

PORT ESSINGTON LOYALIST.

Vol. 1.—No. 5.

PORT ESSINGTON, B. C., SATURDAY, NOVEMBER 7, 1908.

SUBSCRIPTION \$3 PER YEAR

Local News.

The republican party is once more in power in the United States, with Taft as President.

Monday, Nov. 9th, is the King's birthday, also Dominion Thanksgiving day. A special, patriotic and Thanksgiving Service will be held in St. John's Church Sunday evening, 8th inst., at 7 p. m. You are invited.

The North Coast Trading Co. has just received a large consignment of the world-famed "Stanfield Underwear," and it would be as well for all those people who have not yet purchased their winter underwear to call in and do so while they have the chance.

The steamer Transit arrived in port Thursday morning with 150 men for Foley, Welch & Stewart. They will be distributed among the different camps along the river. They appeared to be a fine class of working men; men with muscle, and the right kind for building up this new country of ours.

The recent heavy gales have completed the wreck of the old H. B. Co.'s steamer Caledonia, which was bought by Messrs. Foley, Welch & Stewart from H. Munro and others, who purchased her from the H. B. Co. The boat is now stripped of all her upper works and lies on her beam ends on the bar on which she was stranded.

The rarest and most precious things in the world are the acts of unselfish men. Doctor Bennett's plunge into the Skeena on Saturday from the upper deck of the Distributor to rescue the unfortunate man who slipped overboard was not only a grand display of rare courage and confidence, but the nobleness of the human heart. It is such men that help to keep our faith in humanity on an encouraging level.

The steamer Distributor is, we understand, making the last trip of the season, all the camps being well supplied for the winter. Capt. Johnson will take the boat to Victoria, where she will be laid up for the winter. We shall be sorry to miss Capt. Johnson's face from amongst us, and we wish him not only a successful trip to Victoria after his very successful season here, but a pleasant rest after the anxieties of the season's work. We hope to welcome him again at the opening of navigation on the Skeena next spring. We see many new faces, but this only makes the faces of the old-timers on the river more welcome.

On Thursday morning a number of people standing on the Cunningham wharf were anxiously watching a figure kneeling in the bottom of a small punt on the waters of the swiftly-flowing Skeena. As the frail craft drifted nearer the wharf it was discovered that the angelic person was no other than Ed. Tait, who, upon being questioned what he was celebrating, said he was trying to pull alongside of a sloop which was half submerged in the boiling waters. It is rumored that Ed, who holds the position of clerk in the Essington Hotel, bought a sloop a few days ago with the intention, so it is said, of competing in the passenger traffic between the ports of Spokeshoot and Prince Rupert. Ed, my boy, we wish you every success, but allow us to give you a little advice: The next time you buy a boat, buy one that will float, and leave submarines alone.

A DISTRESSING CASE.

An exceedingly sad occurrence took place on the Naas river recently. A white man named Haines who was married to an Indian woman, died under circumstances that were most distressing. Haines' wife went away to visit her friends, leaving her husband and a little son in the cabin. During her absence Haines' boat went adrift and he swam out on the cold waters of the river. He caught cold, and finding that he was a very sick man, cooked up a quantity of food and told his little boy, who was only six years old, that he was going to sleep for a long time, and that he must not be frightened. The lad was to cover his father's face when he found he was asleep and not to disturb him, and as there was lots of food he was not to bother him but to eat when he felt hungry. Haines died, and the little boy was alone in the cabin for four days with his dead father before anyone visited them.

This is one of the sad cases which make up the tragedies with which the history of the development of the west abounds. There are lonely cabins today along the Mackenzie, Liard and Dease rivers which contain the bodies of men who have died alone, away from all human care and intercourse. We pity them as we read of these cases, but it is only when such an instance happens in our neighborhood that their intense sadness comes home to us.

SPORTING NEWS.

On Saturday, Oct. 24, the Canadian Olympic lacrosse team defeated the English picked team at the Olympic sports by 14-10. Geo. Rennie and Alex. Turnbull, of New Westminster, were conspicuous throughout. The best of feeling prevailed, and the players exchanged sticks at the finish, to be retained as souvenirs of the meeting.

The Tecumsehs of Toronto are arranging a tour to Australia to get into shape early for the Minto Cup matches with the Royal City early in May.

The peerless Christy Mathewson, pitcher for the New York Ball Club, announces his intention to quit ball and go into insurance after his eight years in the game.

Longboat, the big Indian distance runner captured the Montreal Star road race this year, in one minute slower time than his record for the distance.

