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Prince Rupert Journal

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VOLUME 1. Published Twice a Week. PRINCE RUPERT, B. C., TUESDAY, APRIL 25, 1911. Price, Five Cents. No. 90.

WORK ON STREETS

Contractor Writes That He is Hurrying Work But Does Not Expect Penalty.

Council Replies That No Undertaking Has Been Made—Other Items Up

At the meeting of the city council last evening the subject of the time for the completion of the street contracts again came up.

A communication was read from S. P. McMordie in reply to his lettter of a week ago, stating that he was making due progress with his work on the understanding that an extension of time would be granted.

Ald. Morrissey moved to reply to this to the effect that the council had not agreed to any understanding that no penalty would be inflicted.

The motion carried.

Rat Catcher

Thos. Reed wrote offering to make arrangements to deal with the rats as he was a qualified rat catcher.

This was referred to the health committee.

The Salvation Army asked for a walk to their citadel, which was referred to the finance committee.

On the request of the city engineer, it was decided to advertise for 500 cedar piles to be used in connection with sewer work.

A petition was presented asking for a roadway from Sixth avenue to the British Columbia Tie and Lumber Company's property.

This was referred to the streets committee.

Condemned Oranges

The health committee reported against entertaining the claim of G. W. Nickerson for condemned oranges. The report of the medical health inspector was read in connection with it.

The report was adopted.

Ald. Kerr asked when the sewer on Sixth avenue would be completed.

This was referred to the streets committee for a reply at the next meeting.

INTERESTED IN PLACE

M. J. Hobin Found Eastern People Very Anxious to Learn of City.

The Continental Trust Company Is Preparing to Open Up on Large Scale

M. J. Hobin, second vice president and manager of the Continental Trust Co., Ltd., of this city, has returned to the city after a trip east in the interests of his company. Mr. Hobin while in the east, however, did not devote all his time to the Continental Trust Company's business. He has returned to Prince Rupert accompanied by Mrs. Hobin, having been wedded during his absence. Mr. and Mrs. Hobin will take up their residence here.

In the east Mr. Hobin found every one interested in Prince Rupert. It was the same whether in Detroit, Chicago, Toronto, Montreal or Winnipeg. All wanted to know about the opportunities here.

In connection with the Continental Trust Compay active steps are being taken to fit up the home of the company on Second avenue in the new block which has been built. In a few days the company will be able to open up in a general business way with the most comfortable quarters.

A. D. Burnett, of the Commercial Bank, Port Huron, who has become interested in the organization, will visit Prince Rupert in a month's time, when he will look into this city as a field for investments. He was the organizer and is prominently identified with many financial and industrial institutions and his investing here should be attended with splendid results to the city.

H. L. Johnson, of the engineering staff of the Grand Trunk Pacific, is spending a few days in the city.

TO BEGIN FARMING

Mr. Corbett is one of those who will leave tomorrow morning by the river steamer Operator for Hazelton on his way into the Telkwa. He has purchased 2,400 acres of land on the railway line near Telkwa and will investigate his holdings. He intends to begin farming operations on a large scale

CHANGE IN OFFICERS

Chief Constable Owens Is Here, Taking Over New Office—Chief Wynn Leaving for Hazelton

Chief Constable W. Owens, of the provincial police force, has arrived in the city and is taking over the duties connected with the office here. He will be chief constable in Prince Rupert instead of Chief Wynn, who is transferred to Hazelton, where he assumes the post vacated by Chief Maitland Dougal, who goes to Duncan as government agent.

Chief Owen is accompanied by his wife and three children. He is an officer of considerable experience and stands well in the force. Chief Wynn will leave as soon as possible for the new post at Hazelton.

AUTO FIRE ENGINE

Council Wishes to Have the Original Specifications Here for Inspection

The city council last evening had the new auto fire engine up for further discussion to some extent. The fire chief reported that in company with the driver he had gone over the machine and found it complied with the copy of the specifications forwarded.

The question came up whether the original contract should not be forwarded before final action was taken as to receiving the machine.

On motion of Ald. Smith, it was decided that the original specifications should be forwarded for comparison.

The suggestion of the chief that a possible test before the council should take place was considered.

It was decided to notify the office of the company asking when an expert could be sent to take part in the test.

The recommendation that $241 be expended in fitting up a temporary hall for the new engine was passed. The location will be close to the bank of British North America, on Fulton street.

CONDEMNING CABINS

Medical Health Officer Recommends Removal of Those on G.T.P. Reserve.

Other Unsanitary Sections of the City Receive Attention at Hands of Officials

The medical health officer presented a report last evening to the city council in which he condemned the cabins on the Grand Trunk Pacific reserve on First avenue and Wayne place. He reported that those indicated in a plan accompanying the report were a menace to health. If typhod or diphtheria germs once became active there, it would give endless trouble. There were accumulations of filth covering years and he advised the destruction of the buildings and general cleaning away of the filth.

He also called attention to the alleys between Second and Third avenues and between Third avenue and Fraser street which he contended were in an unsanitary condition in parts.

The whole matter was referred to the health committee, which will look into the situation and take advice as to the authority which the council has in these matters.

J. W. Stewart, head of the Foley, Welch and Stewart firm, Duncan Ross, one of the sub-contractors, and D. A. Rankin, another contractor, leave for Hazelton tomorrow.

RECIPROCITY WILL BE ISSUE AT ELECTION

Indications are That General Vote Will Be Taken to Determine the Feeling of the Country on This Question---Conflicting Reports Received From the West.

