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VOLUME 1 | Published Twice a Week. | PRINCE RUPERT, B. C., TUESDAY, MAY 16, 1911. | Price, Five Cents. | No. 96.

PIONEER FRUIT GROWER OF SKEENA VISITS CITY

David Stuart Tells of Some of the Conditions Surrounding the Producing of the Famed Apples Grown in the Valleys of the Northern Part of British Columbia.

David Stuart, the pioneer fruit grower of this district, has been in the city this week. For the past six or eight years Mr. Stuart's name has been heralded far and wide. He has shown that the Skeena River valley is an ideal fruit producing section of the country. Until he had demonstrated the fact there were few who believed that the northern portion of British Columbia would bring forth an horticultural area that would in a few years become the rival of some of the very richest producing sections of the west where fruit is grown equal to that found anywhere in the world.

Mr. Stuart is not a theorist. He began in a practical way and planted his orchard discovering what the district could do in that line. The result has been a surprise even to himself. He has now about six or eight acres of land under cultivation and in that plat he has apples, pears, cherries, plums and all kinds of small fruits and vegetables. The lessons that he learned are now being taken advantage of by others who are going in. He has demonstrated in a very practical way that the Skeena is to be reckoned with in the near future not only in the line of mixed farming but as a fruit producer.

The work that Mr. Stuart has done has been of the most valuable kind, There has been no pampering of the trees as might have been alleged had the work been done under the charge of a government official or by any land company. Mr. Stuart planted his orchard as a commercial proposition. He had not ends to serve but that of producing apples, etc., for his own use. Under the conditions prevailing in the valley when he first planted, the trees had anything but a good chance. Yet he has produced fruit that can take its place alongside of that produced anywhere else in the world, and not suffer by comparison.

Mr. Stuart is located at Little Canyon. Naturally he believes that that portion of the Skeena district is the most highly favored throughout the whole extent. Unquestionably it is one of the choicest of the areas, but it is not possessed of all the good features from an horticultural standpoint and others in a position to judge agree that it is but one of many rich valleys that are now to be opened up to the settler.

When asked as to the conditions as compared with the famed Okanagan, Mr. Stuart would not admit that the southern interior point was in it for a moment with the valley in which he produces his famed fruit, which is located at mile 89 on the Grand Trunk Pacific. There is a luscious quality about the Skeena fruit that is not found in that produced elsewhere on the coast, the apples being juicy and of the best of color and flavor.

There can be no question that the long days with the accompanying sunshine has much to do with the giving of these excellent qualities to this fruit.

With respect to the varieties to be raised, Mr. Stuart says all kinds of apples seem to do well. The yellow Transparent is a fine bearer and grows as big as your two fists. He has tried all kinds, however, and they do well. If grafted on the stocks on the ground the trees bear the year after the grafting. Two or three years' time in any event brings the fruit into bearing.

Pears have not been tried to any great extent, but Mr. Stuart says he has one tree and it bears splendidly.

Then, in the matter of small fruits, strawberries are pcked, he says, as large as eggs. These never reach Prince Rupert because the demand is too great on the ground. Speaking of the demand, Mr. Stuart says he sells all his apples by the bucket right in the orchard to those employed on the railway construction. He gets about 8½ cents a pound for them, which is certainly a good price.

As to the future of fruit growing in that part of the Skeena, Mr. Stuart has no doubt. It will be a rich producer and will attract many settlers. The area adapted to the growing of fruit is quite large, so that there is room for all comers.

PUBLIC UTILITIES

Telephone Shows a Good Profit While Lighting Represents a Deficit.

Aldermen Call for Reduction in Rentals for 'Phones—Committee Will Look into Matter

The council last evening received its first monthly reports with respect to the cost, etc., of the electric light-lighting system and the telephone service. Superintendent Love's report on the telephone system for April, showed that the month opened with 393 phones in service and closed with 411 in use, a gain of 18 during the month.

The net revenue during April had been $1,469, while the operating expenses were $674.31, showing a surplus of $794.69.

For March there had been 340 phones at the start and 393 at the close of the month.

The net revenue for March had been $1,372.50, while the operating expenses were $660, leaving a net gain of $703.50.

His Worship said the report was very gratifying.

Ald. Hilditch suggested that in private houses the phones might be cut to $1.25 a month. It would be made up, he believed in the number used. He did not think that the present citzeins should pay for future phones.

Ald. Clayton called attention to the fact that he had taken a stand during election time against the present users of the phone providing for extensions. He did not believe that the extensions should be paid for out of profits.

Ald. Morrissey thought there were two sides to this. Those who were not liable to use the phones should not have to pay for the phones as was suggested.

Ald. Hilditch pointed out that the cost came out of the users who provided for sinking fund.

Ald. Douglas was in favor of phone reductions. He did not see why a reduction should not be made.

His Worship thought that as this was the first report received, it would be wise to postpone any action in the way of reductions until the committee could look into it. There were other expenses such as collecting and fixed charges that should be considered.

Ald. Douglas moved that the committee look into the matter with a view to seeing if a reduction could not be made.

Ald. Smith referred to the fact that the committee had been long endeavoring to get these monthly reports. It would be well to await further information before taking any decided step.

The motion of Ald. Douglas carried.

Electric Lighting

The other municipally owned utility did not show the same gratifying results. Superintendent Love's report showed that for March the receipts were $867.13 and the operating expenses $1,068.40, showing a deficit of $201.27.

In April the net revenue was $937.38, while the operating expenses were $1,136.50, showing a deficit of $99.18.

Ald. Hilditch said that he did not regard the light proposition in the same way as the telephone. It was not expected that the lighting would be a paying proposition as long as it was operated by steam. He felt that when a cheaper power was obtained the deficit now incurred should be charged up against the scheme to be paid for.

AN INVESTIGATION

Committee Will Look Into Conditions Connected With the Letting of Contracts.

Ald. Hilditch Returns to Council in an Inquisitive Mood—Ald. Douglas Takes His Place

The council last evening welcomed Ald. Hilditch back after a long illness and had also the pleasure of welcoming a brand new member in the person of Ald. Douglas who took his seat for the first time.

In opening the meeting, His Worship said he wished to extend to Ald. Douglas hearty congratulations on his election to the council board. He announced that he would name Ald. Douglas as a member of the streets committee, taking the place of Ald. Kerr who had been acting on this.

His Worship also welcomed Ald. Hilditch back to duty.

Ald. Hilditch said it afforded him pleasure to be again back to duty.

Ald. Douglas ushered in his term of office in a very modest way. He appeared to be there to learn, but he promises surprises before his term is out.

Ald. Hilditch has returned apparently with renewed energy. He made it evident last night that he had some radical moves to make.

Ho took exception to the way in which the contractors were blocking the streets. There were no reasons why they should not in many cases keep the streets open to traffic while the grading proceeded. He was going to go over the whole section and take steps to have the contractors live up to the requirements in this regard.

On Third avenue there was no reason why the roadway should not have been lowered long ago, so as to allow traffic.

He also moved that a special committe be appointed to report upon the S. P. McMordie contracts. He wanted information as to why, when three section of work were let, there was only one contract entered into; also why $1.90 for rock and 80 cents for earth were accepted, although not the lowest tender; also why R. A. McMordie's tender was rejected, although lower than others, and the deposit returned when contract not entered into.

In support of this Ald. Hilditch said he had sought the information last year and could get no satisfactory answer. He was determined to find out the facts. These contractors were asking for an extension of time. The information to be gained would have a bearing upon the extension of time.

It was all very well to say that the city was not losing by the extension of time. Perhaps the city council was not losing, but private citizens who were being kept out of premises they paid good rents for were losing.

The motion carried and the mayor named as a committee the streets committee with Ald. Clayton and Ald. Kerr added.

PRINCE RUPERT RANKS HIGH ON THE OUTSIDE

Many People are Interested in the New City and Their Promises to be a Large Influx of Prospective Investors During the Coming Summer.

This city is to receive a large influx of prospective investors this summer. This is the verdict of all who have recently visited on the outside and have had an opportunity to test public opinion. The city is improving every day and before many weeks pass the strangers who come here will have an opportunity to see just what the streets are going to look like when completed.

Every visitor now expresses admiration for the way in which the citizens are grappling with the question of improvements.

C. D. Rand, of Vancouver, who had charge of the original sale of lots in the townsite, was a visitor this week with a party of Vancouver business men who looked over the ground with the ultimate object of investing here.

Mr. Rand is as enthusiastic as ever over the prospects of the place. He says that on the outside investors are keenly alive to the great advantages which this place possesses as the centralizing mart for the whole of Alaska as well as the northern part of the province of British Columbia. It is recognized that this trade in itself will mean the building up of an immense city. The result is going to be that before the railway reaches completion that farseeing business men are going to be established in trade here and prepared to take the fullest advantages of what is to offer.

Mr. Rand was delighted to see the progress that was being made in bringing the city into shape. He advises furthering the work of preparation for the vast population that is to come.

Another opinion worth consideration is that of John Christiansen who has just got back from a visit to North Dakota. He says that all were anxious to know about the place and the vast interior of this northern part of the province. He expects to see many come here this summer for the purpose of looking into conditions for themselves and preparing for the investments that they are prepared to make. As a result of this there is likely to be an impetus given to real estate and greater activity should follow than has been in evidence since the sale.

Dr. McIntyre has returned to the city more than ever satisfied with his investments here. After spending the winter in California with Mrs. McIntyre, Mr. and Mrs. M. Bondeaux, he has returned to Prince Rupert convinced that there is a wonderful future for the place.

During his stay in the south he says that he found everyone anxious to learn about this wonderful city in the north. All had heard of it but wanted exact information about it. Moreover, all were convinced that it had a great future and this in itself means a great deal for the city. The doctor is convinced that the city should have more literature to distribute. This need not be of an expensive character, but should carry facts about the place. As an instance of the way in which information relative to it is seized upon, Dr. McIntyre tells of placing in the big U. S. Grant hotel in San Diego, a number of the folders advertising the city. When he returned he found them all gone and the man told him that they were greedily taken by men of large means who were in the hotel and were always alive to the opportunities of trade.

After studying conditions in the south and the factors that have gone to build up cities there, he is convinced that there is nothing that can prevent this place becoming one of the greatest business centres on the continent.

CHARGES AGAINST MINISTER

(Special to The Journal)

OTTAWA, May 16.—The committee to inquire into the charges against Hon. Frank Oliver will meet on Wednesday. It is not know yet whether the committee will proceed at once with the hearing of witnesses or whether the inquiry will be delayed until further resumption of business by parliament in July. If the witnesses are called at once, probably Dan McGillicuddy will give the first testimony.

THE SPOILS SYSTEM

Resolution Condemning it Fails to Pass the House of Commons at Ottawa.

Charges Made in Connection with the Appointment of Census Commissioners in Manitoba

(Special to The Journal)

OTTAWA, May 16.—In the house yesterday Wm. D. Staples, of MacDonald, moved that "In the selection and the appointment of public officers the government is exercising a public trust and should be guided by considerations of the character and capacity of the person whom it is proposed to appoint. That the delegation of such public trust to the local party committee or organizer is a public scandal and deserves the censure of the house."

Mr. Staples and other members of the Opposition cited glaring instances where political influences were at work in connection with the census organization, especially in Manitoba.

Hon. Sydney Fisher's reply made a general denial of the charges, although he admitted that the commissioners and enumerators who were appointed were selected on the recommendation of the party supporters.

The resolution was defeated on a straight party vote.

Confirmation Service

In St. Andrew's Episcopal Church on Sunday, eight candidates were confirmed by Bishop Du Vernet, who was assisted by Rev. Mr. James and Rev. Mr. Des Barres.

DEATH BY WIRE

Live Line Dangling Over Street Electrocutes Two Men in City of Vancouver.

Third Man Received a Shock When Trying to Assist the Others

(Special to The Journal)

VANCOUVER, May 16.—Two men met instant death within a few seconds of each other Sunday at the corner of Robson and Bidwell. The victims were Charles Dubrau, an expressman, said to be in the employ of the Vancouver Transfer Company, and Tom Costello.

Dubrau had been called to move a trunk to a residence near the corner mentioned and was passing around the wagon when his head came in contact with a wire dangling from a pole. He commenced to fall. Costello, who appears to have been passing within a few feet, rushed to the other's assistance and caught hold of him by the shoulders. Both fell to the ground together and lay quiet.

A third man ran to the assistance of both and received a shock that disabled him.

The wire was disengaged from Dubrau's head and several people carried the men toward the sidewalk. The first two were, however, dead.

The wire which Dubrau's head had struck was a lead messenger cable, which had not lately been used. The upped end of the wire had come in contact with a 2,000 volt wire of the lighting circuit. The lower end dangled within five feet of the ground.

TO CELEBRATE DAY

May 24 Will be Observed in a Fitting Manner in the City.

Initial Meeting Held at Which Committees Are Struck—Gathering to Be Held Tomorrow

At an enthusiastic meeting of citizens in the court house on Saturday evening, it was decided to celebrate May 24 in a fitting way. Special attention will be given to the children's branch of the celebration.

Committees were appointed, with the mayor as a member, ex-officio, of each. These committees are as follows:

Finance—J. R. Beattie, Alderman G. Kerr and Mr. D. G. Stewart.

Sports—Chief Vickers, Rev. W. H. McLeod and Principal Hunter.

Reception—Dr. Clayton, J. F. McDonald and O .H. Nelson.

Grounds—Chief Vickers, J. R. Beattie and Dr. Clayton.

There will be a general meeting tomorrow evening, to which the public are invited.