Art Burn, the well-known distance runner, who competed in the Olympic Marathon, was badly beaten at Ottawa in an 8 mile exhibition race, by Hubert Thebo, a youth who started running only this summer.

S. Humphreys, 1st officer of the steamer Princess May, reports rough weather up north. Above the Wrangel Narrows the steamer encountered a terrible storm, the worst experienced for a great many years. The cold was intense, the forward deck was one mass of ice, and Capt. McLeod had to put in for shelter during a terrific snow storm, which left six inches of snow on his ship's deck. Port Essington weather is bad, but, when all's said, we have a lot to be thankful for.

CONSTRUCTION CAMP ITEMS.

The work on Angus Stewart's two miles shows that progress made is good; all the stations are taken up, and work is going on briskly.

The same report can be made of Dan Stewart's two miles of work; the station men are all at work, and a good showing is made.

On Smith Bay, the contract the work formerly let to Ericson is now taken up by The Provincial Government who is doing good work.

John A.M., who has the three miles from Aberdeen, has just brought about 100 Italians, and things are moving rapidly. The big show recently fired was a great success. Though the rock "broke big," it was not thrown into the river or wasted, and can all be used in forming the grade.

Neil Keith's three-mile contract is well under way, and a fine showing is made.

Shady's contract of two miles also shows the amount of work done. Every station is now taken up and work is progressing rapidly.

Perhaps as big a showing as any has been made on the contract held by Mr. McHugh, where the work has been steadily going on since its inception, and where the grade is beginning to show prominently along the river side.

It is reported that J. Harstone has sold out his share of the contract awarded to Harstone & Stains at the Little Canyon, to V. Smith, paymaster of Foley, Welch & Stewart, Prince Rupert.

There are rumors of complaints as to the state of the hospitals provided along the construction line. We hope there is little or no cause for these rumors. Above all things, it is needful to have well-equipped hospitals within easy access along the line of construction. Railroad construction is hazardous work at the best, and every care should be taken to ensure the men engaged in it, of quick treatment for their injuries and comfortable and sanitary places where they can be treated by the medical men employed by the company. We understand that each man pays his dollar a month for medical attendance, and each man has therefore a right to expect not only skillful medical care—that, we believe, they do get—but that that medical treatment be given them in properly-equipped hospitals. A workman cannot work without his tools, be he either doctor or carpenter, and a patient stands a poor chance in an ill-equipped hospital.

Walking along Dufferin street one cannot help but notice the massive and splendid structure of Frizzell's wharf, with its imposing warehouse and abattoir. On sunny days—so numerous in Essington—it is quite a pleasure to promenade along the pier to the head of the wharf and take in the beautiful mountain scenery across the silvery waters of the Skeena. George is certainly to be complimented for his splendid judgment, both for building such a fine addition to the improvement of the town and also for his progressive spirit. It certainly shows that he has the welfare of the town at heart by the many little improvements being made, such as lighting the wharf on the arrival of boats, and the latest move—that of railing off the pier—now makes this wharf one of which any town might be proud.

A NEW ROADWAY.

We notice with pleasure that Mr. Wynn, our chief constable, is superintending the much-needed repairs of our plank-walks. The interests of the town are safe in his hands, and it has been owing to the supineness of the authorities below that these repairs have not been done before. We believe that owing partly to Mr. Wynn's representations the Provincial Government are about to extend the plank walk which runs past the jail to Mr. Munro's house, and thence running at a right angle to the road opposite Mr. Church's residence. This is a much-needed road; it will give a dry, clean walk to the mill, and also will be a great boon to the ladies living on the other side of the Indian reserve, as they will not have to wade through the pools of water which compose the greater part of the road through that reserve, and will also give them a road where they will be safe from the attacks of the dogs with which the reserve so plentifully abounds.

A SUBSCRIBER'S VIEWS.

EDITOR LOYALIST:—I have read with much pleasure the first issues of your paper. A more newsy or cleaner little sheet has never before been published on the Skeena. Why then in your last issue, do you, instead of keeping up the high standard attained in your last three issues, condescend to what can only be called scurrilous abuse of the opposite party. It may be reprehensible to celebrate the occasion of our leader's return to power, but is it less so to brand those who do, as Wyoming cowboys, with or without guns? These very men that you sneer at have been, and are, supporters of your paper. Is it decency to call them "crooks" because they feel justified in accepting a friend's invitation to dinner? Everyone had great hopes of your paper, sir, but if the last week's number is a sample of what is to come in the future, it will not be a credit to the Skeena river, but the reverse.