(Special to The Journal)

OTTAWA, April 25.—That it will take a general vote of the electorate to determine the feeling of the country on the reciprocity issue is manifest from the conflicting reports brought by members who recently visited constituencies in Manitoba, Alberta and Saskatchewan.

The minister of the interior, Hon. Frank Oliver and Dr. Clarke are bringing assurances that the country is overwhelmingly in favor of the bill.

On the other hand, Dr. Staples, of MacDonald, G. H. Bradbury, of Selkirk, and Glen Campbell, of Dauphin, have returned with countenances illuminated with the hope that the sentiment of the farmers in Manitoba is by no means unanimous for the agreement.

WATER SITUATION

Council Considers the Question of Probable Shortages During the Summer.

Suggested That Perhaps Acropolis Hill Reservoir Might Be Put in Shape to Serve

The water situation in the city came up for consideration before the city last evening. It was suggested that probably there might be a shortage of water during the summer.

Ald. Newton wanted to know if the city was obliged to pay for all the pumping even if the Grand Trunk Pacific used so much water that the pumping was made necessary.

His Worship read the section of the city charter under which the Grand Trunk Pacific was entitled to forty inches from Hays Creek. He also pointed out that the engines used in pumping were the property of the Grand Trunk Pacific and the city used them on providing for the operating of them.

His Worship suggested that if the new waterworks scheme were adopted, the council might with some advantage proceed to finish the Acropolis Hill reservoir and connect it with the present supply so as to ensure against a shortage.

Ald. Morrissey did not think that steamers outside of the Grand Trunk Pacific vessels should receive water at the wharf.

Ald. Kerr said he was informed that the Grand Trunk Pacific engineering departmant wolud require 200,000 gallons every twenty-four hours this summer. He also pointed out that steamers made this place only to receive water on the way from southern ports to Alaska.

His Worship thought that outside steamers should pay for water. He suggested referring this to the water committee which was agreed to.

A report of the fire and water committee recommended that the rates for cabins should be reduced to $6 a year where only one tap was used, on condition that all these cabins put in connections. The report further recommended that all standpipes should be cut out after June and connections forced throughout the city except where it was impossible to take these out.

Ald. Morrissey put in a claim for ninth avenue residents whom he said had long wanted for the connection.

It was decided to refer this to the committee for report.

THE WATER PROPOSALS

R. H. Thomson, engineer of the city of Seattle, accompanied by T. H. Carver of his staff, reached the city last night. Today, in company with Colonel Davis, a tour about the city was made. This afternoon they started for Woodworth Lake with Mr. Clements and about three days will be spent there. Following the visit to the lakes and the route of the pipe line, Mr. Thomson will go into the whole scheme and report to the council.

DISPUTE AT AN END

Industrial Workers Have Formally Called off Strike Work in General.

Rapid Completion of Contracts Is Sought by Citizens in Interests of Business

The industrial dispute which has been carried on in the city for a number of weeks is now at an end and the strike declared by the P. R. I. W. has been called off by that body. The move on the part of the association was taken at a meeting held in their hall on Sunday night, when the situation as it now existed was discussed and the resolution passed. The association has taken the course of duly notifying the mayor on the subject.

This action on the part of the association will have a beneficial effect, although previous to this the contractors on the streets announced that they were fully manned and were not in need of any further additions to their staffs.

The various sections of work in the city are again being operated at a steady rate and the prospect is that there will be a very busy summer here. The wish of the council, according to recent discussions is to have the contracts now under way completed just as fast as they can be finished.

The citizens generally will back up any such move as there is awish to have the streets put in the very best shape for business purposes at an early date. To do this it may be necessary to put on double shifts on most of the places. The citizens will be pleased to see such a course taken and have the thoroughfares put in such shape that permanent buildings may be put up and the streets used to the fullest extent.

INCREASED OFFICE ROOM

City Assessor Has Had to Find More Room for His Money

The city assessor and collector, J. C. McLennan, has found it essential to have increased accommodation, which is a most prosperous sign from the city's standpoint. The old quarters in the city hall have been found altogether inadequate for the collector to make a proper disposition of the taxes and collections that he is making, so added space had to be found, or else he would have to forgive some of the taxes, which he absolutely refused to do.

An addition to the assessor's quarters by erecting a small building adjoining his old office, has been put up by the building inspector and fills all the needs of the immediate present to perfection. The quarters are so comfortable that Mr. McLennan is loath to quit them at closing time and is found working far into the night. As a result the taxpayers will not have to wait long for their notices this year but will receive their ever welcome requests to "pay up" in good time.

The new quarters were found absolutely essential in view of the fact that there has in the redistribution of the duties of the city hall staff been added responsibilities put upon Mr. McLennan and his staff in the matter of making practically all the collections for the city.

THE SKEENA IS OPEN

Foley, Welch & Stewart Steamers Start Up the River Tomorrow Morning.

Expect to Operate Out of Prince Rupert for a Few Weeks Until Track Is in Good Shape

The Skeena River is open to navigation again. Tomorrow morning the Operator and Conveyor of the Foley, Welch ad Stewart fleet leave at 6 o'clock, the former for Hazelton and the latter for Skeena Crossing. Both will carry the full complement of freight and passengers.

The Distributor leaves on Thursday for mile 162 and on Friday the Omineca starts with explosives only, for the river points.

The water is rising and no trouble is expected in getting through. For awhile the service will be continued from here until the railway line is in position to operate a regular service.