WORK ON STREETS

Many Questions Affecting the Roadway Brought Before City Council Last Nignt.

Temporary Planking on Second Avenue Gives Trouble to the Aldermen

The city council last evening, at its regular weekly meeting, had a lot of propositions relative to the streets and sewers to deal with. Many of these came up on reports received by the streets committee from the engineer.

A petition was received asking for a plank roadway on Tatlow street, in which it was set forth the necessity for cutting off direct communication with a portion of Comox avenue in the interests of morality.

This was referred to the streets committee.

Plank on Centre Street

A reply was received to a question put by Ald. Newton at the last meeting relative to the planking of Centre street. The streets committee reported that a conference had had been held with Mr. Mehan, the general superintendent of the Grand Trunk Pacific. He was not agreeable to taking any action until the arrival of Mr. Chamberlin, the general manager. In the meantime, the committee recommended that the existing arrangement be continued by which the Grand Trunk Pacific provided the lumber and hauled it while the city laid it.

Ald. Hilditch pointed out that the Grand Trunk Pacific did not haul the lumber in practice. The street needed attention. He thought that while the city should try to act in harmony with the Grand Trunk Pacific, if Centre street was not redecked, the freight would have to remain on the Grand Trunk Pacific

(Continued on Page Four)

TO VISIT INTERIOR

James Cronin the Well Known Mining Man of Spokane Comes North.

He Has Gone into Hazelton to Inspect His Properties in Vicinity of Babine Moupntains

The presence of James Cronin, one of the best-known silver-lead mining men in the northwest, on his way to the interior of the province at this early stage of the season is an indication that there is to be an active year in the district. Mr. Cronin is not a talker. He seldom reveals much concerning his plans. There is never any fireworks in connection with his movements, but he does not move much without there being something to offer.

He is prominently known in connection with the St. Eugene mine in the Kootenays, which was operated on a very large scale by him for years.

For several years Mr. Cronin says he has been developing his properties in the Babines and will continue to do so again this year. Pending the providing of transportation facilities, however, the work doe will not be on a very extensive scale.

The fact that a mining engineer of Mr. Cronin's standing retains his interests there year after year, in spite of there being no transportation facilities is a sufficient guarantee that the mineral belt is rich.

Rehearsal for Concert

As the time is limited during which preparation will be made for the Overseas Concert to be given on the evening of May 24. J. H. Gray, who is in charge, desires a full attendance at the rehearsal tomorrow afternoon at 3 o'clock. All taking part are asked to attend.

ELECTRIC RAILROADS

Temiskaming & Northern Ontario Will Likely be Converted to That System.

One Advantage Will Be the Preservation of the Forests of the Country Traversed

The Temiskaming & Northern Ontario Railway Commission has arranged to purchase for $250,000 the Nipissing Central Railway, an electrical road. One advantage of this transaction will be that the Kerr Lake branch, the Haileybury spur, and the New Liskeard spur of the T. & N. O. can all be electrified. This is regarded as in reality but a step towards the ultimate electrification of the entire T. & N. O. system, a scheme which was advanced by the commission some years ago. It is understood that the purchase carries with it the control of the water power at High Falls.

The charter of the Nipissing Central is for a line connecting Cobalt, Haileybury and New Liskeard, and running along the north end of Lake Nipissing to the Quebec border. At present the road runs from Cobalt to Haileybury, and it has been quite a competitor with the T. & N. O. line. The acquisition of the line by the Government road will put the latter in a position to discontinue the running of some eight trains a day.

The proposal to electrify the whole of the T. & N. O. road owes a great deal to the foresight and energy of the chairman of the commission, Mr. J. L. Englehart, who has been very active in gathering data on which to base the plans for carrying that idea into effect. The acquisition of the Nipissing Central is a distinct step in that direction. Several years ago reports on this phase of development were obtained by the Commission. At that time the cost of electrifying the whole road was estimated at about a million dollars, but since then a great many extensions have been built.

The object in substituting electrical for steam power as the motive force was perhaps manly to preserve the forests in the Temagami region. It was also considered that the elimination of the smoke and cinder nuisance would conduce materially to the comfort and therefore to the extent of tourist travel. The development of electrical power for the operations of that part of Ontario. The numerous waterfalls will make the problem of cost an important one, as it will be much cheaper to use electricity than coal.

The gradual carrying into effect, therefore, of this long-cherished purpose of the Commission to utilize Nature's lavish gifts of water powers for the operation of railroads will uead to a much wider extension of their lines throughout the northern portion of the Province than would otherwise be possible, and so will bring about a more complete development of New Ontario, enabling its resources to be reached and brought out, and takin gsettlers in to till its rich agriculaural areas.

The Nipissing Central Railway was built and owned for some time by Cleveland interests. These recently sold the road to a syndicate composed of Mr. Alexander Fasken and other gentlemen. They have been developing power on the Montreal River, and have an interest in High Falls, which is in that neighborhood. There are a number of other falls, such as Fountain, North and Mattawabeka Falls, from each of which a sufficient head of power could be generated to run many miles of railway or to operate vast industrial enterprises.

THhere was an effort made last year by the Temiskaming & Northern Ontario to get into Haileybury. They could not get an entrance from the south, owing to the heavy grade that would be necessary, so they ran their line north of the town, and were about to run a spur, 1.64 miles long, down to the wharf, where the industries are congregated, but were prevented by an injunction.

The date of taking possession by the T. & N. O. Commision of the line just acquired has not yet been announced, but it is likely that not much time will be allowed to elapse, now that negotiations have been successfully conducted, before the transfer is effected.

Lloyds Bank announces that it has arranged to unite with the banking of Messrs. Hill and Sons at West Smithfield, Islington, Deptford, Liverpool, Birkenhead, Romford and elsewhere. The entire staff of Hill and Sons will be retained in the service of Lloyds Bank.

PROPOSED COLONIES

Active Steps Being Taken to Plant Scandinavian in parts of British Columbia.

Dominion and Provincial Governments Are Being Asked to Cooperate in Work

A big colonization scheme is at present in its intial stage, but when preliminaries are concluded it is expected that arrangements will be made to bring to this province many hundreds of the best class of Scandinavians and Danes. The man who is working to bring about this immigration is Mr. Bert T. Holm, formerly agricultural editor of the Standard and La Argentina, Buenos Ayres.

Mr. Holm has been in Vancouver and Victoria. He has placed his scheme before both the Dominion and Provincial Governments. The Premier, Hon. Richard McBride, referred him to Hon. Dr. Young, provincial secretary, and while the latter expressed his sympathy with the object, he said he thought it was a little premature to stamp government approval upon it because the country had not yet been opened up by additional railway facilities when the Grand Trunk Pacific and Canadian Northern came right through to their respective Pacific Coast terminals.

Mr. Holm is now engaged in communication with Sir Thomas Shaughnessy, Sir William Mackenzie and C. M. Hays, the heads of the three big Canadian railroads. Providing he can gain their influence to aid him in his colonization scheme, he feels he will then be able to approach the government for a subsidy.

In his letter to Sir Wilfrid Laurier in which he outlined his scheme, Mr. Holm said in part: "I know that results would soon follow; for where can the Danish farmer, dairyman, poultryman and fruit grower find a better sphere of activity than in the Dominion of Canada; where can the Norwegian fisherman and lumberman obtain better conditions or reap greater harvest from the seas, 'akes and forests, and where can the Swedish miner, woodman and agricultural worker find a better home, when the confines of little Scandinavia become too narrow? And where can the Dominion of Canada expect to find a class of settlers better adapted for the climate, conditions and work?"

The fiords of Norway or the entrance to Rio de Janeiro could not be considered so splendid as British Columbia, according to Mr. Holm. He said that he was greatly impressed with British Columbia and Canada in general, the vastness of the prairies and the grandeur of the scenery especially appealing to him. He contends that his scheme is entirely feasible, to say the least. The country needs settlers and the type of Scandinavian and Dane he proposes to bring to these shores would be a credit to any community. It was well known that the Scandinavians got on harmoniousl with the Anglo-Saxon race, for their religions and customs were about the same. Furthermore, the settlers he would locate in British Columbia would be those who had ready cash and therefore in a position to buy land almost immediately upon arrival and commence farming right away.

GOOD HALIBUT FISHING

When the fishing steamer Flamingo, Captain Freeman, docked at the New England Fish Company's wharf with 250,000 pounds of halibut last evening, a new record for a week's catch was created, almost a million pounds of halibut being received by the New England Fish Company and the Canadian Fish Company for the week, says the News-Advertiser. The exact total of pounds was 995,000.

A wireless report recieved by the combpany yesterday from the Kingfisher, now fishing in open water, says: "Fish plentiful. Ourselves and New England getting 50,000 pounds daily." A few days ago the Kingfisher brought the largest catch ever received in Vancouver, with one exception.

Nine hundred and ninety-five thousand pounds of halibut have been recived by the company during the past week, and prospects point to a catch of over a million pounds next week. The efefcts of the enormous catches has been to reduce the price of halibut about 100 per cent in a week.

The vessels bringing halibut to the wharf during the past week were the Kingfisher with 300,000 pounds; Manhattan, 130,000 pounds; New England, 100,000 pounds; Celestial Empire, 135,000, and the Flamingo, 250,000 pounds, and 80,000 pounds recevied from Pacofi, Queen Charlotte Islands. The fish are exported to all parts of the continent.

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WANTED

WANTED—An assistant in the furniture business. Apply to J. F. MacDonald, Second avenue.

Skeena Land District—District of Coast—Range V.

TAKE NOTICE that Freadrick Madden, of Seattle, Wash., occupation laborer, intends to apply for permission to purchase the following described land:—Commencing at a post planted about two hundred feet east of mile 77 on the south side of G. T. P. Right-of-way; thence west 40 chains following the said Right-of-way; thence south to bank of Skeena River; thence east following the sinuosities of said river until due south of said post; thence north to point of commencement, containing 130 acres more or less.

FREADRICK MADDEN.
Thos. L. Fay, Agent.
Dated April 27, 1911.
5-16

Skeena Land District—District of Coast—Range V.

TAKE NOTICE that John Kirkaldy, of Lakelse Valley, occupation farmer, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 120 chains south from the south end of Herman Lake; thence west 80 chains; thence south 80 chains; thence east 80 chains; thence north 80 chains.

JOHN KIRKALDY.
Dated April 11, 1911. 5-5

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that I, James Des Brisay, of Vancouver, canneryman, intend to apply for permission to lease the following described foreshore: — Commencing at a post planted at the mouth of Delkatlah Inlet, on the south shore; thence 2,000 feet along shore in a southerly direction including all foreshore between high and low water mark.

Staked January 19th, 1911.
JAMES DES BRISAY,
Thos. L. Fay, Agent.
2-11

Skeena Land District—District of Coast Range 5.

TAKE NOTICE that Charles James Gillingham, of Prince Rupert, occupation contractor, intends to apply for permission to purchase the following described lands:—Commencing at a post planted at the southwest corner of Lot 992 and marked C. J. Gillingham's N. E. Corner Application for Purchase; I, C. J. Gillingham, intend to apply for permission to purchase 320 acres of land bounded as follows:—Commencing at this post; thence 80 chains south; thence 40 chains west; thence 80 chains north; thence 40 chains east to place of commencement.

CHARLES JAMES GILLINGHAM.
Robert Osborn Jennings, Agent.
Dated January 5, 1911.

NOTICE OF DISSOLUTION

TAKE NOTICE that the partnership heretofore existing between Joseph E. Merryfield, Prince Rupert, B. C., and Joseph E. McEwen, of Kitselas, B. C., has this day been dissolved by mutual consent, and that Joseph E. Merryfield will carry on the grocery business heretofore carried on by the firm at Prince Rupert, B. C., under the name of "J. E. Merryfield," and will collect all debts due to and pay all debts owing by the said firm, and that Joseph E. McEwen will carry on the business of the partnership heretofore conducted at Kitselas, B. C., under the firm name of "Merryfield & McEwen," and will collect all debts due to and pay all debts owing by the said firm at Kitselas, B. C.

Dated at Prince Rupert, B. C., this 21st day of April, A. D. 1911.

J. E. MERRYFIELD,
J. E. McEWEN.

Witness:
M. M. STEPHENS. 5-12

Skeena Land District—District of Coast—Range V.

TAKE NOTICE that William H. Hargrave, of Vancouver, B. C., occupation banker, intends to apply for permission to purchase the following described lands:—Commencing at a post planted on the west shore of Lakelse Lake, and about 1½ miles distant and in a southwesterly direction from the S. W. corner of Lot 3982, Skeena Land District, District of Coast, Range V; thence west 40 chains; thence south 80 chains, more or less, to the shore of Lakelse Lake; thence following the shore of said lake to point of commencement, containing 160 acres more or less.

WILLIAM H. HARGRAVE.
Mancell Clark, Agent.
Dated 20th March, 1911.

Skeena Land District—District of Queen Charlote Islands.

TAKE NOTICE that Wirt A. Stevens, of Chicago, Ill., U. S. A., occupation civil engineer, intends to apply for permission to purchase the following described lands:—Commencing at a post planted on the shore of Masset Inlet about one mile northeast of the mouth of the Ain River; thence north 80 chains; thence west 40 chains more or less to the eastern boundary of T. L. 35413; thence south along the boundary of T. L. 35413 and T. L. 35414, a distance of 80 chains; thence east 40 chains, more or less, to point of commencement, containing 320 acres more or less.

WIRT A. STEVENS.
G. S. Mayer, Agent.
Dated Feb. 24th, 1911.