As you published the criticisms here complained of, I hope you will publish this letter.

I enclose my card, and am, sir,
A DISAPPOINTED SUBSCRIBER.
Essington, Nov. 5, 1908.

POLITENESS AND ITS RESULTS.

One of the chief cares of a good engineer is to see that all parts of his engine are well supplied with oil. Society is a machine similar in many respects to the working parts of an engine, and just as the bearings of the engine must be kept well supplied with oil, so must the machine of society be well oiled to prevent the heating of the various parts which make up the whole. The oil used by the engineer is cylinder and lubricating oil; the oil necessary to the welding of society is oil of politeness and kindly feeling. In the work-a-day life of our western country we are apt to think too little of those common courtesies and little acts of politeness which, when all is said and done, make intercourse between man and man possible and pleasurable. We are apt to speak out our minds regardless of the feelings of others; we are too apt to say

what we think, to apportion blame in unmeasured terms, and, in many cases, to impute motives to others which, on mature reflection, we have no right to do. We pride ourselves on our plain language, never stopping to think whether that language is really justified, or whether a more temperate expression would not only have carried more weight, but would have placated an adversary and put him in touch with the way we looked at things. Plain speaking is good in

its place, but when it carries with it an arrogant assumption that we are right and the others are wrong, then plain speaking, as we consider it, is not plain speaking at all, but a mark of ill-bred self conceit.

Our schools endeavor to teach the children true politeness, but how often do the children find it practised by their elders, and lessons learned only in schools do not count for much unless the children see their elders putting into practice those same lessons which the teacher endeavors to inculcate in school. It is the fashion nowadays to sneer at the acts of politeness shown by some of the older nations of the world. The west is progressive and go-ahead, but it will be a bad day for the west if the day comes when there is no place in the rapid life lived by its citizens for those acts of politeness and courtesy which the experience of other countries has shown to be necessary for the well-being of society.

In small towns it is especially necessary to cultivate kindly feelings between the various parts, which make up the whole society. Where this is not done, cliques arise, divisions take place, and we find that pharadaical spirit which sets up one little set in society as superior to others. Men are born equal, and as long as men carry out the maxims of true politeness and kindly feeling, they remain equal, whether they be laborers or members of the leisured class. Neither position nor money make the true gentleman or gentlewoman, but the feeling of respect for the feelings and opinions of others, which ends in true politeness and friendliness, alone stamps the individual as the true gentleman and the gentlewoman.

T.S. Stephens, the genial traveler for the J. Leckie Co., Ltd. arrived in town Wednesday, off the Princess May. Judging by the number of trunks he brought with him, he must have a large and varied assortment of boots and shoes for the trades-people to choose from. The Leckie shoe is gaining favor with all the contractors and railroad men, as well as with the most fastidious of the fair sex, and no wonder, as the Leckie people have proved that their boots are the best on the market, and what is more, they are a home industry, all their boots being made at their large brick factory in Vancouver. We recommend their goods to everyone, and have no doubt but what Mr. Stephens will do a big business here.

The cutting of the great Cullinan diamond, the largest in the world, presented by the Transvaal Government to King Edward VII., is proceeding with unexpected speed in Amsterdam, and it is hoped that the two stones from it will be ready for the adornment of the English crown and sceptre before Christmas. The two stones into which the diamond was first split weighed 1700 and 1000 carats, respectively.

The Loyalist.

ADVERTISING RATES:

Coal Prospecting and Timber Notices, 20 days..... \$5 00
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 All Timber and Land Notices must be accompanied by check; otherwise they will remain unpublished.
 Foreign subscription price per year..... \$ 8 00

GEORGE SHADE, MANAGER.

ANOTHER FOUR YEARS.

For the fourth time Sir Wilfred Laurier has been returned to power. That the large majority the Liberals had would be decreased considerably was the general idea, and therefore it was a surprise to both political parties to find that large majority hardly impaired at all. It is very easy to set down the cause for the return of the Liberal party with such a large majority, to graft