The Hudson's Bay Company will have its steamers on the run in a few days, it is expected.

SENTENCED FOR SHOOTING

John Mosca, Convicted of Using a Gun, Is Sent to Jail for One Year

John Mosca, convicted of shooting Gregoria in the thigh during a drunken bout, was yesterday sentenced by Judge Young to one year in jail with hard labor.

The evidence was similar to that taken at the preliminary hearing. It was evident that he intended to shoot Mr. Camozzi and hit Gregoria.

Judge Young, however, pointed out that he intended to shoot and in view of the serious consequences that might follow from using firearms inflicted the sentence as stated.

W. E. Fisher prosecuted, while L. W. Patmore appeared for the defence.

POSTAL LETTER BOXES

First Ones Have Been Placed in the City With Collections Made Twice a Day.

Additions to the Supply Are Promised at an Early Date to Meet Growing Demands

The first letter boxes for the streets of Prince Rupert have now been installed. There are four of these already supplied by the postal authorities but others are expected to be authorized, later in some of the outlying sections.

The boxes now placed are at the following corners: Third avenue and Sixth street; Second avenue and Eighth street; Second avenue and Second street; and Sixth avenue and Fulton street.

The collections are to be made twice a day—at 9 a. m. and at 8 p. m., except on Sundays, when the afternoon collection only is made.

MINERS KILLED

(Special to The Journal)

ELK GARDEN, W. Va., April 25.—Twenty-three miners have lost their lives at Ott Mine, of the Danes Coal and Coke Company, as a result of an explosion.

The Salvation Army will hold a social entertainment on Thursday night in the citadel. There will be a choice programme in which Gray's orchestra will take part. Other musical selections will be rendred and recitations. In connection with the entertainment there will be a lemon pie social with coffee and cake.

Duncan Ross addressed a large audience in the Empress theatre last Friday night in which he advocated the reciprocity pact between Canada and the United States.

MAY HOLD ASSIZE

Request to Have Special Sitting to Dispose of Criminal Cases Here Under Consideration.

Attorney General Will Decide After Reference to Evidence Taken at Preliminary Trial

It is probable that a special assize may be fixed for here when the cases arising out of the fight at Kelly's cut may be disposed of. The attention of the attorney general has been called to the fact that there are about twelve cases and a request made to hold the trial here.

In a letter from the deputy attorney general it is stated that after the depositions have been received a decision will be reached. Whichever course will be the least expensive to the accused will be adopted.

The tender of the J. H. Thompson Hardware Company for a quantity of small sized water pipes, was accepted by the council last evening on the report of the water committee.

INSPECTING OFFICER

William Marchant, of the Customs Department Is Here on Official Business

Among the arrivals in the city by the steamer Prince George on Saturday was William Marchant, of Victoria, inspeector of customs. He is paying an official visit to this office.

A change has recently been made in the districts to be covered by the inspectors in this province, Mr. Marchant and Mr. Busby. Formerly Mr. Marchant covered Vancouver Island and a large area of the interior of the province while Mr. Busby covered Vancouver, New Westminster and the northern coast including the Yukon.

Mr. Marchant, in future, is to take as his district this northern coast and the Yukon, while Mr. Busby takes the interior points.

REORGANIZING STAFF

Fire Chief Will Act as Building Inspector in Future—Other Charges.

Work on Streets Occupies So Much of Time of W. McNeill That Alteration Is Required

The city officials' duties are being somewhat altered as a result of the investigation of the council as to the working of the civic staff. The new bylaw specifying the duties of the various officers was considered last evening in committee of the whole.

In compliance with the new bylaw and to better provide for the work of the city being carried out some changes were made in the distribution of work, by motion last evening. Under the change, W. McNeill, who has charge of the work being carried out on the streets is to be relieved of the duties of building inspector.

The fire chief shall perform the duties of building inspector in addition to his other duties. Ralph Walker, the waterworks foreman, will be given the additional duty of acting as plumbing inspector. The only change of salary will be that Mr. Walker will receive $100 a month instead of $90.

Ald. Clayton did not know the qualifications of Mr. Walker. He did not know whether he was capable as a plumbing inspector.

Ald. Morrissey asked if the fire chief was a capable building inspector.

His Worship said the engineer gave the information that Mr. Walker was qualified as a steam fitter and would be a capable man.

The report of the water committee covering this was adopted.

The local lodge I. O. O. F. will attend divine service in the Presbyterian church in the Empress theatre on Sunday forenoon at 11 o'clock. The members of the order will parade in a body to the church.

FISHERY POACHING

G. H. Barnard in the House of Commons Brings Up the Subject.

He Advocates the Use of the Kestrel for Lighthouse Service and New Fast Protector

In the House of Commons a few days ago the question of the contract awarded to the Collingwood Shipbuilding Company for the construction of the lighthouse tender Estevan for British Columbia waters for $260,000 was brought up by Mr. Barnard, M. P. for Victoria, who said: I would like to ask the minister if he does not think it would have been very much more advantageous to the service in that province to have used the Kestrel for this service, and to have built a proper fisheries protection cruiser. He could have built a cruiser, or possibly two small ones, for the same amount of money, and thus have provided a fishery protection service. The Kestrel has done this work at different times and she is just as good, if not a very much better ship than the present lighthouse tender —the Quadra. I would ask if that would not be a far better disposal of that amount of money than to build this new ship?

Mr. Brodeur: I think my hon. friend (Mr. Barnard) is mistaken with regard to the Kestrel being used for this service. The Kestrel is engaged in the fisheries protection service.