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that James Mullin, of Murdo, So. Dakota, U. S. A., occupation farmer, intends to apply for permission to purchase the following described lands: — Commencing at a post planted on the shore of Masset Inlet, about one mile northeast of the mouth of the Ain River; thence west 40 chains, more or less, to the eastern boundary of T. L. 35414; thence south 60 chains, more or less to the shore of Masset Inlet; thence northeasterly along the shore to point of commencement, containing 60 acres more or less.

JAMES MULLIN.
G. S. Mayer, Agent.
Dated Feb. 24th, 1911.

Skeena Land District—District of Coast.

TAKE NOTICE that Victor H. Reynolds, of Hull, Massachusetts, occupation chauffeur, intends to apply for permission to purchase the following described land:—Commencing at a post planted at high water mark on the northerly side of the entrance to a small unnamed cove on the west coast of Pitt Island, about one-quarter mile south of the entrance to Kitkatla summer village; thence east forty chains; thence south twenty chains; thence west forty chains; thence north ten chains more or less to high water mark; thence following along high water mark around the head of the cove back to the commencement, and containing sixty (60) acres more or less.

VICTOR H. REYNOLDS.
J. H. Pillsbury, Agent.
Dated Feb. 18th, 1911.

Skeena Land District—District of Coast.

TAKE NOTICE that F. C. Pillsbury, of Boston, Mass., occupation civil engineer, intends to apply for permission to purchase the following described lands:—beginning at a post planted at high water mark on the northerly end of Pitt Island, on Ogden Channel, and about 2 miles southwesterly from Swede Pt; thence east 60 chains thence south 40 chains; thence west 50 chains more or less to high water mark; thence following along the high water mark back to the point of commencement, and containing 240 acres more or less.

F. C. PILLSBURY,
J. H. Pillsbury, Agent
Dated Feb. 19, 1911.

Prince Rupert Land District—District of Coast.

TAKE NOTICE that P. McLachlan, of Prince Rupert, occupation broker, intends to apply for permission to lease the following described land:—Commencing at a post planted one-third of a mile northerly from head of Alice Arm, on its Easterly Side; thence 40 chains northerly; thence 40 chains easterly; thence 40 chains southerly; thence 40 chains westerly to place of commencement.

PETER McLACHLAN.
Thos. L. Fay, Agent.
Dated 2nd Feb., 1911.

Skeena Land District—District of Coast—Range V.

TAKE NOTICE that Alice Munro, of Vancouver, B. C., occupation married woman, intends to apply for permission to purchase the following described lands:—Commencing at a post planted on the west shore of Lakelse Lake, and about 1½ miles distant and in a southwesterly direction from the S. W. corner of Lot 3982, Skeena Land District, District of Coast, Range V; thence west 40 chains; thence north 40 chains; thence east 60 chains, more or less, to the shore of Lakelse Lake; thence following shore of said lake to point of commencement, containing 200 acres, more or less.

ALICE MUNRO.
Mancell Clark, Agent.
Dated 20th March, 1911.

GRAHAM ISLAND — "The surest sign of the progress of a town or district is its newspaper—live, active, hustling." "The Masset Review," Masset, Q.C.I.

For Sale

155½ Acres good land, on South Bank of Skeena River, 85 miles East of Prince Rupert by G. T. P. Ry., with buildings erected thereon, containing dwelling, store and post office.

P. McLACHLAN.
Box 324.

For Sale

160 Acres Alberta land for sale at $15.00 per acre, or Exchange for Prince Rupert property; fenced; 40 acres broken; small house; 2 miles from P. O., being southwest quarter section 6, township 53, range 9.

P. McLACHLAN,
P. O. Box 324 Prince Rupert, B. C.

Wanted

A live, active Real Estate Partner, with some capital, to take half-interest in company handling Real Estate, Insurance and Manufacturing Agencies. Party to take full charge of office in Prince Rupert, as I am soon to leave for the Interior for the summer. Apply to

G. W. ARNOTT
Drawer 1539 Prince Rupert

The Thompson Hardware Co.
—SECOND AVENUE—
Paints. General Hardware,
Oils, Stoves and Ranges.

Prince Rupert Private Detective Agency
N. McDonald, Manager
All kinds of legitimate detective work handled for companies and individuals. Business strictly confidential.
P. O. Box 893 — Phone 210

WM. S. HALL, L. D. S. D. D. S.
:-: DENTIST :-:
Crown and Bridge Work a specialty. All dental operations skillfully treated. Gas and local anaesthetics administered for the painless extraction of teeth. Consultation free. Offices, Helgerson Bk., Prince Rupert

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CUSTOMS AND MERCHANDISE
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Brokers, Forwarding Agents, Storage, etc.

J. W. POTTER
ARCHITECT AND STRUCTURAL ENGINEER
Re-inforced Concrete a Specialty
—o—
Law-Butler Building - Prince Rupert

HAYNOR BROS.
FUNERAL DIRECTORS
and
PROFESSIONAL EMBALMERS

DR. W. B. CLAYTON
DENTIST
—o—
Office in the Westenhaver Block. Over Orme's Drug Store.
Prince Rupert

Skeena Land District—District of Coast—Range V.

TAKE NOTICE, that I, Minnie Meredith, of Victoria, B. C., occupation a married woman, intend to apply for permission to purchase the following described lands:—Commencing at a post planted about 40 chains distant and in a South direction from the Southeast corner of Lot 1733; thence east 40 chains; thence south 40 chains; thence west 40 chains; thence north 40 chains to point of commencement, containing 160 acres more or less.

MINNIE MEREDITH.
John Kirkaldy,
Agent.
Dated February 20th, 1911.

Skeena Land District—District of Coast.

TAKE NOTICE that Joseph Edward Merryfield, of Prince Rupert, occupation merchant, intends to apply for permission to lease the following described lands:—Commencing at a post planted about 10 chains north from the northeast corner of Lot 33; thence west 1500 feet to shore of Smith's Island; thence following shore in a southerly direction 1200 feet; thence east to shore of De Horsey Island; thence following shore in a northerly direction to point of commencement.

JOSEPH EDWARD MERRYFIELD.
E. Spro, Agent.
Dated April 4, 1911. 4-7

New Knox Hotel

ARTAUD & BESNER
Proprietors

The New Knox Hotel is run on the European plan. First-clas service. All the latest modern improvements.

THE BAR keeps only the best brands of liquors and cigars.

THE CAFE is open from 6.30 a.m. to 8 p.m. Excellent cuisine; first-class service.

Board, $1 a Day — Beds, 50c and up
First Avenue, Prince Rupert

GRAND HOTEL
WORKINGMAN'S HOME
Spring Beds, Clean White Sheets - - 25c
Rooms 50 Cents
Best in Town for the Money
FIRST AVE. AND SEVENTH ST.
J. Goodman, Proprietor

THE WESTHOLME LUMBER CO.
LIMITED
We handle all kinds of
Building Supplies
First Avenue Telephone 186

Corner Eighth and Fraser Streets
Clinton Rooms
Newly remodelled and furnished. Board and lodging. Home cooking a specialty. Mrs. Anderson, Prop.
Rooms, $3 Per Week

The Roland Rooms
Splendid Accommodations
Newly Furnished
Hot baths; right down town; good table board all round
RATES, FIFTY CENTS AND UP

LINDSAY'S CARTAGE & STORAGE
G. T. P. CARTAGE AGENTS
Office at H. B. Rochester, Centre St.
LADYSMITH COAL
is handled by us. All orders receive prompt attention. Phone No. 68.

Skeena Land District—District of Coast.

TAKE NOTICE that I, Roy, Chrisman, of Port Essington, B. C., occupation prospector, intend to apply for permission to lease the following described land:—Commencing at a post planted about five miles distant and in a southwesterly direction from the point at the entrance to Captain Cove, Petrel Channel, and on the northeast side of McCauley Island; thence west 20 chains; thence south 40 chains; thence east about 20 chains to shore of Petrel Channel; thence northerly along shore line of Petrel Channel to point of commencement and containing eighty acres more or less.

ROY CHRISMAN.
Dated April 11, 1911. 4-25

Skeena Land District—District of Coast—Range V.

TAKE NOTICE that W. H. Ferguson, of Prince Rupert, B. C., occupation civil engineer, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about one mile southerly, following the sinuosities of the shore line from the southwest corner of Lot 104, Range V; thence 20 chains west; thence 20 chains south; thence 20 chains west; thence 20 chains south; thence 20 chains west; thence about 40 chains south; thence along shore northerly to point of commencement.

W. H. FERGUSON.
G. Hansen, Agent.
Dated April 22nd, 1911. 4-25

Skeena Land District—District of Coast

TAKE NOTICE that F. T. Saunders, of Vancouver, occupation master mariner, intends to apply for permission to purchase the following described lands:— Commencing at a post planted about 6 miles northwest of Love Inlet on the north east shore of Pitt Island; thence south 20 chains; thence west 40 chains; thence north to shore; thence following shore in a southeasterly direction to point of commencement , containing 80 acres more or less.

FRANK TAUNTON SAUNDERS,
Locator.
W. Hamilton, Agent.
Staked 17th, Feb., 1911.

Skeena Land District—District of Queen Charlotte Island.

TAKE NOTICE that Robert Fraser Ogilvie, of Vancouver, occupation banker, intends to apply for permission to purchase the folowing described lands:—Commencing at a post planted about 2 miles west of the southwest corner of A. P. 12-037; thence east 80 chains; thence north 80 chains; thence west 80 chains; thence south 80 chains to point of commencement, containing 640 acres.

ROBERT FRASER OGILVIE.
Arthur Robertson, Agent.
Dated Dec. 9, 1910.

GRAND TRUNK PACIFIC
TOWNSITE

ELLISON

The only Main Line Townsite in British Columbia in which the Grand Trunk Pacific Railway Company has announced its joint ownership.

ELLISON

SEE THE OFFICIAL MAP.—The first glance will show you that ELLISON is located at the junction of the Skeena River and the Bulkley Valley. The Grand Trunk Pacific has announced that they are joint owners in the townsite of Ellison. Now, my dear reader, you must remember that up to date the Grand Trunk Pacific has not announced that it has any interest in any other main line towsite in British Columbia. Does that start you thinking?

—o—

STUDY THE MAP and you will find Ellison is where the railway tracks leave navigation. That fact is a very important one for conservative investors to think over. What is known as the Hazelton district covers a territory many miles in extent in every direction radiating from the townsite of Ellison. Mining machinery, ore shipments, smelters, reduction plants and all sorts of mining operations starting up in this rich mineral region, must necessarily have a metropolis, a HUB, a headquarters. If any sane, conservative man can figure out any other spot except Ellison for the hub of the great commerce of this district, his plan should be very interesting to the Grand Trunk Pacific officials. It does seem as though these officials, after several years of investigation and engineering, would know just what they were doing when they put their official stamp on Ellison.

—o—

STUDY THAT MAP.—I desire to say to all parties who are talking townsites in the vicinity of Skeena River and the Bulkley Valley that there will no doubt be several small towns, just the same as one always finds in a mining district. There will be towns in the vicinity of Ellison along branch railways, probably towns at the ends of branch lines made to serve the mines and the collieries, but it will be history repeating itself in regard to the building up of every metropolis. Ellison has every natural advantage, has every earmark of being the future mercantile and financial center of the Skeena River mining district and the entrance to the Bulkley Valley.

—o—

STUDY THAT MAP and you will find that all of the mining towns and railroad towns around there just beginning to be talked about will only be feeders to the city and port of ELLISON. The Grand Trunk Pacific has put its official stamp on Ellison. Do you believe the company will do as much for townsites owned by individuals as it will for one in which its stockholders are joint owners? If you do, don't buy any lots in Ellison. If you desire to make a permanent investment, or merely to make a little quick money, you must decide for yourself right now. Do you propose to follow the individual townsite promoters or the Grand Trunk Pacific Railway Company.

—o—

STUDY THAT MAP.—If you desire to put your money into a real estate promoter's townsite you will have many, many opportunities this summer. The average promoter is full of hurrah and red fire. He must enthuse investors of the mail order class with his wares. ELLISON is in the Missouri class. Therefore, I am not telling any fairy tales about it. I am making statements that can be readily verified.

—o—

STUDY THAT MAP.—If you want to join that great army of investors-at-long-range, then you should put your money into promoters' townsites. If you want a perfectly safe and sound investment, certain to bring you large profits, then put your money where the Grand Trunk Pacific, after years of careful investigation, have put their money.

—o—

STUDY THAT MAP.—It is not likely the Grand Trunk Pacific will have any other townsite in British Columbia for sale this year. The officials of the company state that the company is not interested in any townsite in the Hazelton district with the exception of ELLISON.

—o—

ELLISON is on the bank of the Skeena at its confluence with the Bulkley. You may change railway surveys; you may change the location of towns along the line of road, but you cannot change the geography of the country through which the railway passes. The head of navigation necessarily means an important townsite. Ellison will not only be at the head of navigation but the center of a mining district wonderful in its resources that is now being opened up, and for which Ellison will be the shipping point both by rail and water. The fact that trains may change engines up or down the line or in the suburbs of the town of Ellison does not amount to shucks in building up a town when such places are compared with a town located where rails and navigation meet.

—o—

STUDY THAT MAP.—You will find on the official plan of Ellison that a large part of the townsite has been reserved for future sales, the same as the company has done with certain sections of Prince Rupert townsite. There are, therefore, at this time, comparatively few lots on the market. You must hurry if you want one.