It is easy to say that a government with all the patronage at its disposal can conceive an almost unlimited fund. No doubt there is a great deal of truth in both these statements, but something else is required before we can find an adequate reason. For some years eastern and middle Canada have had remarkably good times, and while this fact is always a great help to the party in power, there was also a strong feeling that if the Liberal party were defeated, then the construction of the Grand Trunk Pacific Railroad would be delayed. These two reasons are, with the Roman Catholic French vote, to our mind sufficient to account for the return of the Liberal party to power. We cannot say we rejoice at it, nor can we with sincerity congratulate the voters throughout the Dominion on their choice. Of late years there have been ugly rumors about men in high places, accusations of corruption which have been either hushed up or smoothed over by partisan commissioners of investigation. It is true that Sir Wilfred Laurier himself is far above all suspicion of dishonesty; but that many of his followers, after twelve years of power, are steeped in corruption, is only too true, and it does not speak well for a country when a government, proved to be corrupt, is returned to power. At present it seems that we are at the mercy of the French Roman Catholic vote, for without it where is the Liberal majority? Unavoidable as it is, it is none the less unfortunate that we in B. C. should practically be controlled by Quebec. It is still more unfortunate that the party kept in power by the French vote, should be invariably hostile to British Columbia. Whatever the return of the Liberal party to power may mean to the rest of the Dominion—good crops in Manitoba and Saskatchewan, good yields in orchard and mine in Ontario, favorable weather and good fishing on the eastern coast (and how many of the uneducated voters are there who do not credit the party in power with such a state of things)—it only means one thing to British Columbia: Another four years of injustice, of taking more from this province, in proportion, than from any other province, and of granting her less; another four years of inefficient control of her fisheries; of hatcheries run by men who have no knowledge of the subject, and of halibut banks depleted by American poachers. Another four years of a weak and inefficient Asiatic policy; another four years of injustice, hostility and contemptuous disregard for the rights and the wishes of the people of British Columbia. But fortunately for us British Columbians we are in a better position now than we were formerly. We have men representing us in the present house who are not the abject slaves of the Quebec party [formerly we had only such representatives]—men who

will go up to Ottawa with one aim clearly before them, and that is, the best interests of British Columbia. This session B. C. will not be found dumb in the Dominion House.

MORROW & FRIZZELL,

Port Essington, B. C.

BUTCHERS!

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Vegetables, Green Groceries, Fruits.

LARGE STOCK OF MEATS ALWAYS ON HAND.

We also make a specialty of handling and forwarding freight from our large new Warehouse to all points.

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The Very Best the Market Affords at the Lowest Prices.

ONLY WHITE COOKS EMPLOYED

Steaks, Chops, Eggs, and Oysters in any style.

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Ladies' & Gentlemen's Furnishings.

CLOTHING MADE TO ORDER.

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Victor Talking Machines, Pianos and Organs.

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Walkover Shoe is in a class by itself; the only SHOE sold in exclusive stores in the large cities of the world.

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PORT ESSINGTON AND HAZLETON, B.C.

McArthur's Emporium

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GENTS' FURNISHINGS

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Penman's Underwear,

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Painless Extraction. Crown and Bridge work a specialty. PORT ESSINGTON, B. C.

Launch "STRONGHEART"

Leaves Cunningham's Wharf every day for following Railroad Camps:

Keith's, McDonald's, Antonelli's, Shady's, Smith Bros., Dan Stewart's, Ang. Stewart's, and McLeod's.

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COME TO ESSINGTON!

The Center of Construction.

WE CAN FIND YOU EMPLOYMENT.

Canadian Pacific Employment Agency.

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BAKERY AND CONFECTIONERY.

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Everything NEAT. Prompt Service.

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James Cauthers, CARPENTER and JOINER.

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House, Store and Office Work A Specialty.

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FIRST-CLASS \$12 00
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Tickets for sale at Ragstad's Jewelry Store. Tickets must be purchased before boarding steamer.

H. J. STAUDTE,

Dufferin Street, Next Royal Bank of Canada.

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Port Essington Drug Store.

DRUGS,

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DISSOLUTION OF PARTNERSHIP.

NOTICE is hereby given that the partnership heretofore existing between Geo. Hayes and C. L. Upton has been this day dissolved by mutual consent. Geo. Hayes will in future collect all debts due the late firm.

GEO. HAYES.
 C. L. UPTON.
 Port Essington, B. C., Oct. 4, 1904.

OUR FISHERIES.

The following statement of facts respecting the invasion of the waters of British Columbia by foreign vessels and the consequent loss to our ports, is contributed by a correspondent who is familiar with the facts, says the Vancouver World. By the Treaty of Washington, 1846, it was stipulated that the boundary between Canada and the United States should follow the 49th parallel of latitude to the middle of the straits, separating Vancouver island from the mainland, and from there should run down the Straits of Fuca to the Pacific Ocean.