Does Not Protect

Mr. Barnard: She does not protect anything.

Mr. Brodeur: Well, I think she is doing fairly good work. I do not think she would be any use, however, for the lighthouse service. That requires a different boat entirely and the Kestrel would not be suitable. We are doing a great deal on the Pacific Coast, though little was done in the past, and in view of the large amount of shipping which is being carried on it is necessary to provide better aids to navigation. We have one boat there which has been engaged in light'ouse service —the Quadra—but it was found necessary that a new one should be placed in this service. So we called for tenders nad the contract has been given to the Collingwood Shipbuilding Company.

Mr. Barnard: What I stated was that the Kestrel had relieved the Quadra from time to time, and I think that is the case if I am not very much mistaken.

Mr. Brodeur: I never heard of it, and the commissioner of lights informs me that he does not remember it.

Mr. Barnard: I think he is mistaken.

Mr. Brodeur: He may be.

Better Protection

Mr. Barnard: However, in connection with this question, I want to point out once more, as I have already twice done during the present session, the necessity for at once providing permanency for better fisheries protection on that coast. Since the last time I mentioned this matter in the House I have seen some reports of fishery poachers again operating on that coast, and apparently without very much attempt on the part of this department to stop that poaching. I will quote from the Colonist newspaper of March 22, and possibly in quoting that I will show the minister how much use the Kestrel is for the purpose of fishery protection. The article is as follows:

The fish poachers have seemingly extended their operations from the west coast of Vancouver Island to the Queen Charlottes according to advices brought by the steamer Amur. Arrivals by the Canadian Pacific railway steamer from the islands state that two gasoline auxiliary United States fishing schooners were sighted with their dories out fishing within the three-mile limit off Rose Harbor close to the whaling station. The schooners were well within the three-mile limit, poaching on the British Columbia fisheries grounds. The Dominion government's fishery protecton schooner Kestrel was lying at Queen Charlotte City when the Amur called there.

Is Too Slow

My honorable friend's protection cruiser, the Kestrel was within hailing distance practically of these schooners that were poaching, and yet, through no fault of the men in charge, but probably because the Kestrel was too slow to catch them, they were not interfered with. This question has been agitated by the people of that province for a number of years. They have been put off with promise after promise by the department for the same length of time. Votes have been put into the estimates annually and never expended, until today the situation is a disgrace to this government. To show you what our friends on the other side of the line think in regard to this matter, I will read you another short extract taken from the Colonist of March 25, just the other day, which publishes a statement from the Seattle Post Intelligencer. The quotation is as follows:

The halibut schooner Montana, which has been building at the shipyards of Markey & Wilson, in the east waterway, was launched at 7 o'clock yesterday morning, says the Post Intelligencer. The Montana is being constructed for W. H. Butt, of Seattle, and will be used off the coast of Vancouver Island the coming summer. The vessel is 81 feet long and 18 feet beam. She will be able to carry 90,000 pounds of halibut under deck. She will be equipped with an 85-horsepower Imperial engine and her bunkers will hold fuel enough for a 4,000-mile voyage. She will be ready to leave for the north in about three weeks.

Poaching Promised

Now, I say it is the business of the minister and of his department to see that if that vessel does leave for the north in three weeks, she does not go to the west coast of Vancouver Island, and if she does, it is further the business of the minister and his department and his officials to see that she does not carry any 90,000 pounds of halibut. This grievance has been going on unremedied for so long a time that one gets almost tired mentioning it. I understand that the minister has some votes of the supplementary estimates this year for the purpose of chartering some vessels for this service, and I want to tell him that is not sufficient. He cannot hope by chartering vessels to stop this poaching. He needs a permanent force there all the time. Now, last year he chartered a vessel for the fisheries protection service, which, as a matter of fact, is a tugboat, and he paid $21,465 for doing it. That is an extravagant way of doing the business, because this will need to be a permanent matter. Every time he charters a vessel he uses her for two or three months, and then she is laid off. The result is there is an interregnum, during which the poachers do just as they please along the coast. If the honorable gentleman wants to stop this, the only way he can do it is by organizing a proper patrol of the whole coast, and to do that he must have a proper and regularly organized force. I submit further, that he will find it very much less expensive by going to work and ordering his boats now. In the past he has promised us cruisers and other kinds of boats, and given us nothing. This matter is an outrage on the people of the province of British Columbia it has gone so far, according to reports that come from there, that even the islands on the coast, who see these poachers coming ashore and breaking the game laws, want to know why the Dominion government cannot protect the fisheries which belong to them.

Minister's Reply

Mr. Brodeur: I think the reports mentioned by the honorable gentleman are somewhat exaggerated. That question does not come up under this item, but I may deal with it. We have been doing our best to protect the fisheries. My honorable friend complains, and other complaints have been brought before the house, that some of those poachers who come ashore, were stealing game from the province. It is not our duty to protect the game of British Columbia, and that is a work which pertains to the provincial authorities. If there is any lack of protection or enforcement of the game laws of the province of British Columbia, certainly my honorable friend is not justified in charging this government with it. We are looking after the protection of the fisheries, and we are doing it so well that I think nobody can seriously complain. We had some fishery protection vessels there, but they were not found numerous enough, and at the request of some members of this house, I do not know whether my honorable friend is one of them, we chartered a vessel to look after the protection of the fisheries, with very good results. Immediately after the Rainbow arrived in this country we gave her instructions to look after the fisheries. The Rainbow has done so, and the other day she seized an American vessel which was fishing within the three-mile limit of the north shore of the island of Vancouver, off Cape Scott. The matter is now before the courts, and will soon be adjudicated. I hope we will succed in proving that this vessel was within the three-mile limit, and that her seizure was valid. My honorable friend will admit that there has been a good deal of exaggeration in the reports in regard to poaching. People think that a vessel is fishing within the limit, when, as a matter of fact, she may be outside of it. Three miles is a short distance from shore, and people imagine that the fishing is going on within the three-mile limit when it is outside.