—o—

STUDY THAT MAP.—ROGERS' ADDITION to Ellison, only a small parcel of land, lies within eight blocks of the site of the railway station. Lots in this are being offered. I am advising my clients to buy Rogers Addition lots at $150 for inside lots and $250 for corners. Terms—10 per cent discount for cash, or 10 per cent down and the balance on easy terms; no interest.

LOTS IN ELLISON TOWNSITE AND ROGERS ADDITION FOR SALE

PRINCE RUPERT
British olumbia

JEREMIAH H. KUGLER

Offices--2nd Avenue
Facing Grand Trunk Terminal

SCOTLAND YARD

Home of Great Detective Agency is an Old Fashioned Building in Heart of London.

Some of the Trying Work Which Falls to the Task of the Service

A quiet, old-fashioned house is hidden away amid the maze of great banks and solid commercial offices in the financial heart of the city, off Old Jewry. Few of the thousands of hurrying business men who pass it daily on their way from Cheapside to Gresham street spare a second glance at the old residence which seems to slumber at the bottom of a narrow paved court yard—once a rose garden—approached by a heavy gateway. They do not ponder the romance and drama concealed behind the wide windows of this old-world residence, which was formerly the peaceful home of some merchant prince and is now the "Scotland Yard" of the city, says the London Express.

It is the official headquarters of the city police, and here are now centered the organization and control of the greatest murder hunt in civic history—the long search for "Peter, the Painter," and the other members of the widespread gang of anarchists who planned the Houndsditch outrage. For two months now, day and night, without ceasing, from the moment of the first hurried midnight telephone message from Bishopsgate police station telling of the murders, and of the escape of the assassins, that chase has been continued. There will be no rest for the city detectives until the last link is fitted in its place in the chain that will connect the guilty with the crime, and the past eight weeks have perhaps been the most anxious that any police force has ever known.

Ever Alert

The Scotland Yard of the city is awake and active every hour of the twenty-four. John Stark, the chief superintendent, lives at the Old Jewry headquarters, with a staff of armed men within instant call, ready to start out at any moment of the night for an anarchist hunt should the news be brought that one of the wanted men has been located.

Superintendent Ottaway, the head of the city detective force, has his quarters at Cloak-lane police station close by and although at night the city, with its hoards of millions in bullion and treasure, is deserted by the owners and makers of its waelth, the captains of the army of city policemen, in whose safe custody the square miles of riches is left, never sleep away from their duties.

Sir John Nott-Bower, the grey mustached commissioner of the city police, is the head of a thousand constables and detectives, chosen for their fine physiques and smartness, and experienced as they are in safeguarding nignt after night, wealth beyond the dreams of avarice from the covetous hands of the burglar, they have never before been called to undertake such a baffling hunt in an alien underworld outside the city boundaries.

From first to last this has complicated their task at every step and Chief Inspector Wensley, of the metropolitan police, in whose Whitechapel district the chase has been hottest, has been working with them day and night as well. So, inch by inch, witness by witness, and arrest by arrest, the city police have slowly but surely unraveled the tightest knot that alien criminals have yet tied for them.

The Typical Detective

The typical city detective is a well-groomed, gentlemanly fellow, suggesting the prosperous solicitor's managing clerk rather than the broad-shouldered, heavy-footed policeman of popular fancy. He is accustomed to deal with complicated cases of forgery and the technique of commercial crime rather than with the desperate armed murderer speaking an alien tongue. But the Old Jewry detectives have adapted themselves swiftly to the novel and dangerous role required of them.

Chief Inspector Willis—remembered in the city as the man who brought Whitaker Wright back to justice—and his colleagues of the detective department, have proved that they are a match for men of muscle as well as men of brain. They have kept mysterious midnight vigils in the east end disguised in a fashion that would bring suspicion on them at once if they entered a city bank during business hours. Silk hats, frock coats and gloves have been abandoned, and in one case a fair mustache was sacrificed, so that, with caps, mufflers, shabby coats and unshaven chins, they could mingle unsuspected in the Stepney and Mile End streets, where Anarchists wanted for information they could supply and talk wtih them unknowingly.

Exciting Work

One trim city detective, the pride of Guildhall and Mansion House receptions when in evening dress, wandered the Commercial road for three nights, as the most disreputable of "navvies," so that his blackened face and buckled trousers might awaken confidence among those he watched. It has been dangerous and exciting work, with the memory of Houndsditch and Sidney street still fresh, each watcher has kept a loaded six-shooter handy in a back pocket.

Meanwhile all the other city police work, never light at any time, has gone on without interruption, in spite of this heavy Houndsditch burden. Anarchists may shoot, and assassins may plot, but the city traffic must be dealt with, and so the detectives have worked twenty hours or so a day, and many of them have not taken off their boots for nights together.

The funeral of three murdered city policemen, with its impressive service in St. Paul's cathedral, and the mournful procession, which held up all the traffic in the busiest city in the world at the busiest hour of the day, was controlled and arranged from the Old Jewry headquarters at a time when all the police resources were strained to their utmost. The chief arteries of the city had to be kept clear of traffic for the passing of this funeral, and a thousand and one details had to be considered. The progress of a monarch to the Guildhall is a small matter compared with this task, and a thousand and one traffic complications had to be considered, for from Bishopgate without to Ludgate hill every motor omnibus, taxicab, van and foot passenger had to be held up until the funeral had passed and the last wail of Chopin's Dead March had died away. The slightest mistake would have meant an extra loss of thousands of pounds in time and money, but Superintendent Nicholls, the head of the uniformed branch of the police, who arranged it without a hitch, was for that hour "king of the city."

—o—

The Journal (twice a week), only $2.00 a year.

1836 **1911**

The Bank of British North America

75 Years in Business.
Capital and Reserve Over $7,300,000

A Complete Banking Service

Collections made in any part of Canada. Negotiable paper discounted. Money advanced at reasonable terms to finance your business. Local and foreign Drafts bought and sold. Money transmitted by Money Order or Telegraph Transfer. Letters of Credit issued payable in all the leading cities of the world.

We invite your account.

Prince Rupert Branch—
F. S. LONG, Manager.

TIDES AT PRINCE RUPERT, MAY, 1911

DATE AND DAY		HIGH WATER				LOW WATER			
		Time	Ht	Time	Ht	Time	Ht	Time	Ht
1	Monday	2:31	22.6	15:32	19.6	9:07	1.4	21:09	6.9
2	Tuesday	3:14	22.0	16:25	18.6	9:56	2.2	21:58	8.1
3	Wednesday	4:02	20.9	17:25	17.7	10:52	3.3	22:59	9.3
4	Thursday	4:58	19.6	18:40	17.0	11:58	4.6	.....	....
5	Friday	6:09	18.1	20:00	16.9	0:16	10.2	13:13	5.5
6	Saturday	7:44	17.3	21:14	17.4	0:46	10.2	14:32	6.0
7	Sunday	9:08	17.3	22:08	18.2	3:08	9.2	15:38	6.1
8	Monday	10:16	17.7	22:52	19.1	4:15	7.6	16:32	6.1
9	Tuesday	11:10	18.3	23:29	19.8	5:06	6.1	17:16	6.1
10	Wednesday	11:56	18.8	.....	....	5:50	4.7	17:53	6.2
11	Thursday	0:02	20.5	12:35	19.0	6:28	3.7	18:26	6.4
12	Friday	0:33	20.9	13:13	19.1	7:03	3.1	18:58	6.8
13	Saturday	1:03	21.1	13:50	19.0	7:37	2.8	19:30	7.2
14	Sunday	1:33	21.1	14:27	18.7	8:10	2.8	20:02	7.8
15	Monday	2:04	20.9	15:05	18.3	8:44	3.1	20:35	8.4
16	Tuesday	2:37	20.6	15:45	17.8	9:19	3.6	21:10	9.0
17	Wednesday	3:13	19.9	16:30	17.2	9:57	4.4	21:52	9.6
18	Thursday	3:54	19.0	17:21	16.6	10:41	5.2	22:43	10.2
19	Friday	4:43	18.0	18:17	16.2	11:32	6.0	23:46	10.5
20	Saturday	5:43	17.1	19:20	16.3	.....	....	12:31	6.7
21	Sunday	6:56	16.4	20:23	16.7	1:02	10.4	13:37	6.9
22	Monday	8:18	16.4	21:20	17.6	2:21	9.5	14:40	6.9
23	Tuesday	9:30	17.0	22:08	18.7	3:29	8.0	15:36	6.6
24	Wednesday	10:32	17.8	22:51	19.9	4:22	6.1	16:26	6.2
25	Thursday	11:25	18.7	23:31	21.2	5:11	4.3	17:13	5.8
26	Friday	.....	....	12:13	19.5	5:58	2.6	17:58	5.6
27	Saturday	0:10	22.2	13:00	19.9	6:44	1.3	18:42	5.7
28	Sunday	0:50	22.9	13:47	20.2	7:29	0.5	19:27	6.0
29	Monday	1:33	23.2	14:36	20.0	8:15	0.3	20:14	6.6
30	Tuesday	2:18	22.9	15:28	19.7	9:02	0.7	21:04	7.3
31	Wednesday	3:06	22.1	16:24	19.1	9:51	1.4	21:59	8.1

The Time used is Pacific Standard, for the 120th Meridian west. It is counted from 0 to 24 hours, from midnight to midnight.

The Height is in feet and tenths of a foot, above the Low Water datum adopted for the Chart. The Harbor datum, as established by the Grand Trunk Pacific Railway, is one foot lower.

Hamblin's Bakery

Just Re-opened

Sale counter in MERRYFIELD'S STORE, Third Ave. and Fifth St.

Family trade catered to. Will supply restaurants and steamers.

Cakes and Confectionery of all kinds

Free Employment Office

For all kinds of help. Cooks, waiters, dishwashers, hotel porters, all kinds of laborers or mechanics, call up 178 or call at the

FREE EMPLOYMENT OFFICE
GRAND HOTEL
Headquarters for Cooks and Waiters

ROGERS & BLACK

Wholesale Dealers in

BUILDING MATERIAL, CEMENT, LIME, HAIR-FIBRE PLASTER COKE, BLACKSMITH COAL, COMMON BRICK, PRESSED BRICK SHINGLES AND LATH NEW WELLINGTON COAL

All orders promptly filled—see us for prices.

PHONE 116 **PHONE 116**

NOTICE

"CORPORATION OF THE CITY OF . . . . . PRINCE RUPERT . . . . . .

Notice is hereby given that a sitting of the Court of Revision for the Corporation of the City of Prince Rupert, B. C., will be held in the City Hall, Prince Rupert, B. C., on Monday, June 5th, 1911, at 10 o'clock a. m. for the purpose of haering complaints against the Assessments as made for the year 1911.

Any person desiring to make complaint against the said Assessments must give notice in writing, stating cause of complaint to the Assessor, at least ten days previous to the sitting of the said Court.

Dated at Prince Rupert, B. C., May 1st, 1911.

J. C. McLENNAN,
Assessor."

5-9-30

Prince Rupert Journal

Telephone 138

Published twice a week on Tuesdays and Fridays from the office of publication, Third Avenue, near McBride Street.

Subscription rate to any point in Canada, $2.00 a year; to points outside of Canada, $3.00 a year.

Advertising rates furnished on application.

O. H. NELSON,
Editor.

Tuesday, May 16, 1911.

OPENING THE TOWN

The activity shown in the opening up of the streets with the speed which is now prevailing, is doing a vast amount for the city. Visitors arriving now are all impressed with the faith which the citizens have in the place and are more than ever convinced that it must be assured as a great centre.

There is no denying the influence which a spirit of optimist has, not only in the individual business but in the matter of communities. It has always played an important part and will remain a potent feature in the progress of cities.

We do not wish to conv y the impression that cities can be built on nothing but optimism. Cities can be kept back materially by the pessimism of its individuals, however. Prince Rupert has always had its enthusiasts and they are continuing to carry on the good work which must follow the spirit which they show.

Prince Rupert has advantages in the way of natural position. It has also had the advantage of the publicity which went with the locating of the place as the terminus of such a line as the Grand Trunk Pacific. This will always remain as features to be counted upon. Its citizens are called upon to supplement these factors and the place will be the best on the coast.

SUPPLEMENTARY ESTIMATES

Items Included in These Which Affect the Province of British Columbia

Supp'ementary estimates for the current fiscal year totaling $17,020,980 were tabled in the House of Commons last week. Of this, $8,746,931 are chargeable to consolidated funds and $8,274,948 to capital account. The principal items include $463,500 additional for militia and defence; $3,186,300 for extension of the intercolonial in eastern Nova Scotia and Cape Breton; $2,000,000 for Hudson's Bay railway construction, and $150,000 for rural mail boxes.