This treaty clearly defines the southern boundary. Under the Treaty of Washington the German Emperor, as arbitrator, on Oct. 21, 1872, declared the Gulf of Georgia, Johnstone Straits, Queen Charlotte Sound, or Hecate Straits, to be Canadian waters. This treaty was signed at Washington, D. C., in 1873, carrying out the arbitrator's award.

Hecate Straits ends in the waters of Dixon Entrance, which were declared to be Canadian waters by the Alaskan Boundary Award of October 20th, 1903. This treaty declared the line should run from Cape Muzon, via Cape Chacon, to the Portland canal, and not as American fishermen very often claim, three miles off the South Alaskan coast line. We therefore find that all waters extending from the Alaska boundary line in the north to the 49th parallel, and its southerly and westerly continuations in the south, are territorial waters, under the treaties and decisions named.

On April 18th, 1896, a telegram was sent to the minister of marine and fisheries at Ottawa, to the officer in command of the government cruiser Quadra to warn all fishing vessels not flying the British flag out of the waters of Hecate Straits and Dixon Entrance, so that it is fully recognized at Ottawa that those waters are under Canadian jurisdiction. American fishermen have no right inside of a line taken from the middle of the Straits of Fuca, where they enter the ocean to Cape Muzon, in Alaska, the line keeping three miles off the shore of the outermost Canadian islands, and extending from north to south about six hundred miles.

The fishing grounds on this coast from Cape Flattery to the Arctic Circle have been well prospected, and it is well known to all fishermen that there are no halibut fishing banks of any extent outside of those contained in Canadian waters. Many attempts have been made by American companies to locate halibut banks on the Alaska coast, but without success, and all the great catches landed this season at Puget Sound and Alaska ports came out of Canadian waters.

Captain Newcomb of the cruiser Kestrel has stated in several of his reports that if the Canadian harbors in the vicinity of the fishing grounds were to be well guarded, it would be impossible for the American fishermen to follow the halibut fishing, as the dory system of fishing, followed on this coast, can only be carried on during fine weather and in the vicinity of good harbors, as the schooners and steam fishing vessels operating the dories require the use of the harbors for sheltering in stormy weather and also for cleaning their fish. To anyone, therefore, who is conversant with the method of halibut fishing on this coast, it is quite obvious that no fast or expensive cruisers are required to guard our fisheries, but what is required is a number of gasoline boats stationed at the different harbors, which are used by the American poachers, with the Kestrel for outside work. There are a number of gasoline boats owned by the Dominion Govern-

ment and used during the summer months for patrolling the salmon fishing grounds, which are at present lying idle, and would be very suitable for the purpose of guarding our harbors, so that a very small additional expense would be entailed by immediately putting those boats into commission for the protection of our fisheries. From 1898 to 1903 the total catch of halibut on the Pacific coast increased five-fold, and was eight times more than the total catch of halibut on the Atlantic coast.

In 1906 Capt. Newcomb, of the cruiser Kestrel, stated that the total catch of halibut on the Pacific coast was 39,334,329 pounds, and of this total only 9,414,330 pounds passed through the port of Vancouver. The catch of halibut this season has far surpassed any previous year, and I am quite safe in saying that not one-fifth will pass through Vancouver.

Were the laws bearing on the protection of our deep sea fisheries to be immediately enforced we would have not five steam fishing vessels, with their headquarters at the port of Vancouver, but many times that number, as all Americans who wish to remain in the business would be forced to put their boats under the Canadian flag and fish out of that port or from some port on the coast of British Columbia. It is often remarked by people not conversant with the fish trade and the fishing industry that Canadians are lacking in enterprise by not participating to a much larger extent in the deep sea fishing industry, but under present conditions it is impossible for a Canadian firm to successfully compete against the Americans who have free access to our fishing grounds and free entry to their own unlimited markets.

The American company operating out of Vancouver which has enjoyed such great concessions during the past number of years, is at present erecting at Ketchikan the largest fish freezer in the world. If the laws bearing on the protection of our deep sea fisheries were to be immediately enforced, this fish freezer at Ketchikan, or any other fish freezer, built either in the cities of Puget Sound or Alaska, for the purpose of freezing and storing halibut, would not be worth the ground they are built on, and instead of Canadian fisheries going to enrich and build up the cities of Puget Sound and Alaska they would largely contribute to the upbuilding of the cities of British Columbia.