Under-Estimates Situation

Mr. Barnard: With regard to exaggerated reports, I think the minister has very much under-estimated the situation in which they are exaggerated. It is a matter of common knowledge all along the Pacific Coast cities that that goes on practically unchecked, and has gone on for years; and I am much mistaken if a great many representations have not been made to the minister by boards of trade and other official bodies to that effect. With regard to his suggestion that I am complaining that the game laws of the province of British Columbia are not enforced by the Dominion government, he is either very dense or is trying to misinterpret what I said. That is not my complaint at all. What I am trying to point out is that the fishermen are actually so bold that they come into the harbors along the coast, anchor their vessels and go ashore, and commit breaches of the game laws. They leave their vessels and go ashore, and there is no one to check them.

Mr. Brodeur: What can be done in a case like that?

Mr. Barnard: I am not asking this government to enforce the game laws, but to stop these men from fishing. If you stop them from fishing, they won't come ashore. That is the situation. I am not asking the minister to enforce the British Columbia game laws; as has been shown frequently, the provincial government are well able to take care of their own game laws. But I say the minister and his department have so far neglected to stop this poaching, they have brought the administration in that particular into contempt, and not only into contempt of the business people of the province, but into the contempt even of the aborigines who are not supposed to know very much about it.

—o—

The latest Eldorado is in the Province of Quebec, some sixty miles northeast of Haileybury, where it is said some 60,000 acres have already been staked as a result of reports of some good free gold finds. The district is called Keekeek and the Quebec Government intends to boom it.

New Knox Hotel

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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.

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Spring Beds, Clean White Sheets - - 25c
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Best in Town for the Money
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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

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

NICKERSON-ROERIG COMPANY
—o—
CUSTOMS AND MERCHANDISE
—o—
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

NOTICE.

Tenders will be received by the undersigned up to the 22nd day of April, 1911, at 5 p. m., for the purchase of Block 27, Subdivision of Lot No. 541, Group 1, New Westminster District, situated in the City of Vancouver, and being the site of the old Provincial Court House. Each tender must be enclosed in a registered letter and must be addressed to the undersigned, and plainly marked "Tender for old Vancouver Court House Site," and must be accompanied by an accepted cheque for ten per cent of the first payment of the purchase money. Payment for the property will be accepted in instalments of one-quarter of the purchase money. The first of such instalments to be paid within thirty days after the acceptance of the tender, and the other three annually thereafter, with interest at the rate of 6% per annum. In the event of the person whose tender is accepted failing to complete the first instalment within thirty days of the notice of such acceptance the sale to him will be cancelled and his ten per cent deposit forfeited. The cheques of unsuccessful tenderers will be returned. The highest or any tender will not necessarily be accepted. No commissions of any kind will be allowed.

WM. R. ROSS.
Minister of Lands.
Department of Lands,
Victoria, B. C.
March 7th, 1911.

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.

NOTICE

TENDERS for the installation at the Prince Rupert School of twelve (12) Red Cross Sanitary Closets, furnished by the Government, will be received by the undersigned up to noon on Wednesday, March 22nd, 1911, for transmission to the Public Works Department. The successful tenderer will be called upon to furnish a bond in two sureties in a sum equal to 50 per cent of the contract price. Specifications can be seen at the Government Agent's Office, Prince Rupert. The lowest or any tender not necessarily accepted.

J. H. McMULLIN,
Government Agent.

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.

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.

For *Neat Job Printing*
see the Journal Man
Tel. 138

ELLISON

ON THE BANKS OF THE SKEENA

The Only Main Line Townsite in British Columbia in which the Grand Trunk Pacific Railway Company has Announced its Joint Ownership

Look at the Map

Ellison, you will find, occupies the strategic commercial point which seems bound to command all the trade of the Interior tributary to Prince Rupert. It is where the steel rails of the transcontinental railway from the Atlantic touch the salt waters of the Pacific on the navigable waters of the Skeena River.. As a port it will be second only to Prince Rupert in the northern part of this province and is also second to this city as the only other townsite in which the Grand Trunk Pacific Railway and the Government are jointly interested and in which lots are now offered for sale.

What are We Here For?

We are all Pioneers. Not here for our health, but to make money. No man ever saved more than a competence on a salary; few do that. To get a footing on "Easy Street" you have to invest. DOLLARS don't grow in your pocket, or in a stocking. They must be put to work. Old Russell Sage said: "Plant a few in a new country and see how fast they grow." That's what your Uncle is telling you, and here is the biggest opportunity of this kind that is likely to knock at your door this year.

If You Own Ellison Lots List Them With Us.

Read Current History

Prince Rupert lot speculators do not need to have pointed out to them what magic lies in the announcement that the great railway company and the government are partners in the Ellison townsite. That should be enough to bring them a-running. But not everybody has the time to read the newspapers as closely as your uncle. In the Manitoba Free Press of April 5th, for instance, there was a big headline reading: "Hundred and Seventy New Towns to be Born in Western Canada During the Coming Year." Reading the list one finds many are Grand Trunk Pacific towns, but not one in British Columbia. No, Ellison and Prince Rupert are the townsites in this province in which the railway is directly interested at this time.