The British Columbia items include the following:

Public buildings	$123,148
Harbors and rivers	443,015
New dredging plant	200,000
Telegraph lines	32,315

The public buildings provided for are:

Ashcroft	$ 5,000
Merritt	5,000
Nanaimo public building addition revote $4,500	7,000
New Westminster public building improvements	1,200
Nelson, public building and additional revote, $2 500.	7,000
Vancouver	6,000
Vancouver, old postoffice alterations	12,000
Vancouver, North	50,000
Victoria postoffice improvements	10,500
Vernon, revote	10,000
Union Bay	5,000

The items for harbors and rivers are as follows:

Arrow Lakes, improvements at the narrows	$ 25,000
Boswell, wharf	7,500
Columbia and Kootenay Riv- Columbia and Kootenay Rivers, wharves	19,500
Columbia River survey	6,000
Courtney River	1,000
Fraser and Thompson Rivers, wharves	24,500
Fraser River, to commence construction of train pier	200,000
Hollyburn, North Vancouver wharf, north side English Bay	5,000
Kincolith, wharf	3,500
Lasquita Bay, wharf	3,500
Mill Bay, wharf	3,500
Naden Harbzor, Queen Charlotte Islands	5,000
Needles, wharf	7,500
Okanagan River	7,000
Powell River, harbor	55,000
Sidney Island, repairs to wharf	3,500
Surf Inlet, wharf	5,000
Thompson River	2,500
Tofino, wharf	1,500
Union Bay, wharf	1,500

BRITISH CAPITAL

Red Cliff Mine at Stewart Has Been Floated in London—Control Is Canadian

What is probably the most important announcement in mining circles in Portland Canal, made since the first of the year is that from Vancouver to the effect that the Red Cliff Mining Company, Ltd., has been successful in floating on the London market the company's stock, though the control has been left entirely in the hands of the Canadian shareholders. The importance of this announcement lies in the fact that London capital interested in mining ventures has at last etered the camp in a most substantial manner. Undoubtedly the credit for securing this interest is due to the excellent work of Director A. D. Tennant, in placing the property before English investors. A. Erskine-Smith, president of the company, has developed the Red Cliff mine largely on western capital, and it is satisfactory to recall the splendid achievements of the past two years when an undeveloped prospect has been successfully brought to its present stage through his untiring efforts. Mr. Smith, who is the largest individual shareholder, will remain at the head of the company.

GAME LICENSES

VICTORIA—he customary annual notices with respect to hunting and fishing licenses for non-residents of the province have just been issued from the provicial game department. The fees prescribed are: For general license, good for one year, to c ver all game and fish that may be taken under existing laws and regulations, $100; spring bear hunting license, good from January 1 to July 14, $25; birds, season, $50; anglers' license, good for one year, $5. Licenses may be taken out at the office of the provincial game warden or that of any government agent. It is expected that a greater number of game licenses will this year be issued than in any previous year in provincial history. Already many anglers' and bear hunters' licenses have been issued.

PERSONALS

T. D. Pattullo, now of Victoria, is expected back on Sunday. He will spend a few days here on business.

* * *

Dr. A. A. McIntyre and Mrs. McIntyre, together with Mr. and Mrs. M. Bondeaux, have returned from California. They are again in residence on Third avenue. Dr. McIntyre says, speaking of the trip north, that the Grand Trunk Pacific steamers are a credit to the city and the company. They are infinitely preferable in point of service and accommodation to the best on the run from San Francisco north.

Mrs. J. C. McMullin, wife of the local government agent, accompanied by her children, has left for the Okanagan where she will visit at her old home.

WORK ON STREETS

(Continued from Page One)

wharf. Some one should plank it.

Ald. Morrissey said Mr. Mehan received them very courteously. He was not able to say anything in the matter pending the arrival of Mr. Chamberlin, who was expected at any time.

Ald. Hilditch, in view of this, moved that this lay on the table for one week.

Ald. Douglas hereupon made his first move as an alderman. He said, "I second that motion."

It was carried.

Seventh Avenue

The streets committee reported on the matter of the petition against the carrying over of the work of planking Seventh Avenue. A reference to the department has shown that eighty-one property owners were affected by the walk. Of those who objected only nine were property owners. It was recommended that the work be not stopped.

Electric Sign

The committee recommended that after inspecting the place, that the electric sign at the Proenix Theatre be allowed provided it was placed not more than eight feet over the street.

The report was adopted.

On the recommendation of the streets committee it was decided to allow the extension of the plank way on Third avenue to the dairy, the city to supply the plank at $1 a thousand, the owners to do the work.

Temporary Sewer

The committee made a report on the proposed temporary sewer on Sixth avenue. The engineer reported that it was badly needed. It was suggested that wood pipe now on hand be used until a permanent sewer could be installed.

The report was adopted.

Plank Road on Second

The streets committee recommended that the engineer be allowed to use the planks on Second avenue as a means for providing a way to get along from Seventh to Eighth streets. This was necessary as a means for allowing apparatus to pass along in case of fire. It was recommended that the owners pay for the cost of laying the plank.

Ald. Kerr wanted to know if the contractors were obliged to keep the street open.

Ald. Newton did not see why the owners should be put to the expense of this work.

Ald. Hilditch did not believe the proposed plan would give the fire protection asked for.

Ald. Morrissey said he had visited the place and some such proceeding was necessary.

It was finally referred to the streets committee and the engineer to do the best possible.

In connection with a subsection of work where the contractor asked an extension of time, the engineer did not think the declaration should be enforced. It was decided to extend the time 16 days.

Meteorological Station

R. T. Stripard, of Toronto, director of the meteorological service, asked for a piece of 'and containing 2,500 square feet, for the purposes of the department.

This was referred to the streets committee for report.

A petition was received asking for the extension of the water main along Eighth avenue from Green street to Hays Cove Circle.

This was referred to the water committee for report.

Ald. Clayton moved for a report on the cost of replacing the culvert on Third avenue and the cause of the collapse of the same.

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CANCELLATION OF RESERVE.

Notice is hereby given the the reserve existing by reason of the notice published in the British Columbia Gazette of the 27th December, 1907, over lands on Graham Island, formerly covered by Timber Licences Nos. Nos. 37055, 37056 and 37057, which expired on the 6th day of November, 1909, and the lands embraced within Timber Licence No. 37059, which expired on the 25th day of January, 1909, is cancelled, and that the said lands will be open for pre-emption only under the provisions of Section 7 of the "Land Act" after midnight on June 16th, 1911.

ROBERT A. RENWICK,
Deputy Minister of Lands.
Lands Department,
Victoria, B. C.,
9th March, 1911.

PUBLIC NOTICE

Tenders will be received by the undersigned up to Thursday, June 1st, 1911, at five o'clock in the afternoon for the purchase of Lot 541, Range 5, Coast District, situated in the vicinity of the City of Prince Rupert and containing 19.7 acres.

An upset price of one hundred dollars per acre has been fixed upon the lands embraced in said lot.

Each tender must be enclosed in an envelope securely sealed and marked "Tender for Lot 541, Range 5, Coast District," and must be accompanied by an accepted cheque for twenty-five per cent of the amount set out in such tender.

Payment for the lot will be accepted in instalments, one-quarter cash and the balance in three equal annual payments with interest on deferred payments at the rate of six per cent per annum.

The cheques of all unsuccessful tenderers will be returned to them.

The highest or any tender will not necessarily be accepted.

Field Notes of the survey of the said Lot 541, Range 5, Coast District, may be seen at the office of the undersigned.

No commissions of any kind will be allowed.

J. H. McMULLEN,
Government Agent.
Government Agent's Office,
Prince Rupert, B. C.,
April 27th, 1911. 6-1

For Job Printing of all kinds see The Journal man.

CANCELLATION OF RESERVE.

NOTICE is hereby given that the reserve of a parcel of land situated on Graham Island, notice of which appeared in the British Columbia Gazette on the 25th of February, 1909, being dated 23rd February, 1909, is cancelled to permit of the lands being acquired by pre-emption only and for no other purpose

ROBT. A. RENWICK,
Deputy Minister of Lands.
Department of Lands,
Victoria, B. C., April 5th, 1911.
4-14—7-5

RESERVE

NOTICE is hereby given that all vacant Crown lands not already under reserve, situated within the boundaries of the Land Recording Districts of Cariboo and Lillooet, and the Kamloops Division of Yale Land Recording District, are reserved from any alienation under the "Land Act" except by pre-emption.

ROBT. A. RENWICK,
Deputy Minister of Lands.
Department of Lands,
Victoria, B. C., April 3rd, 1911.
4-14—1m

SKEENA DISTRICT.

WHARF, PRINCE RUPERT.

In the Matter of Chapter 115, "Navigable Waters Protection Act," R. S. C., 1906.

NOTICE is hereby given that drawings and description of the site of a proposed wharf at Prince Rupert, B. C., have been deposited with the Minister of Public Works, Ottawa, and duplicates thereof with the Registrar of Deeds at Prince Rupert, B. C., and that thirty days after date the Honourable the Minister of Public Works and the Government of British Columbia will apply to the Governor-General in Council for approval thereof.

J. E. GRIFFITH,
Public Works Engineer.
Department of Public Works,
Victoria, B. C., 5th April, 1911.
4-14—1m

NOTICE.

PUBLIC NOTICE is hereby given that, under the authority contained in section 131 of the "Land Act," a regulation has been approved by the Lieutenant-Governor in Council fixing the minimum sale prices of first and second-class lands at $10 and $5 per acre, respectively.

This regulation further provides that the prices fixed therein shall apply to all lands with respect to which the application to purchase is given favourable consideration after this date, notwithstanding the date of such application or any delay that may have occurred in the consideration of the same.

Further notice is hereby given that all persons who have pending applications to purchase lands under the provisions of sections 34 or 36 of the "Land Act" and who are not willing to complete such purchases under the prices fixed by the aforesaid regulation shall be at liberty to withdraw such applications and receive a refund of the moneys deposited on account of such applications.

WILLIAM R. ROSS,
Minister of Lands.
Department of Lands,
Victoria, B. C., April 3rd, 1911.
4-11—6-11.

FERRY, SKEENA RIVER.

Mission Point below mouth Bulkley River.

SEALED APPLICATIONS for a charter to operate a ferry over the Skeena River at Mission Point below mouth Bulkley River will be received by the Hon. the Minister of Public Works up to noon of Tuesday, the 30th day of May,. 1911.

Applicants must state the kind and size of vessel it is proposed to use, the method of operating, and the tolls which it is proposed to levy for the carriage of passengers, horses, vehicles, cattle, etc.

J. E. GRIFFITH,
Public Works Engineer.
Department of Public Works,
Victoria, B. C., 9th May, 1911.
5-30

TRUST COMPANIES.

EVERY COMPANY receiving deposits of money or carrying on business in the Province of British Columbia as a Trust Company, as defined in the "Trust Companies Regulation Act, 1911," is requested to furnish particulars as to the corporate name of the company, and the name and address of its managing director to the Inspector of Trust Companies, Victoria, in order to receive a supply of forms to be used in making the return as provided in section 4 of said Act.

W. U. RUNNALS,
Inspector of Trust Companies.
4-18—1m

Conductor—This here transfer expired an hour ago, lady.

The lady (digging in her purse, snappishly)—No wonder—with not a single ventilator open in the whole car!

NEW MARINE AGENT

Captain George Robertson of Prince George Will Succeed Captain Gaudin at Victoria.

Well-Known Skipper of This Coast Will Soon Quit His Command

Captain George Roberson, master of the Grand Trunk Pacific steamer Prince George, will soon retire from active service on the sea and devote himself to the duties of agent of the marine and fisheries department on the coast, with headquarters in Victoria. He is to succeed Captain James Gaudin in that position. The latter will be identified with the department as commissioner of wrecks.

Captain Robertson expects to make several more trips north before he is called upon to assume his new duties. The skipper of the Prince George is well known on the coast. His many friends here will be glad to learn of his promotion to a position he should serve most acceptably.

When only a lad Captain Robertson came to this coast from his native land, Scotland, with his father, Captain H. J. Robertson, of Moresby Island, and lived in Victoria for some time. Shortly after arriving here Captain Robertson's father decided to commence ranching, but George, after pursuing a farmer's life for a short time, felt that it was not the occupation which he should follow, and decided to go to sea.

He left his home at the age of 15 and joined one of the local sealing schooners as a deckhand. For several seasons he signed on different vessels bound for the hunting grounds, with the hope that he might accumulate a little money, as the industry at that time paid handsomely. When serving on the schooner Agnes McDonald under Captain Cutler, of the tug Lorne, Captain Robertson was shipwrecked on the Japanese coast, the only time he has had that experience in his life.

After serving his time before the mast Captain Robertson joined the old Canadian Pacific Navigation Company, of which F. W. Vincent, now of the Canadian Pacific Railway, was manager, as quartermaster of the ill-fated steamer Islander, commanded by Captain John Irving, making the first trip to Skagway in her in 1897. He was later quartermaster on the steamer Danube now the Salvor, of the British Columbia Salvage Company. From that position he went as second mate on the well-known side-wheeler Princess Louise, in command of Captain A. A. Sears. For some time he held similar positions on different C. P. N. boats, until he was promoted to chief officer on the steamer Danube, under Captain McCroskie, and served in that capacity until appointed as pilot, serving on the triangular and Skagway runs under Captains Griffiths, Hickey, McLeod and Jos. Grosse, on nearly every vessel in the C. P. N. fleet.

The excellent manner in which Captain Robertson discharged his duties and his remarkable knowledge of the coast was recognized by the C. P. R., which company he joined when the C. P. N. was taken over by it, and he was soon appointed master of the steamer Queen City on the east coast run. On leaving the service of the company to become master of the Prince George, on her arrival from England, Captain Robertson was master of the Princess Beatrice on the Prince Rupert run.

After spending over twenty years at sea, the greater part of which he put in on ships sailing up and down this coast, Captain Robertson is acknowledged as one of the best, most careful and best-informed of the navigators of British Columbia. There is no rock or dangerous point in these waters which he does not know, and his appointment is one which will be received with satisfaction.

SEALS PLENTIFUL

The fishery protection steamer Kestrel was in port for the week end taking on coal. Captain Newcombe had made a cruise up the coast, taking the outside passage, keeping a sharp lookout for poachers off the coast of Vancouver Island, as well as elsewhere along the coast.

He reported that the sealing fleet from Victoria were passed, several of the schooners operating just off the city of Prince Rupert. In addition to these there were two Japanese sealing schooners sighted off the coast near the city.