There are no fishing grounds in the world more prolific than these contained in the waters of Hecate Straits, Dixon Entrance and the other waters adjacent to the coast of British Columbia, and there is no reason why we should not have an enormous fish trade in this pro-

vince were the fisheries to receive adequate protection.

Let us take, for instance, two fishing towns on the British coast, Grimsby and Hull, fishing principally to supply the British market. Those towns have a combined fishing fleet of over a thousand steam fishing vessels, besides numerous other craft. Great Britain has a population of about 40,000,000. To the south of us we have the United States alone with a population of 80,000,000. We have also the fast increasing population of Canada, and cheap water transportation to the teeming population of the Orient. Why, then, should we not have a fishing industry in this province as great as the combined ports of Grimsby and Hull?

Think what an industry such as this would mean to the province and the great increase of trade in all lines, which must surely follow such an industry, the fish curing and preserving work, the ice factories and cold stores, the box factories, the engineering and repair shops, the coal, fishing gear and supplies, necessary to outfit such a fleet.

AN APPROPRIATE NAME.

Bishop Hartsell, while on a tour in the southern States, met a negro who was the father of sixteen children, the youngest of whom was scarcely out of arms, and on asking him what the youngster's name was, received this reply, "Judas 'Scariot, sah."

"You don't mean to tell me that is his baptismal name, do you?"

"Indeed, I do sah; ain't that a Scrip'ral name?"

"Yes; but do you know who Judas Iscariot was?"

"Course I does, sah; but doan de Scripture say it would have been better for Judas 'Scariot if he had never been borned?"

"Yes; but what has that to do with this little chap?"

"Dat's just it, sah. It would have been better for this poor little chap if he had never been borned, and dat's why we calls him Judas 'Scariot."

CHURCH SERVICES.

Methodist Church.—Rev. B. C. Freeman, pastor. Morning service 11 a. m. Sunday school 2 p. m. Evening sermon, 7:30.

St. John's Church—Rev. W. F. Rushbrook, rector. Morning service, 11 a. m. Sunday school 2 p. m. Evening service 7 p. m.

The regular Salvation Army services are held by Adj. Blackburn.

Good duck shooting on the Oestall river.

E. EBY & COMPANY,
KITSUMKALUM, B. C.

General Dealers

A First-Class HOTEL also adjoins the premises.

A Good Point at which to Outfit for the Interior.

In traveling up the Skeena make this your HEADQUARTERS.

Essington Hotel

R. J. McDonell

Proprietor

The leading hotel in northern British Columbia, elegantly equipped to meet the requirements of a fastidious public, and commanding a superb view of the approaching steamers.

Hot and cold baths at all hours. Baggage transferred from all incoming and to all outgoing boats.

Hotel Caledonia

Port Essington, B. C.

MRS. S. KIRBY

Proprietress

The only First-Class Hotel north of Vancouver.

Cuisine can not be surpassed anywhere in the north. . . .

Baggage transferred to and from hotel.

Sample rooms — — — Hot and cold baths

Capital (paid up) \$3,900,000. Reserve fund, \$4,390,000.
Total assets \$46,000,000.

The Royal Bank of Canada

Head office: Montreal, Que.

pays particular attention to the accounts of out-of-town customers.

The Savings Bank department offers great advantages to everyone.

Why run the risk of losing your money by fire or otherwise when you can leave it in the bank and have it safe. One dollar opens an account.

We issue drafts and money orders payable in all parts of the world.

Port Essington Branch, S. A. Morley, Manager

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ESSINGTON SAWMILL

LUMBER. SALMON CASES. SHINGLES.

Hotel Northern
Simpson, B. C.

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E. W. RICHARDS

Late SS. Camosun.

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A purely local paper published in the interests of the Skeena District and its various resources.

A PAPER for the MINER and FISHERMAN

OF INTEREST TO ALL.

Local News.

If you want to see something good, take a look at the shoe display in McArthur's Emporium. Everything from a dancing pump to a chrome-tanned Klondiker. For a small stock it is the best to be seen in this part of the country.

James E. Kirby, who has been acting as Deputy Mining Recorder at Hazelton, has been appointed Registrar of the Hazelton Registry of the County Court of Atlin, from the 20th day of October, 1908, in the place of F. W. Valleau. Mr. Kirby is a nephew of H. E. Kirby of this town.

McKenzie & Jackson have a fine display of picture post-cards showing views of Essington. These cards are just the thing to send to your friends to show them that we are not living among the wild Indians, as some people think, but in one of the best-kept villages in the province.