ELLISON---Where Atlantic Locomotives will toot salute to Pacific Steamers on the Skeena River---ELLISON

WHY ELLISON SHOULD GROW

ONE of the most popular of all the official reports published by the British Columbia Columbia Government is the one bearing upon its title page the caption: "New British Columbia," which has become generally known as "Bulletin No. 22," that being the official number of the report. It has been widely distributed and you will have little difficulty in finding one. On one page of this popular report you will read this official declaration: **"Upper Skeena will become one of the garden spots of British Columbia."**

ELLISON, from its advantageous position, with the Skeena River navigable for large steamers at its front and a great transcontinental railway intersecting it, should naturally become the metropolis of the wonderful garden spot of British Columbia referred to in the official report.

ELLISON lots are ready sellers. Why? Just study the map a minute or two.

ELLISON is a townsite in which the Government and the Grand Trunk Pacific are active partners. There can, therefore, be not even a shadow of doubt as to its future success. You are invited to share in this certain success by investing in a few town lots while they are at bottom prices. **There are only a few on sale** and unless you are Johnny-on-the-spot on the day announced as the Opening Day of our sale you may be disappointed. Better make your deposit as soon as possible and we will get you in on it at the prices fixed for our first offering.

ELLISON should, within a short time, have a regular train service, as it is but a little distance from Mile 104, to which point it is expected that trains from Prince Rupert will be running this summer.

ELLISON may not be the only pebble on the Skeena River beach, but it certainly is the only townsite on that navigable water in which the railway company have announced themselves interested. No doubt next year there may be other additions and sections put on the market, but by that time prices will have gone up. Now you have a chance to be in on the ground floor.

DOLLARS invested in good ground, rapidly grow. Did you look at that map?

WHERE the Grand Trunk Pacific and the Government are joint owners in a townsite the lots should be regarded as a safe investment. Your money invested in **ELLISON,** or in Rogers addition or any section that may be offered later, is safeguarded by every legal method human foresight can conceive. Where one might and properly should hesitate before investing in townsites promoted by individuals or town-promoting companies, there can be no hesitancy or misgiving as to town lots in which the Government and the Grand Trunk Pacific Railway are jointly interested.

ELLISON is different.. Do you catch on? What better guarantee can you possibly look for?

ELLISON lots should double and treble and then go up some. It is believable that they will soar four or five times above present prices. You are a lucky chap today if you own even one. If you should think of selling it and want quick action, list it with us. **We feel confident the demand for these lots will exceed the number we have at present to offer.**

PRINCE RUPERT'S brief history will be repeated in the sale of **ELLISON** town lots.

ELLISON should have the most rapid growth of any new town in British Columbia or anywhere else. Lots in the sections we are now offering for sale, as well as such additions and sections that may be offered later, may be calculated to bring investors similar returns to those resulting from the first sale of Prince Rupert town lots.

ELLISON, where the Grand Trunk Pacific Transcontinental trains from the Atlantic will first strike that wonderful Skeena River.

ELLISON is probably the greatest opportunity for investing a few dollars on a reasonably certain chance of winning big profits you are likely to see this year. But don't forget that the number of lots is limited and you will have to hurry some if you want to pick out one of the choicest locations.

ELLISON needs at present merchants, hotel men, "the baker, the butcher and the candlestick maker," more than lot speculators, but they will come later all right, as they did in Prince Rupert, and pay **BIG RENTS.**

ELLISON trades people will live in a town where railway freight rates will always be regulated by the competition of water transportation, as Ellison will be the last important landing up the Skeena River. It is where the railway leaves the Skeena Valley to follow that of the famous Bulkley Valley.

ELLISON is your opportunity. GRAB IT. "Opportunity knocks at every man's door.". Knocks all the time but some people are sleepy.

ELLISON is on the market **NOW.** It is very doubtful if any other Grand Trunk townsite in British Columbia will be on the market this year. Better come in early and get a little Ellison in your list of holdings. Start a few dollars to work there and see what they will earn.