The reports were that the vessels were having a good season. The captain of the Jessie had been aboard the Kestrel a few days before and reported that the seals were very plentiful. Two days catch was reported as 37 and 53, respectively. The captain said the seals were as plentiful as in the old days when such large profits were made out of the industry.

ORDAINED A MINISTER

Rev. D. R. McLean Will Take Charge of the Presbyterian Church at Hazelton

At the Presbyterian Church service here on Sunday, Rev. D. R. McLean was ordained a minister of the church, preparatory to his entering upon his pastorate at Hazelton. The ceremony was performed by Rev. J. S. Henderson, who was assisted by Rev. F. W. Kerr.

Rev. Mr. Henderson, the moderator, preached excellent sermons during the day, leaving on Monday morning again for the south.

OPENING UP INTERIOR

Party of Surveyors Has Gone into Bulkley Valley to Lay Off Land

Last week there passed through the city a party of surveyors on their way to the Bulkley to survey land under the government. Included in the company which was under the charge of L. Julei, of Victoria, were W. Oldershaw, O. G. Sangar, J. C. Watson, T. Baker and W. Burr.

They have gone up the Skeena to Hazelton and will then make their way down to their destination. The party is one which is working under J. H. Gray, of Victoria.

T. C. Birnie, Mrs. Birnie and family left yesterday for the south. They will take up their residence in Vancouver or New Westminster for a time. Mr. Birnie has interests in the prairie provinces to look after and will devote considerable time to that. He expects to return to Prince Rupert later.

DR. SLOCUM IN TOWN

Well Known Entertainer Paid Flying Visit to the City This Week.

He Is Enthusiastic Over Hazelton and Will Return to That Centre in a Few Days

Among the arrivals on the Sunday evening steamer from Hazelton was Dr. L. M. Slocum, so well known to the city. Doctor left Monday morning for Victoria. He is accompanying the remains of "Jimmy" McDonald to his old home in the capital, where they will be interred.

Dr. Slocum is a booster. He was such for Prince Rupert while he was here and he has still unbounding faith in the place. He, however, has decided to make Hazelton his headquarters and is going to continue to do business there. Going in last fall to organize an aerie of the order of Eagles, with the intention of getting back to Prince Rupert before the river navigation closed, he became enamored of the place. The result was that he made his home there and will continue to do so. He has secured land and will go into small fruits and vegetables. Moreover, so convinced is the doctor of the posibilities that he has decided to become a full-fledged Canadian, and will take the first steps toward naturalization at once.

In the home of strawberries and other small fruits and also in vegetables, he is convinced that the Hazelton district is a leader. On the present trip south Dr. Slocum is taking to Vancouver and Victoria for exhibition vegetables grown last year and which are a standing testimonial to the productiveness of the district. Parsnips, turnips, carrots and potatoes are all included in the collection.

Although Dr. Slocum had only a few hours in the city, he employed his time well, renewing old acquaintances, seeing as many of the local Eagles and other friends as could be found in the limited time.

NOTICE

APPLICATION FOR LIQUOR LICENCE.

I, Edward James Maynard, of the City of Prince Rupert, in the Province of British Columbia, Liquor Dealer, hereby apply to the Board of Licence Commissioners for the said City of Prince Rupert for a Bottle licence to sell intoxicating liquors under the provisions of the Statutes in that behalf and the by-laws of the City of Prince Rupert, and any amendments thereto, for the premises known and described as Lot 29, Block 11 Section 5, to commence on the 15th day of June, 1911.

And I hereby agree that in case a licence is granted pursuant to this application that no Asiatic shall be employed, or be permitted to be upon said premises, other than in the capacity of a guest or customer, nor shall Asiatics be employed off said premises to do any work to be used in or in any way connected with said premises, and I hereby agree that I shall accept said licence subject to this agreement, and that any breach of this agreement shall render me liable to all the penalties provided for in Section 19 of the Prince Rupert Liquor Licence By-law, 1910.

My postoffice address is Prince Rupert, B. C.

The name and address of the owner of the premises proposed to be licenced is C. D. Rand, Vancouver, B. C.

Dated at Prince Rupert this 4th day of May, 1911.

6-16 E. J. MAYNARD.

NOTICE

APPLICATION FOR LIQUOR LICENCE.

I, J. Arthur Smith, of the City of Prince Rupert, in the Province of British Columbia, Contractor, hereby apply to the Board of Licence Commissioners for the said City of Prince Rupert for a Bottle licence to sell intoxicating liquors under the provisions of the Statutes in that behalf and the by-laws of the City of Prince Rupert, and any amendments thereto. for the premises known and described as Lot 2, Block 34, Section 1 to commence on the 15th day of June, 1911.

And I hereby agree that in case a licence is granted pursuant to this application that no Asiatic shall be employed, or be permitted to be upon said premises, other than in the capacity of a guest or customer, nor shall Asiatics be employed off said premises to do any work to be used in or in any way connected with said premises, and I hereby agree that I shall accept said licence subject to this agreement, and that any breach of this agreement shall render me liable to all the penalties provided for in Section 19 of the Prince Rupert Liquor Licence By-law, 1910.

My postoffice address is Prince Rupert, B. C.

The name and address of the owner of the premises proposed to be licenced is J. Arthur Smith, Prince Rupert, B. C.

Dated at Prince Rupert, this 4th day of May, 1911.

6-16 J. ARTHUR SMITH.

APPLICATION FOR LIQUOR LICENSE

TAKE NOTICE that I, Austin M. Brown, of the City of Prince Rupert, B. C., Retail Merchant, intend to apply to the Board of License Commissioners for the said City of Prince Rupert at their first meeting held after thirty days from the first publication of this notice, for a bottle license to sell intoxicating liquors by retail under the provisions of the Statutes in that behalf and the By-laws of the City of Prince Rupert and any amendments thereto, for my store premises situated on Lot forty (40) in Block seven (7) of Section one (1) Prince Rupert and being on Second Avenue in the said City of Prince Rupert.

And I hereby agree that in case a license is granted pursuant to this application that no Asiatic shall be employed or be permitted to be upon said premises other than in the capacity of a guest or customer nor shall Asiatics be employed off said premises to do any work to be used in or in any way connected with said premises and I hereby agree that I shall accept said license subject to this Agreement and that any breach of this Agreement shall render me liable to the penalties provided for in the Prince Rupert Liquor License By-law.

My postoffice address is Second Avenue, Prince Rupert, B. C.

I am the owner of the premises proposed to be licensed.

Dated at Prince Rupert this 11th day of May, 1911.

AUSTIN M. BROWN.

NOTICE.

TAKE NOTICE that I, J. E. Gilmore, intend to apply at the next sitting of the Board of License Commissioners to be held on the 14th day of June, next, for a transfer of the license issued to me for the Premier Hotel, situate on the G. T. P. Reserve in the City of Prince Rupert, to Fred W. Hemming, of Prince Rupert, B. C.

6-13 J. E. GILMORE.

NOTICE.

A book is kept in the City Clerk's Office in which to enter the names and addresses, etc. of citizens of Prince Rupert desiring employment on City work. All desiring employment should register at once.

ERNEST A. WOODS,
City Clerk.

NOTICE.

In the matter of an application for the issue of a duplicate of the Certificate of Title for Part (N. 25 Acres) of the S. E. part of Section 16, Township 1, Range 5, Coast District:

Notice is hereby given that it is my intention to issue at the expiration of one month after the first publication hereof a duplicate of the Certificate of Title to the above mentioned lands in the name of John Flewin, which Certificate was issued on the 21st day of November, 1906, and is numbered 284.

WILLIAM E. BURRITT,
Dist. Regr.

Land Registry Office,
Prince Rupert, B. C.,
May 6th, 1911. 5-9--6-2

PUBLIC SERVICE ACT.

The qualifying examinations for Third-class Clerks, Junior Clerks, and Stenographers will be held at the following places, commencing on Monday the 3rd July next:—Armstrong, Chilliwack, Cumberland, Golden, Grand Forks, Kamloops, Kaslo, Kelowna, Ladysmith, Nanaimo, Nelson, New Westminster, North Vancouver, Peachland, Revelstoke, Rossland, Salmon Arm, Summerland, Vancouver, Vernon and Victoria.

Candidates must be British subjects between the ages of 21 and 30, if for Third-class Clerks; and between 16 and 21, if for Junior Clerks or Stenographers.

Applications will not be accepted if received later than the 15th June next.

Further information, together with application forms, may be obtained from the undersigned.

P. WALKER,
Registrar, Public Service.

Victoria, B. C., 27th April, 1911.
4-27—6-15.

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18	1-2	34	42
		27	9-10
		27	42-43

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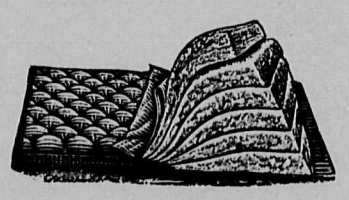

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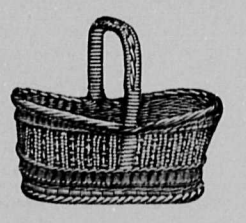

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SUMMER CHAIRS

We have just received a full line of grass and other summer chairs suitable to the season.

BABY CARRIAGES

A train of baby carriages has arrived for us. These range from the cheap go-cart to the high-class English perambulator. We represent Whitney & Co., the largest manufacturers in this line in America.

OSTERMOOR MATTRESSES

Another consignment of celebrated Ostermoor Mattresses has has been received.

A Salesman Wanted

F. W. HART

Headquarters for Furniture

A Salesman Wanted

Second Avenue & Sixth Street

Second Avenue & Sixth Street

THE QUEBEC BRIDGE

Contract Has Been Let for the New Structure Upon Approved Plans.

Details of the Cost and Style of Work to Be Constructed

The announcement was made recently by the Hon. George P. Graham, minister of railways and canals, in the commons, that a contract had been let to the St. Lawrence Bridge Company for the construction of the superstructure of the Quebec bridge, at $8,650,000. This, with the contract already let for the substructure, makes a total of about $12,000,000. The bridge is on the line of the Transcontinental Railway, where it crosses the St. Lawrence River near Quebec, and will be the largest cantilever bridge in the world, the suspension span being the longest single truss span ever designed, exceeding that of the celebrated Forth bridge, Scotland, by 90 feet. In working out the design Mr. Graham has had in consultation a commissio nof the world's most expert bridge engineers, whose work has extended ove ra period of two and a half years.

This will be the only bridge over the St. Lawrence River east of Montreal, and will be used by the Transcontinental Railway and any other roads that may require it. It is expected that the bridge will be ready for traffic by 1915. The St. Lawrence Bridge Company, which succeeded in competition with German British and United States firms, is a purely Canadian company, comprising the Dominion Bridge Company, of Montreal, and the Canadian Bridge Company, Walkerville, Ont.

The design which has been adopted will have K web system in the cantilever and anchor arms. The suspended span is of a modified Pratt type. The length of the centre span is to be 1,800 feet. The total length of the structure is 3,228 feet, or about three-fifth of a mile. The suspended span is 640 feet long, 110 feet deep at the centre and 70 at each end. The cantilever arms are 580 feet long, 70 feet deep at the end and 310 feet high over the main post. The anchor arms are 520 feet long. The width of the bridge between the trusses is 88 feet. The brideg will be 150 feet above high water. The depth of the water in the centre of the river is 200 feet. All members in the anchor arms and those immediately over the main pier, as well as the floor arms, will be built of carbon steel. The cantilever arms and suspended span will be of nickel steel.

The piers are all to be built of cement concrete below water, and granite faced masonry filled with cement concrete above water. The abutments are to be of granite masonry. The caisson over the main pier on the south side will be 180 feet by 55 feet. The north side will be built in two sections, each caisson being 65 feet long by 60 feet wide. The bridge will accommodate a double track railway, and will have a four-foot sidewalk on each side for foot passengers. There are over 100,000 cubic yards of masonry in the piers and abutments. The weight of steel in the superstructure is estimated at 100,000,000 pounds. The transportation of this immense quantity of steel will require the use of 1,677 freight cars of 60,000 pounds capacity, or 67 trains of 25 cars each.

PROVINCE IN FAVOR

A. D. McRae Returns to British Columbia After Trip to Old Land —Investors Are Ready

Mr. A. D. McRae ,accompanied by Mrs. McRae, has returned to the coast after a thre months' absence, during which time he has been to Europe, and has been in consultation with, among others, the Canadian Northern Railway president and vice president in the east on his way back.

During his stay in Europe he was prominent in the flotation of a $3,000,000 debenture issue of the Columbia River Lumber Company, Limited. In addition he also secured $2,000,000 cash for a large tract of land in Saskatchewan owned by the Canadian Northern Railway.

He is of opinion that Canadian investments were never regarded more favorably in England than at the present time, believing that British Columbia propositions came first, with issues from other western provinces next in regard, and that the resources of this province are probably better known and appreciated in Great Britain than those of any of the older provinces.

There is little doubt, in his opinion, but that for many years to come there will be ample funds available in London for all kinds of legitimate enterprises in British Columbia. As regards Port Mann, the intention of the Canadian Northern Railway was to hold the sale in the fall, and this arrangement would be adhered to, unless anything unforeseen happened to prevent it.

Miss Grace Vernon Pinder, formerly of Victoria, B. C., well known at Daly's Theatre, London, who left the stage to open a milliner's shop, is to marry Captain Horace Webber, R. F. A.

KING OF GALAPAGOS

Interesting Romance Related in Connection With South Sea Islands.