Canada has at last got over its election troubles, and once more all hands will get down to work and help build up the coming nation of the west. The great republic to the south of us has had its say. It matters not what happens we are all striving for the same end to praise the bridge that carries us over.

Why is it that prospectors are unable to record their mineral claims in Port Essington? Several complaints have been made by mining men that they have had to go to Prince Rupert to record their locations. It is time that the proper authorities thought something about the business interests of the people of this village and a little less about the hot air of a rival burg.

Miss Simpson arrived from Victoria on Saturday, by the steamer Camosun, having been engaged by Mrs. Kirby to take charge of the Caledonia dining room. We understand that Miss Simpson is a vocalist of no mean order, and will no doubt be prevailed upon to take part in the social gatherings to be given this winter. If so we will be pleased, as talent is a little short at the present time.

There have been rumors of complaints about young lads carrying 22 calibre rifles. In the old country and in parts of Canada boys' rifle clubs have been formed. Why should not Port Essington have its rifle club? The ammunition is cheap, and we believe that almost every Port Essington boy has a rifle. Targets can easily be made and without great expense. Teach the boys how to handle their guns and you eliminate the danger; but let them have their weekly club practice, and small as the beginning may be we do not know how useful it may prove in the end. Is there no one public-spirited enough to lead such a movement? The boys will follow.

When Daniel DeFoe wrote Robinson Crusoe he endeavored to picture a case of isolation, and did very well. There is a saying that "truth is stranger than fiction," and there is something in it. Robinson was landed upon an island, found a few goats, a man Friday, and a parrot. Everyone who has read the story has shed a few tears at the awful isolation. This is but natural, but while we are weeping and wailing over the imaginary solitude of one who never lived, let us get close to our own and think of the solitude of one who is known to us, one with whom we have broken bread and chewed dried salmon. Think, oh think of that poor, lonely human creature left at the Balmoral Cannery, alone, friendless, cold, and maybe dry—even in this very wet season. Al, we pity you. Rousseau, Holland, Hanson, and all the rest were traitors.

WHAT THE WEST WILL BE.

In an article on the Canadian Northwest the London Times' special correspondent says that, as one notes the settling up of the vast middle-west of Canada, and the steady construction of new railroads, as well as the continued branching out of the Canadian Pacific railroad, the conviction grows upon the mind that here the balance of Empire will have to be shifted more rapidly than elsewhere. This is no doubt perfectly true, and as this great Canada of ours settles up and as one by one her vast natural resources are utilized and turned into wealth, the weight that Canada now carries in the counsels of the Empire will be intensified a hundredfold. But there is another of a narrower and perhaps an almost parochial view, and one that is perhaps of even more interest to us now, and that is, that as settlement advances westwards so will political power. When the G. T. P. is completed we shall find here, in the far west, a reproduction of the History of the Middle-west. Wherever it is possible there will be farms and ranches along the line of the railroad and along every branch and spur. The valleys leading down to the main line will be filled with settlers, and industries will be started and mines developed. The history of Manitoba and the old Northwest territories will be repeated, but with this exception: there will not be the weary wait of ten years which there was then, before men realized the possibilities of the new country. That is all past, for the experience of the past has proved the certainty of the success of these new settlements in the future. As the population grows so will its political influence grow, and in place of the west only having members in the House so few in number that they are not able to bring western interests forcibly before the real power holders of the east, the west will have the balance of power, and will have that "say" in Dominion affairs to which its rich resources have so long entitled it.

It is less than 25 years since the C. P. R. was completed to the Pacific, and this year, in spite of the lack of rain in August, the wheat crop is estimated at about 110,000,000 bushels, while the production of other cereals, almost equally important for the prosperity of the country, reaches to an even higher figure. If this be a history of the past, what a wonderful prospect is before us in the future, when there are still vast tracts of land yet unsettled and yet unproductive, but of the greatest possibilities. Of those yet unsettled lands British Columbia has a large share. This is the inheritance which is ours and our children's, and one which we must not throw away or carelessly destroy. This is the inheritance which as yet belongs to the public; let us see that those responsible for its administration keep it as public land and held at a distance from the land speculator and the timber grabber, who, to suit their own selfish ends, would tie up for years large tracts of land which would otherwise be supporting an industrious population and yielding up this quota to the wealth of the nation.