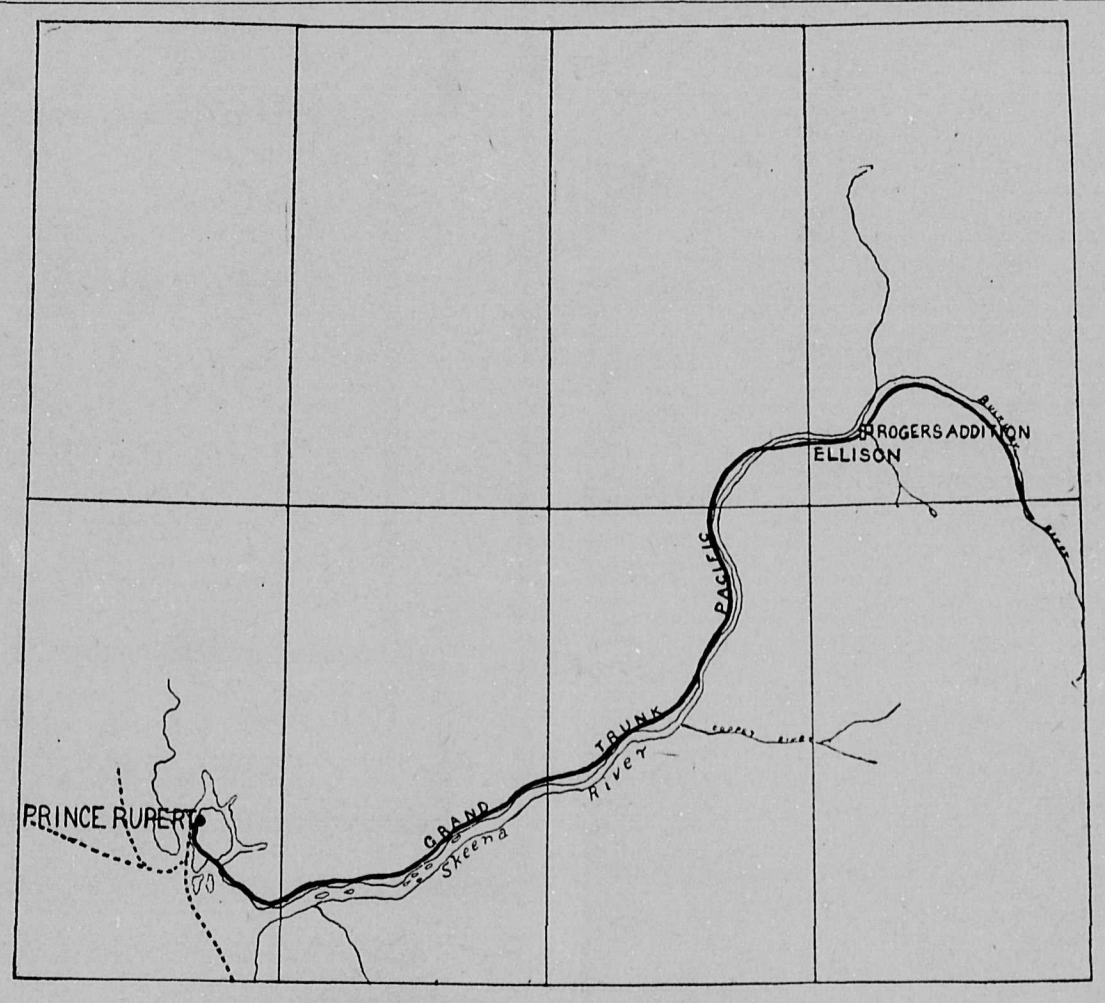
TIME TO GET A "HUNCH"

ELLISON is destined to be the principal shipping point not only for the agricultural belt in the Bulkley and adjacent valleys—just glance at the map again and see what a vast country will depend on Ellison for its supplies and transportation for its products. And then, when Grand Trunk officials announce the fact that it is **THE** townsite in the Hazelton district in which their company is interested, you are reminded of the great mining activity that district is promised this season, the machinery to go in and the rich ore to come out.

ELLISON, the metropolis of "The garden spot of British Columbia." Remember that railway townsites cannot be chosen in British Columbia like they are on the prairie between Winnipeg and Edmonton—every eight miles a town, every hundred and thirty miles a divisional point. In British Columbia there is great engineering ability required to lay out a route, many natural obstacles to contend with, and towns must be located where the engineers can find suitable land for sidings. Ellison is an ideal spot for a town outside of its superiority geographically. Like grape nuts, "There's a reason," why it should be at the point where the railway leaves the Skeena Valley. Look at your map.

ELLISON is the first spring opening of Grand Trunk Pacific offerings in the way of town lot opportunities. There may be others later, but there's no certainty when. Jump in and take a flyer. Money will not grow in your pocket. It should grow every month this summer if you plant it in **ELLISON.** How can you lose? You don't have to put up the whole price, you know. Come early and selct Ellison lots, 20% cash, balance easy terms, 7% interest. Select Rogers Addition lots, 10% cash, 10% per month, no interest. A few lots in Ellison Townsite for sale—Inside lots $250.00 each; corner lots $350.00 each. A few lots in Rogers Addition to Ellison Townsite for sale—Inside lots $150.00 each; corner lots $250.00 each.

ELLISON



ELLISON

DO YOU SEE THAT HUMP? THAT'S ELLISON.

Ask Uncle Jerry

For reservation of lots in Ellison or Rogers' Addition to Ellison, write or wire

J. H. KUGLER
Prince Rupert, B. C.

LOTS IN ELLISON TOWNSITE AND ROGERS ADDITION FOR SALE

Sale Begins Wednesday Morning, April 26th, 1911

Prince Rupert
British Columbia

JEREMIAH H. KUGLER

Offices: 2nd Ave., Facing Grand Trunk Terminal

Ask Uncle Jerry

For reservation of lots in Ellison or Rogers' Addition to Ellison, write or wire

J. H. KUGLER
Prince Rupert, B. C.

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, April 25, 1911.

A BRIGHT PROSPECT

Of all the cities on the Pacific coast, Prince Rupert has reason to expect the most portentous developments this summer. There are places with larger populations, where, of course, there will be much greater volumes of trade done than will be the case here. There are no places, however, that have so much to expect from the development work that will be done in the country tributary to it.

This yaer will see practically the beginning of development in a commercial way for a very large portion of the interior of the province along the route of the Grand Trunk Pacific. That line will be operating this summer and carrying into the Skeena district those who will expend capital in the exploitation of the resources of that territory.

