to be expected that its recommendations, sweeping as they may be, will be acted upon without delay. The findings of the committee to a certain extent justify the allegations made several months ago when Hon. H. H. Stevens, the member for Vancouver, staked his political career on the charges that he laid at that time. There is certain gratification, however, in the fact that evidence as to corruption was confined to Eastern Canada, more particularly Montreal, and there was nothing to show that this corruption, as Mr. Stevens said at the outset, had its "centre at Montreal and its fringe at Prince Rupert," meaning the Pacific coast. The report of the committee is a damaging one to the department but there was sufficient evidence to show where the responsibility lay and, if the government now takes the "bull by the horns" in effecting remedies, it should be a simple matter to bring about the reorganization and readjustment that seems necessary.

Matter Of Low Salaries.

Those who followed closely the evidence heard by the committee investigating the customs administration will agree with the two former ministers of customs who stated how remarkable the customs service was, considering the low salaries paid. It was the experience of Hon. J. D. Reid that, on the whole, the customs staff was a good organization. Hon. Jacques Bureau said he believed the customs staff was equal to any in the government service.

Few charges have been directed at the men in the ranks. In fact, where complaint was entered it was usually due to their zeal in carrying out orders of superiors, the necessity for which appeared to be pretty generally impressed upon them. In spite of the salaries paid, they were afraid of losing their positions. Men getting less than $2,000 a year hold important appointments, and those receiving this much are considered to be so well paid that it is not necessary for them to share in the moieties granted informers.

Customs work, if properly done, calls for men of intelligence and integrity. Any employer knows how difficult it is to get service of this kind for a few hundred dollars a year, and if the majority of the employees remain above reproach in the face of temptations which must often have been thrown in their way it is to their credit.

"Penny Wise And Pound Foolish."

Hon. Mr. Reid expressed the opinion that the recommendations made for the betterment of the service could not be carried out with salaries paid at present. This may be so. But if millions of dollars a year have been lost because the salaries are too low to attract the right employees it has been a case of "penny wise and pound foolish." This is one of the reasons advanced for the suggestion to close four hundred ports of entry. The money saved there could go toward improving the salaries of men retained at important points. In addition to this, the increased efficiency attained in making proper appraisals and in making collections would warrant employment of higher-paid men.

But all that can be said about the quality of the minor employees does not absolve the department for employing in inspector who ran a liquor business on the side, for permitting political influence to terrorize officers, for sending a chauffeur to capture a steamer loaded with alcohol, and for neglecting to enforce the law at strategic border towns.

Employees should receive remuneration commensurate with their responsibilities, but they should be required to perform their duties without fear or favor.

For a Fine Summer Lunch
SHREDDED WHEAT
With Fruits in Season

ROAD IS MADE OF RICH ORE

Surprise Given Vancouver Mining Man on Way to Duthie Mine this Week

REVIVAL OF INTEREST

Wonderful View from Hudson Bay Mountain Near Smithers Should be Attraction

(By H. F. Pullen)

SMITHERS, June 19. — "Why here is ruby silver on the road," exclaimed J. B. Woodworth of Vancouver, a mining man who was riding with us to the Duthie Mines on Hudson Bay Mountain this week. We looked and sure enough the road had been repaired with a load of tailings from the dump at the mine and it all contained ore, some pieces giving indications of being rather rich. One piece in particular was clearly ruby silver carrying sixty per cent pure silver.

To see a road paved with silver bearing ore was a new experience to both Mr. Woodworth and myself. It was the first ocular demonstration to him that the mines of Hudson Bay mountain were rich and well worthy of careful consideration from the point of view of a mining operator.

The Duthie mine, known to mining men of the district as the Henderson mine after Stuart Henderson of Victoria who was at one time interested in it, shipped two hundred tons of high grade silver ore last month and laid plans to increase that amount considerably this month but the weather has interfered with hauling it to the railway over the sixteen miles of road so that the shipments may not much exceed those for May. However, it is planned to make the shipments regularly for an indefinite period. While the quantity does not seem very large, the ore is rich and gives good returns to the operators.

Beautiful Scenery

L. S. McGill, the Smithers barrister, was my companion on the trip to the mine. He is an enthusiast and we had a wonderful day together. We had planned to leave at eight in the morning but it was pouring rain at that time and it was ten and still raining when we left. Before long the sky cleared and though it rained occasionally throughout the day it was not enough to make us wet or to obscure the wonderful view looking down the mountain. The ride was full of surprises. There was Seymour Lake just at the foot of the mountain which is destined to be one of the Smithers summer playgrounds. It is a beautiful spot for summer homes. The wayside was decorated with red columbines, yellow wild sunflowers, wild roses and other flowers. A couple of thousand feet up, there was a plateau with two more lakes and backed by a snow clad mountain range and I was told that this was the source of the Copper River which flows into the Skeena near Vanarsdol. The river drains the south side of Hudson Bay Mountain. The scene from the mines was a wonderful one. In the afternoon we climbed to the Mamie Mine owned by the executors of the late Jack Aldrich who died the other day. It is within half a mile of the timber line above which the mountain is like a great green pasture. We visited the workings and sampled the ore dump. A good deal of work has been done on it and it will probably be sold soon to some mining man who can afford to operate it and make himself rich in doing so.

Inspected Mine

We climbed by a circuitous route over a well made trail but returned by a short cut and slid down the face of a very steep incline trying to wear out the seats of our pants and carrying down with us loose rocks and boulders with which the cliff side is strewn. It was rather dangerous but that made the trip the more exciting. It was great fun and we enjoyed it much as a schoolboy enjoys sliding down a shed roof.