It is fortunate for British Columbia that she has a Government who have declared themselves in favor of the bona fide settler, and who have, to some extent at least, discouraged the speculator. There is room for farther improvement and for more stringent regulations. A heavy tax on all lands held and not improved by those that hold them would perhaps do more for British Columbia's future prosper-

ity than anything that has yet been done. We do not want large tracts of land to lie idle until some rich speculator or unscrupulous corporation can hold up intending settlers and make them pay an exorbitant price, but we do want to see every valley and every prairie filled with settlers industrious and contented, and doing their share for the prosperity of our province.

OUR TELEGRAPH LINE.

The employees of the government telegraph line have their hands full. Heavy winds and the natural causes give them enough to do to keep the line up in the ordinary course of things. Now, to those natural enemies of the line which are always in evidence, is added a human one in the person of the man who is clearing the rail-road right-of-way, or blasting through the rocky blue along where the line runs. In some cases, no doubt, there is carelessness, but not in the majority. A man takes a contract to clear a certain distance of right-of-way; the wire runs right along where he is working. Now, he is paid so much for the job, and if he pulls the wire down and stretches it again outside his sphere of work, he is delayed for several days. The line is rendered useless during the time of moving it, and he has also to replace it back after his work is done: some more extra days' work for which he receives no allowance whatever. The small contractor cannot afford to put in several days' work for nothing; he has enough troubles of his own, what with bad weather and unforeseen delays. It is no doubt very hard lines on the superintendent of the telegraph line, who thus has much extra work thrown on his men. We can not in reason blame him for the delays, nor can we blame the contractor or man who clears the right-of-way, so long as they exercise all possible care, which we understand is done in the majority of cases. The delays in telegrams is unfortunate, but at present they appear to be unavoidable, and it is not fair to blame where blame is not deserved.

THE B. C. LIQUOR ACT.

We have heard some very respectable and supposedly intelligent people expressing their views on the Liquor Act in force in the Province of British Columbia. Some of these mistaken villagers have used the hammer to such an extent that the impression has gone abroad that Essington is simply the habitation of a lot of drunks and gamblers. As such is not the case, the sooner this is distinctly understood the better it will be for all concerned. A perusal of the Liquor Act now in force in British Columbia will show that it allows certain privileges to bona fide travelers, and it is an outrage that those who are courageous enough to venture out in this northern country and risk their lives, suffer the many hardships that fall to the lot of all men who are the fore-runners and builders of the happy homes of us who are lucky enough to follow them, that when they come into town, wet and ice-covered, that they cannot even enter a saloon to get warm much less to secure such stimulant as is absolutely necessary. If those of the monumental mind will only take a look at the Act passed by the late and much-to-be-lamented Theodore Davie they will discover that there are a lot of things that they are at the present time overlooking. We do not wish to go on record as upholding the liquor traffic—far from it—but we do wish to express ourselves very plainly on this subject,

and cannot see why anyone, no matter who he is, has not the same privileges in this village as he has in the Capital of the Province, where it is possible at any time to walk into a road-side house on Sunday and procure all the refreshments you may require. Answer wanted.

Of Interest to Women.

Contributions to this column should be addressed to "Cllo," in care of the Loyalist office.

POPOVERS.—2 eggs, 1 cup flour. 1 cup milk, ½ teaspoonful salt; beat eggs well, stir in a little milk then a little flour alternately until all is used; add salt. The secret of good popovers is vigorous beating. Place in jem pans, filling them not more than half full. Bake in quick oven 15 to 20 minutes. Beat thoroughly just before baking.

QUESTION.—Is the blowing of soap bubbles healthy for children?—"Bubble."

There is no amusement enjoyed by children which is more healthful than the blowing of soap bubbles, and it is equally so for grown-ups. It not only cultivates the habit of deep breathing, but also

the proper carriage of the shoulders and poise of the head, if done properly. It should always be done out-doors or in a room with a free circulation of pure air. For winter evenings there is no more beautiful, amusing and healthful entertainment for girls and boys than a soap bubble party. All that is needed is some bowls half full of soapy water [preferably castile soap] and a dozen or two of new clay pipes.

OCASTAL RIVER PROPERTIES.

R. H. Swinerton, of the firm of Swinerton & Oddy, real estate, life and fire insurance agents, came up on the Camosun from Victoria last Saturday and made a trip up the Ocastal to see some properties in which he is interested. This is not Mr. Swinerton's first trip, as we were looking over the register of one of our hotels a few days ago, and saw that he had visited Essington April 30th, 1901, at which time he was looking into things. Can it be possible that those things are now looking so good as to induce him at this time of the year to make a trip up the Ocastal river? We hope so, and wish every success to him, for he is one of the few you meet and can remember;

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