How an Irishman Set up His Rule in a Lonely Land

The crew of H. M. S. Shearwater, which has returned from a trip to the Spanish coast, have an interesting story to tell of a former inhabitant of the Galapagos Island, visited by the sloop—a king he was. He was a redheaded Irishman and his name was Patrick Watkins before he became King Patrick, as he afterward called himself, and he made subjects of some whalers who landed there. He is said to have been responsible a century ago for the inauguration of the sea postoffice, that being the way devised by one sea captain to warn others of the presence of King Pat. He was a deserter from a whaler, which called for water at Charles Island. His habitation has since been known as Pat's Passage. He built a hut in a valley about two acres in etent in the interior, the only place susceptible of culture in his kingdom, where he cultivated potatoes which he sold to whaling ships. Dressed in rags and his red beard tangled and filled with briars, his appearance was that of a wild man. He had an old musket and some bullets and lived alone in state among the turtles. His one desire was for brandy, for which he exchanged potatoes. Finally Pat became lonely one day when an American whaler put in for water and left a negro in charge of the boat drawn up on the beach, King Pat sallied forth from a defile, captured the negro and proceeded to draw him to his hut in the valley. Before they had gone far the colored man turned the tables on the king and he was dragged back and taken on board the whaler, on which he was flogged, handcuffed and taken ashore in that condition, while his garden was destroyed. How long King Pat remained in that plight was not known but he eventually freed himself, rebuilt his hut and restored his garden and set out anew to capture slaves. He watched different landing parties and captured in all four seamen. Then he conceived the plan of capturing a boat, and was surprised in the act by the boat's crew. As a result of this the sea postoffice was established in 1908. Pat finally did capture a boat and sailed away, leaving a letter in the sea postoffice, which read:

"I have demanded of ship captains to sell me a boat to escape from this place, but they have always refused. Today when the opportunity presented itself for me to get a boat I took advantage of it. For a long time I have struggled through hard labor and pain to accumulate a small fortune which might permit me to live in comfortable circumstances, and have several times been robbed and maltreated, the last time by an English captain, who not only inflicted upon me a terrible punishment, but had the hardihood to rob me of about $500. Today, May 9, 1809, I am leaving for the Marquesas islands. Do not kill the old hen. She's brooding now, and her chicks should soon hatch."

King Patrick turned up later at Guayaquil in Ecuador. He went to Payta, according to a French biographer, and sought to make a Peruvian girl his queen. She consented to return with him to his island, but alas for his plans King Pat got in trouble with the authorities and was caught hiding on board a vessel and was jailed, dying in prison. Thus did the reign of the first and only king of the Galapagos come to an end.

An Important Label Infringement Case Decided in Favor of the

ANHEUSER-BUSCH BREWING ASS'N

OF SAINT LOUIS, U. S. A.

By the Supreme Court of Alberta.

PAUL BAKEWELL
ATTORNEY AND COUNSELOR AT LAW
SPECIALTIES: PATENT, TRADE MARK AND COPYRIGHT CAUSES
LASALLE BUILDING

ANHEUSER-BUSCH BREWING ASSOCIATION,
St. Louis, Mo. **St. Louis, Mo., March 11, 1911.**

Gentlemen:

Herewith I hand you a true and exact copy, made from a certified copy, of the final decree or judgment of the Supreme Court of Alberta, Judicial District of Edmonton, Canada, which was entered in your favor by that court on February 24, 1911, in the suit in which you were complainant and the Edmonton Brewing & Malting Company was the defendant.

At the foot of the copy of this judgment or decree I have attached copies of the defendant's infringing body label and of your own Budweiser body label.

Yours very truly,
PAUL BAKEWELL.

IN THE SUPREME COURT OF ALBERTA.

JUDICIAL DISTRICT OF EDMONTON.

THE HONORABLE MR. JUSTICE STUART, EDMONTON.

Saturday, the 11th day of February, 1911.

Between
Anheuser-Busch Brewing Association,
Plaintiff,
--and--
Edmonton Brewing & Malting Co., Limited,
Defendant.

"This action having come on for trial before this Court sitting without a jury, on the 14th and 15th days of November, 1910, in presence of counsel for all parties, upon hearing read the pleadings and proceedings had and taken herein, and upon hearing the evidence adduced at the trial as well for the plaintiff as for the defendant, and upon hearing what was alleged by counsel aforesaid and judgment having been reserved until this day, and the same coming on this day for judgment,

"THIS COURT DOTH ORDER AND ADJUDGE that the defendant, its officers, attorneys, agents, servants and workmen, be perpetually enjoined and restrained from making, using, selling or offering for sale, or causing to be made, used, sold or offered for sale, beer (not being beer manufactured for or by the plaintiff) in bottles bearing on the same or anywhere in connection therewith body labels or any body label of the form of any of the body labels marked as exhibits 18 to 25 inclusive at the trial hereof, or body labels or any body label in any form in simulation of or only colorably differing from the body label of the plaintiff marked as exhibits 1, 3, 4, 5, and 6 on the trial hereof and described in the statement of claim herein, or body labels or any body label bearing upon the same or any of them the characteristics of the said body label of the plaintiff, or any body label in any form calculated or intended to pass off or enable others to pass off such beer as or for the beer of the plaintiff.

"AND THIS COURT DOTH FURTHER ORDER AND DIRECT that the defendant do deliver up to the plaintiff to be cancelled and destroyed all labels, whether affixed to bottles or otherwise, in the possession of or under the control of the defendant, its servants, agents or workmen, in simulation of or only colorably different from the body label of the plaintiff as hereinbefore described, which said body labels of the defendant are complained of in this action, together with all dies, plates, tools or instruments intended for use in the making or reproduction of further quantities of the said body label of the defendant so complained of,

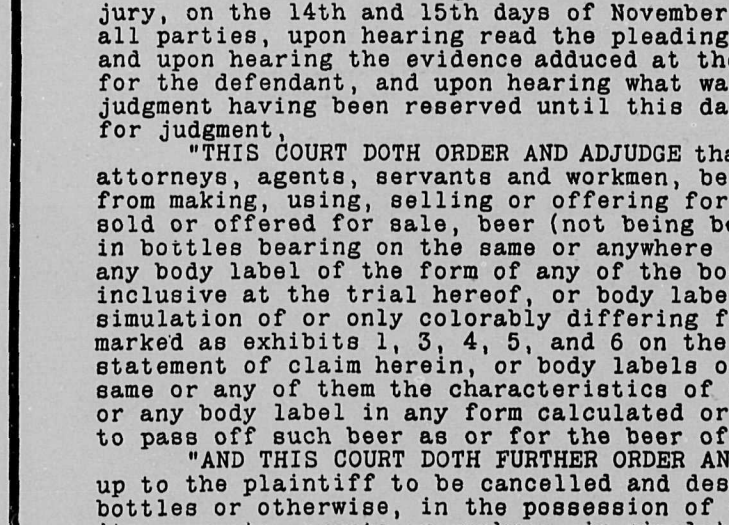
"AND THIS COURT DOTH FURTHER ORDER that the defendant do pay to the plaintiff the costs of this action to be taxed.

ALEX. TAYLOR,
C.J.S.C.

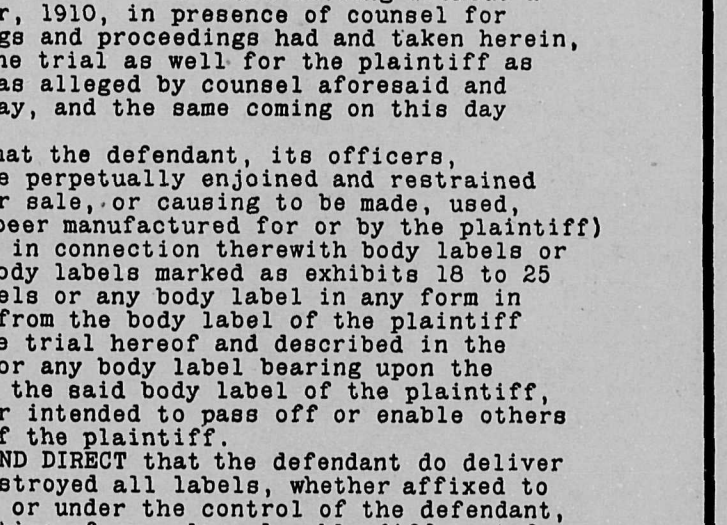
Entered February 24, 1911.

Alex. Taylor,
C.S.C."

Here is reproduced, except as to colors, Defendant's infringing body label like Exhibits 18 to 25 referred to in the above judgment:



Here is reproduced, except as to colors, Complainant's body label like Exhibits 1 to 6 referred to in the above judgment:



Prince Rupert, B.C. **Clarke Bros.** DISTRIBUTORS

PAINSTAKING WRITERS

By John L. Gilbert

One is often inclined to ask, Was such and such a book the result of sudden inspiration or was it the slow p.roduct of laborious thought? We are easily deceived in our estimate of the toil bestowed upon certain works seemingly easiest of achievement and a short account of the methods of the most celebrated writers may go far to confirm the opinion that nothing great and durable was produced with ease.

Alluding to one of his ballads, Goethe said: "Whole years of reflection are comprised in it, and I made three or four attempts before I could bring it to its present state." The immortal poem of Dante, in which both heaven and earth are brought under tribute, involved immense application, which he says kept him lean for many years. Johnson tells us, concerning Addison, that he was so fastidious that he would stop the press to insert a comma.

"The Decline and Fall of the Roman Empire" occupied the mind of Gibbon for nearly a quarter of a century, and he wrote the first chapter three times before he was satisfied with it. His "Memoirs" were rewritten nine times before a satisfactory production was made. Hume wrote thirteen hours every day while preparing his "History of England." Pope bestowed days over a couplet, and would make corrections when his manuscript was in the hands of the printers. The poet Gray would spend a month over a short copy of verses, and Charlotte Bronte an hour over a word.

Let Rousseau tell in his own words of the labor his smooth and lively style cost him. "My manuscripts blotted, scratched, interlined and scarcely legible, attest the trouble they cost me. There is not one of them which I have not been obliged to transcripe four or five times before it went to press. Some of my periods I have turned oe returned in my head for five or six nights before they were fit to be put to paper."

Lord Brougham rewrote the peroration in his plea for Queen Caroline, twenty times; Butler, his "Analogy" twenty; and Burke, the conclusion of his speech at the trial of Warren Hastings, sixteen.

Sheridan, spontaneous and brilliant as were his achievements, apparently admitted to having given serious and earnest attention to his sparkling witticisms and charming rhetoric. The characters of "The School for Scandal" were altered and recast time after time, and the speeches put into the mouths of Sir Peter and Lady Teazle were sifted and reconstructed so much that hardly a word remains of the matter as originally written.

Oliver Goldsmith, Miss Austen and Fox were particularly anxious, and even betrayed a morbid sensibility as to the elegance of their style. Tom Moore declared that he never expected to get credit for half the toil expended on some of his airiest poems. So tremendously hard did George Eliot work on "Romola" that, to quote her own words, she says: "I began it a young woman—I finished it an old woman." This is all the better understood when it is known that only seventeen months were occupied in writing it.

Somewhat similar was the remark made by Montesquieu to a friend regarding a portion of his work: "You will read it in a few hours, but I assure you it cost me so much labor that it has whitened my hair." The literary productions of Kingsley are the result of a powerful intensity continued throughout his life. Taking very few holidays, he pursued his work as if there was nothing else in the world for the time being. Charles Lamb frequently bemoaned the great effort and trouble his graceful periods cost him. Macaulay was perpetually overworked by his "history." In his journal appears the melancholy passage: "I feel quite oppressed with the weight of the task." And so unnerved was he just about this time that he could no longer face the social efforts and undergo the minute and continuous observation to which he was subjected when on a visit to the city he represented in Parliament.

Many people have been struck with the graphic descriptions of natural scenery and surroundings in the works of William Black, but not every one is aware of the manner in which these well-nigh photographic delineations were produced. He has been known in boisterous, windy weather to shut himself up in the forecastle of a yacht under full sail, diligently working at his writing, while the debris of the forecastle rattled around and the ropes whistled above his head. The fidelity of Black's descriptions is due to the painstaking trascriptions penned at a moment under all sorts of conditions.

Composing with the greatest difficulty, owing to an extreme fastidiousness, which refused to be satisfied, Bryant wrote "Thanatopsis" a hundred times, and even after publication he had a copy of the poem with various changes from the published form.

Using a lead pencil, Longfellow was accustomed to write very slowly, and although extreme care was given to his compositions in the initial stages, it was, when finally completed, but a fragment of the original that remained. Thackeray for an hour or two would scribble page after page of manuscript, only to be torn to pieces. In this curious manner he would put himself into a certain mood and then dash off a dozen or more pages at a sitting, this to be followed by correction and condensation. In "David Copperfield" one can almost discern the method of Dickens' work, when he said, "Whatever I have tried to do in my life, I have tried with all my heart to do well; whatever I have devoted myself to I have devoted myself to it completely; in great aims and in small I have always been thoroughly in earnest. I have never believed it possible that any natural or improved ability can claim immunity from the companionship of steady, plain, hard-working qualities, and hope to gain its end." When Lord Tennyson sat down to write he gave strict orders that he should not be disturbed on any account. In his work he was deliberation personified, a single sentence sometimes occupying his mind for hours, and it is alleged that the whole of the "Divine Tragedy" was rewritten after the greater part of it was in type. On one occasion a line of Tennyson's was quoted in his presence as an illustration of a thought spontaneously and naturally expressed. The Poet Laureate was overheard to remark: "I smoked a dozen cigars over that line." Unsparing in his corrections, manuscripts everywhere covered with erasures, whole paragraphs frequently eliminated, scarcely a page that is not covered with marks of revision—such are the evidences which go to prove that Emerson was a diligent, slow and painstaking writer. "His apples were sorted over and over again until only the very rarest, the most perfect were left. His essays were consequently very slowly elaborated, wrought out through days and months and even years of anxious thought."