Through the courtesy of J. B. Turner, the manager, we went through the Duthie mine. We were shown through by the foreman, Alfred Nelson of Prince Rupert, one of the pioneers of the district who was in Rupert at the time the townsite was cleared and who still makes his permanent home there. Mr. Nelson showed us the rich glistening ore on the roof of the tunnel. Behind him we climbed the steep ladder in a sixty-foot stope, mining our clothes and trying to appear as if we were born miners. We followed him again into a winze forty feet below the main tunnel to the place where several rich ore strikes have been made and where the ore is proving better by far than in the workings above, indicating that the mine is improving the deeper the workings go. He had his pick with him and we filled our pockets with ore as all real miners do and exhibited them later to prove that we really had been in the mine and that we were now authorities on all matters pertaining to the subject. I confess that I now know the difference between a stope and a drift and a tunnel and a shaft. I also was instructed about how to know ruby silver from iron and lots of other things which I am rapidly forgetting.

A Mining Expert

My friend McGill professed to know all about these things and he helped to instruct me in all the intricacies of the mining art or science or whatever the thing is called.

This was the first time I realized what a gamble is mining in this part of the country. I was shown places where the ore vein was lost through a fault in the rock. It meant of course that the earth had cracked and shifted and the vein had slipped from its place and was difficult to find again. Later Mr. Turner told me that he had studied these faults in the mountain and now knew where to look for the vein and found no trouble in again picking it up.

Sometimes the ore vein would be eighteen inches thick and worth two or three hundred dollars a ton. Again it would narrow down to a few inches and sometimes disappear altogether. It required faith and courage to continue work then with the possibility of picking it up a few yards further on. The miners seemed to follow these veins by instinct and usually got results but we were pointed out spots where many yards of tunnelling had resulted in the drawing of a blank.

Shipping Ore

The ore from the Duthie mine is being drawn to the railway at Smithers in light trucks using pneumatic tires, five loads a day being drawn by each car. It is shipped in bulk and sent to the Trail smelter. In spite of the heavy expense of operating and shipping the mining is reported to pay well because the ore is rich and there is a quantity of it in the mine. No one can tell how deep is the vein, the probability being that it will prove richer yet as still lower levels are worked.

A number of mining men have visited Smithers this year and more interest is taken in mining than has been the case since the Federal Company withdrew from the district. This is largely the result of the work being done by J. F. Duthie on the Henderson property. He also has several adjoining properties under bond and it is the general expecation that he will continue operations in the district indefinitely.

In The Letter Box

REPLY TO FLEWIN.

Editor, Daily News.

Regarding fish traps, will you kindly find room in your paper for the following lines? In a letter published in the Daily News of June 14, I note where it is presumed that I, the undersigned, have not acted quite properly in regard to my duty as an official of the Dundas Island Trollers' Association. In fact it looks as if an attempt is being made to pass the "buck" to me. All I have to say is this: "I do not know Brown and have never had any dealings with Flewin." Furthermore, I do not want to know Flewin. Who is he, anyway, to presume anything about me at all? I am sure that I am not one of the fishermen whom he so patronizingly designates as "my fishermen."

By the way, where does he get that stuff about me anyway? Surely it cannot be that he considers the average fishermen on a par with the Mexican peons during the Diaz regime. If what was said at the Board of Trade meeting did not suit him why did he not get up and so say, the same as I did? That was the proper place and time to do it, not through the columns of a newspaper. Seeing that he is so much concerned about his career and, as warnings seem to be in order, I wish he would keep his remarks about me to himself in future. If he should ever have anything to say about me, I would like to have him do it in person for I am easily to be found and am not at all hard to approach.

W. A. BROWN,
President, Dundas Trollers' Association.

Dyspepsia, Caused Her Agony After Every Meal

Mrs. M. Caldwell, 2335 Hemlock St., Vancouver, B.C., writes:—"After suffering for years with agony, from dyspepsia and indigestion, after every meal, I started taking Burdock Blood Bitters and got such relief I kept right on until I had used three bottles and was completely relieved of my trouble. Now, I can eat anything I wish without having any bad after effects."

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NOTICE.

IN THE MATTER of an application for the issue of a Provisional Certificate of Title for the East half of Lot two (2), Block fifty-two (52), subdivision of Lot seven hundred and forty-six (746), Queen Charlotte District, in the Province of British Columbia (Map 1079).

Satisfactory proof of the loss of the Certificate of Title covering the above land having been produced to me, it is my intention to issue after the expiration of one month from the first publication hereof, a Provisional Certificate of Title to the above land in the name of His Majesty The King in the Right of The Imperial Munitions Board. The original Certificate of Title is dated the 26th February, 1919, and is numbered 10682-I.

Land Registry Office, Prince Rupert, B.C., 1st June, 1926.

H. F. MacLEOD,
Registrar of Titles.

LAND ACT.

Notice of Intention to Apply to Lease Land

In Prince Rupert Land Recording District of Coast Range 5, and situate on South Rachael Island.

TAKE NOTICE that Alfred Swanson, of Prince Rupert, occupation Mariner, intends to apply for a lease of the following described lands:—

Commencing at a post planted at the north end of South Rachael Island; thence around the island at high water mark, and containing 50 acres, more or less.

ALFRED SWANSON, Applicant.

Dated April 27, 1926.

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