Among the classical writers of music, Handel, Haydn and Mozart are accounted extremely careful composers, but it is generally conceded that Beethoven probably surpassed all others in painstaking fidelity and application. "Audacious and impassioned beyond every one, the moment he took his pen in hand he became the most cautious and hesitating of men. There is hardly a bar in his music of which it may not be said with confidence that it was rewritten a dozen times." The sketch-books shows that eighteen attempts were made with the air "O Hoffnung" in "Fidelio," and ten attempts with the concluding chorus. Of many of the brightest gems of opera, the ideas as originally expressed, are so trivial that ti would be impossible to admit that they were Beethoven's, were it not that they are in his own handwriting.

MAIL CONTRACT

When the overseas mail contract between Liverpool and Hongkong expired on April 26, thede was no announcement, but Sir Thomas Shaughnessy went to England to order two boats in view of getting the contract. The boats have never been ordered, for the reason that the contract goes, not to the Canadian Pacific, but to the Intercolonial and Canadian Northern Railway combined, says a despatch.

The Canadian Northern is interested with Sir Thomas Trowbridge in the Blacksod Bay project and their ships will take the mails to Halifax, tnence by the Intercolonial to Montreal, thence by the Canadian Northern to the coast.

The Canadian Northern is planning great extensions in Montreal in coectio with this. For a long time they have been looking for a terminal site and the rumor, which is nto denied, is that the Jesuit church and college site on Bluery street, at the corner of Dorchester street, has been bought by the Canadian Northern Railway.

YOU ARE SURE OF

ENGINE RELIABILITY

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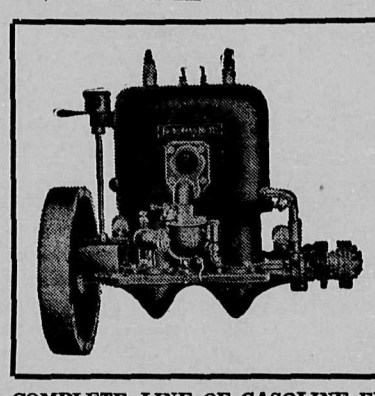
OVER 125,000 IN USE THROUGHOUT THE WORLD

TWO CYCLE ■ FOUR CYCLE



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THE JOURNAL

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FOLLOW THE TREND OF THE CITY'S PROGRESS BY SUBSCRIBING FOR THE PAPER

The Journal aims at keeping Prince Rupert and new B.C. ever before the public eye. Send it to your friends and any whom you wish to interest in the coming Metropolis of the North.

COAL MINES ACT

Skeena Land District—District of Cassiar.

TAKE NOTICE that Charles J. Gillingham, of Prince Rupert, B. C., occupation contractor, intends to apply to the Minister of Lands for a license to prospect for Coal and Petroleum over 640 acres of land:—Commencing at post planted 6½ miles N. E. of the mouth of the White River and the junction of the Naas, marked Chas. J. Gillingham's S. E. Corner; thence 80 chains North; thence 80 chains West; thence 80 chains South; thence 80 chains East to point of commencement and containing 640 acres more or less.

CHARLES J. GILLINGHAM.
Charles M. Huff, Agent.
Dated March 4, 1911. 4-18

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Charles M. Huff, Agent.
Dated March 5th, 1911. 4-18

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CHARLES J. GILLINGHAM.
Charles M. Huff, Agent.
Dated March 6th, 1911. 4-18

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CHARLES J. GILLINGHAM.
Charles M. Huff, Agent.
Dated March 6th, 1911. 4-18

WATER NOTICE.

NOTICE is hereby given that an application will be made under Part V. of the "Water Act, 1909," to obtain a licence in the Queen Charlotte Islands Division of Skeena District.

(a) The name, address and occupation of the applicant—Merton A. Merrill, Masset, Q. C. I., B. C., Prospector.

(If for mining purposes) Free Miner's Certificate No. .....

(b) The name of the lake, stream, or source (if unnamed, the description is)—I-in-tsua Lake, Tsu-Skundale Lake and Ain River.

(c) The point of diversion—At or near the outlet of Tsu-Skundale Lake into Ain River.

(d) The quantity of water applied for (in cubic feet per second) —1,000.

(e) The character of the proposed works—Power Plant, Dam, Flumes, etc.

(f) The premises on which the water is to be used (describe same) —At or near the mouth of the Ain River.

(g) The purposes for which the water is to be used—Generating power.

(h) If for irrigation, describe the land intended to be irrigated, giving acreage.....

(i) If the water is to be used for power or mining purposes, describe the place where the water is to be returned to some natural channel, and the difference in altitude between point of diversion and point of return—At or near the mouth of the Ain River, about 100 feet below point of diversion.

(j) Area of Crown land intended to be occupied by the proposed works—10 acres more or less.

(k) This notice was posted on the 28th day of November, 1910, and application will be made to the Commissioner on the 1st day of June, 1911.

(l) Give the names and addresses of any riparian proprietors or licensees who or whose lands are likely to be affected by the proposed works, either above or below the outlet—Don't know of any.

(Signature)
MERTON A. MERRILL,
(P. O. Address) Masset, B. C.

NOTE.—One cubic foot per second is equivalent to 35.71 miner's inches.

Job Printing of all kinds neatly executed at the Journal Office.

Secure Your Chairs For the Verandah

Suitable for living rooms as well as for Verandahs

Geo. D. Tite, Complete House Furnishers has just put in stock the most complete supply of Wicker Rockers and other Easy Chairs, at all prices.

Complete stocks in every line of House Furnishings to suit the least pretentious homes, or the most palatial residences.

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TO INSPECT STATION

H. C. Killeen of Marine Department is on His Way to This Port.

He Will Locate New Aids to Navigation During the Visit to the North

Taking H. C. Killeen, district engineer, on a survey and inspection trip to this port, Queen Charlotte Islands and the west coast of Vancouver Island, the steamer Newington ,Captain Barnes, of the marine and fisheries department, is on her way here. Her trip will be a very lengthy one and she will be away from Victoria for nearly three weeks, during which time Mr. Killeen will have selected several new sites for lighthouses.

The Newington is going north by the inside passage and will make her call at Prince Rupert, where Mr. Killeen will inspect the new marine depot, which is being erected there by the Dominion Government. When this is completed the steamer will proceed to the Queen Charlottes, where considerable work is to be done. It is the intention of the department to establish a beacon on Rose Spit and the site for this aid to navigation is to be selected.

While in the north Mr. Killeen will also survey the ground at Langara Island, where the government will erect a new lighthouse of the first order, being of the same class as those at Triangle Island, Estevan and Pachena. The matter of placing a light there has occupied the attention of the marine department for some time and at last they have been instructed to have the work carried out. This lighthouse will be of great benefit to northern navigators who ply the waters of Dixon's entrance. It will have one of the largest and most powerful lanterns on the coast and will be visible for 60 miles at sea, as it will be situated on a high bluff.

When the work on the Queen Charlotte Islands is completed the Newington will head southward for Triangle Island, where Mr. Killeen will size up the conditions for the betterment of the wireless station there. He will then proceed to Solander Island, with a view of ascertaining the suitability of this place as a site for the new light to be established in that vicinity. Solander Island occupies a splendid position for a lighthouse, the only drawback being the difficulty of getting material to the top. If it is not located on Solander Island the lighthouse will be built on Cape Cook, which has already been surveyed by the district engineer.

With the two new lights at Langara Island and Solander Island, the aids to navigation in British Columbia waters will be in a higher state of perfection than ever before. On the west coast of this island the chain of lights is equal to any in the world, for no sooner is a mariner beyond the radius of one light than he is within the radius of several other lights. At present there are three first order lights on the dangerous coast of this island, at Pachena, Estevan and Triangle, and with another at Solander Island there will be scarcely room for improvement.

Mr. Killeen states that the Dominion Government is keeping far ahead of the requirements of the day but that they are preparing for the enormous amount of traffic which will be witnessed by British Columbia ports on the opening of the Panama Canal. In order that there may be no shipping disasters on the coast when this rush is on, the government is now preparing a way out.

High Water

Those who have been in the interior predict very high water this spring, owing to the heavy fall of snow last winter.

Longshoremen's Hall

The local branch of the Longshoremen's Union has in contemplation a new headquarters in the city. It is proposed to build a first-class hall, with offices, etc.

Painting Contract

In reply to a call for tenders for painting the police station, three bids were received last night. They were as follows: John Murdoff, $64; Donaldson & Co., $112.50, and Seymour & Co., $126.50. The contract was awarded to the first named.

Steel Pipe

W. A. Letcher, of Vancouver, and William Stewart, of Glasgow, representing the Stewart steel pipe factory, are in the city this week in the interests of the firm they represent. They have shown the advantages of their pipe to the members of the city council.

Question of Trial

At the council meeting last evening Ald. Douglas wanted to know if the council had done anything in the matter of having the strikers tried here. It would mean quite an amount to the city to have it done. His Worship replied by asking the correspondence read. He explained that the council had not the power to fix the place of trial. That was something which rested with the attorney general's department.

Coals of Fire

Ald. Douglas proceeded last evening to heap coals of fire on the heads of the newspapers of the city. He has moved for steps being taken by the council to ascertain upon what terms the different papers will send copies to the public libraries in the coast cities. This, he believes would be a decided advantage to Prince Rupert and is one of the lessons Ald. Douglas learned while on a trip south. He took this step in spite of the fact that none of the papers in the city gave him the hearty support in the bye-election that was merited.

REDUCING STAFF

City Hall Will Be Manned by Fewer Officials in the Future

The committee charged with the task of reorganizing the city hall staff made a report last evening. The report recommended that the city assessor, who shall have charge of all collections, shall have one assistant. The city clerk and the city accountant will do their duties without assistance.

This will mean that the services of two clerks in the city hall will be dispensed with. One of these, J. A. McMaster, tendered his resignation last evening and this was accepted, to take effect as soon as deemed wise.

RICH GROUP OPENED

Indian Mines Near Stewart Will Be Worked This Summer to Full Extent.

James Cronin Passes Judgment Upon What Promises to Be Rich Producer

Prince Rupert's mining centres will this season be marked by the greatest activity that has yet characterized them. Hazelton and the Skeena will undoubtedly attract a very large share of attention but the excitement will not be confined to that area by any means. The Portland Canal and its tributary inlets are destined, it is acknowledged by all who come from the south, to have a most prosperous season. In this move the activity will not centre alone about Stewart but there will during the season be a very wide distribution of activities. The attention that the Granby company will give to Goose Bay will naturally divert a very great deal of interest in that direction.

But Stewart will not be a dead camp by any means. With the opening out of the season there are indications that there is to be a decided rush into the mining portions, which will put the different mines on a commercial basis. Last season the operations were largely of an experimental character. This year, however, the ground in no small measure has been exploited and the work will in many cases be along the line of making the properties permanent producers.

Among the promising propositions there are none probably that have a better outlook than the Indian Mines on Cascade Creek, a tributary of the Salmon River. This is a galena producer of high grade with gold also running into high values.

The discover ofy the prospect is due to Antone Denomie, of Odanah, Wis. As a prospector Denomie has covered many of the best fields of Alaska. While employed by Charles Guzman, one of the best-known mining men of this northern coast he made the discovery of what is expected to be one of the richest of the Portland Canal mines. Mr. Guzman, who makes his headquarters in Ketchikan, has organized a company to work the Indian Mines and will begin active operations this spring. Already there are 6,000 pounds of supplies on the ground and no time will be lost in getting all that will be required to make the mine one that can be worked to its fullest capacity during not only the summer but also all winter. Mr. Guzman is in Prince Rupert at present on business connected with this group of mines. No stock has been placed on the market, although there has been 50,000 shares applied for by those who have inspected the location.

The property was passed upon by James Cronin, the most conservative of mining engineers. His report shows that the property is a wonder in the way of outcropping. His report goes so far as to state that with the showing in some nearby prospects there is sufficient to warrant the building of a transportation line from the properties to tidewater. His report states that there is a vein 25 feet wide. In the twelce feet nearest the footwall the assay averages 60% lead and 20% silver. The outcrop he also reports carries values from $20 to $50 in gold.

The showing, as reported upon by Mr. Cronin, is indeed a very excellent one. There is every prospect of good communication within the next twelve months, so that the outlook for the company is a good one.

DIED AT HAZELTON

Jimmy McDonnell Took Carbolic Acid—Body Sent to Victoria

The steamer Prince George yesterday morning took south the body of "Jimmy" McDonnell, of Hazelton. His death occurred on Wednesday as a result of his taking a drink of cargolic acid. The drug was taken from a bottle in his suit case and it is stated by those who knew him best that he in all probability took the drink in mistake for a tonic, as he was not feeling well.

The deceased was only 18 years of age and was the youngest son of Jack McDonnell, the well-known hotel proprietor on the Skeena. He was a native of Victoria, B. C., and lived there most of his life.

It was only a few days before the death of James that another son of Mr. McDonnell died in Hazelton. The father passed through here last week with the remains, only to be followed in a few days by the body of a second son.

Fined $10 for Assault

An assault case was heard in the police court this morning when a fine of $10 was inflicted upon the convicted man.

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