The result of this portends great things. This fall is likely to see the opening up of mines of such richness that here will be built up camps that will rival the best that the province has seen so far in its history. These will have Prince Rupert as their base and judging from the results obtained fro mthe properties already opened up there can be little doubt that the mineral is there in vast quantity.

UNIVERSITY PLANS

Hon. Dr. Young Tells What the Government Has in View with Respect to It

Hon. Dr. Young, the minister of education for the province, at the annual banquet given at Westminster Hall in Vancouver, in tracing back the initiation of the university at Point Grey, referred to what they were proposing to do in the future.

He did not intend this year to ask for competitive plans. It was a great mistake to ask for these plans in a general way. What he intended to do this year was to call for a ground plan scheme, and when he had received these he intended first to select three or four of these plans. There was no reason, as far as could now be seen, why Westminster Hall should not be in her own building on those grounds in 1913 (cheers). If, however, this could not be, and it was necessary to arrange otherwise, temporary buildings would be put up, and classes would certainly commence in the mid-summer of 1913. It would be a great mistake, he pointed out, to build buildings that might do for a period of say twenty-five years. What was wanted was an elasticity in the buildings that would amply meet the modern educational requirements.

Instancing the number of British Columbians at the present time studying in the eastern part of the Dominion and the high class of work they were doing, he was satisfied that the students at the new university would be such as to show the Dominion a great object lesson. He assured them of his best efforts on their behalf, and wished them godspeed.

BENEFITS OF PUBLICITY

Alberta Is Deriving Advantages from a Wisely Directed Campaign

By actual count of railway tickets, the publicity department of the Alberta government has introduced to the province no les than 900 new bona fide settlers within the past three or four days, settlers from the old country, the states and eastern Canada. Chief Publicity Commissioner Hotchkiss gave this information to the Capital this morning, by way of giving some definite idea of just how many new people have come in through the medium of his department, in the tremendous rush since Saturday morning.

This extract is given as an indication of the advantages reaped by wise publicity campaigns.

With the addition of 56 Hollanders, 150 French families, and other add parties brought through other mediums the total number of new arrivals since Saturday is placed at 1,200.

The 900 hundred odd settlers brought out by the publicity department came in four separate excursions. From Montreal came 500 sttlers from Europe, and eastern Canada who distributed themselves all along the line from Calgary northward, every little town getting in a share of the party. The majority of them, however, went to Vegreville, and will settle in the St. Paul de Metis district.

On the excursion from Toronto came over 200 settlers to Edmonton. From Great Falls, Montana, Commissioner Clarke brought a similar number to the south of the province. From Wisconsin, H. M. Kenny, of the International Land Company, brought two carloads of buyers who wil purchase land.

That the publicity department has full expectations of keeping up the record they have created in bringing 900 settlers in three days, was stated by Mr. Hotchkiss this morning. All of his commissioners have in sight many similar excursions that they will bring through the summer. Commissioner Maillette has in sight at least 1,000 more settlers. Commissioner McCutcheon, from Toronto, will send out several more special excursion out several more special excursions similar to that he brought through on the Grand Trunk and Grand Trunk Pacific last Saturday, Commissioner Morin, in Michigan, expects to bring his first excursion of Michigan farmers to the province in May, ad others later.

The Alberta publicity department was organized with the express purpose of increasing the population of the province to the 400,000 mark necessary to secure increased indemnity. The census comes in June. By that time the department expects to have more than fulfilled its objects.

"For the first time," said Commissioner Hotchkiss, "Alberta is getting its fair and just share of the immigration into the west. Formerly we got only a handful of the thousands who came west. Now, we are getting more than an equal proportion with the other western provinces.

"The great cause of this has been that we have realized the importance of securing the settler before he leaves home, or before he is booked. We have now commissioners at the ports of entry, and at all starting points, and the money and efforts we have spent along this line are reaping their just rewards. We cannot change the route of a settler once he is on his way. We must have him booked to this province before he starts."

FOR HOSPITAL AID

Contributions Made to the Funds by Boxes Placed in Hotels

The Ladies' Auxiliary of the Hospital have made their first collection from the contribution boxes placed in the hotels, etc. The proceeds were as follows:

Postoffice, $1.15; Premier hotel, 40c; Central hotel 30c; Empress hotel, 60c; Knox hotel, 45c; G. T. P. inn, 40c; Queens hotel, 10c; Royal hotel 60c; Savoy hotel 55c; Empress theatre, $1.27; Windsor hotel, 71c. Donation from Robt. Ashland, proprietor of Windsor hotel, $5.

Local News

Ald. John Hilditch, who has been confined to the hospital for some days is now improving.

Mrs. W. H. Morrison is making satisfactory convalescence at the hospital.

There will be a meeting of the hospital board tomorrow afternoon in the office of P. I. Palmer.

The finance committee has recommended the deferring of the planking on a part of Sixth avenue for the present. A proposition of Mr. Angle and others for sewerage connection was not acted upon owing to the cost being high. If the owners can make some arrangement agreeable to the engineer to provide temporary sewerage, they will be authorized to do so.

Miss Johnstone, the latest addition to the teaching staff in the public school, has arrived in the city and on Monday morning entered upon her duties. Miss Johnstone, who comes from Vancouver, is a teacher of experience. For some time she was on the teaching staff of the Normal School, which is a sufficient guarantee that her methods of management are of the highest order.

1836 1911

The Bank of British North America

75 Years in Business.

Capital and Reserve Over $7,300,000

Money Earning Money

Small weekly or monthly deposits in a Savings Account soon count up—Interest compounded at highest current rates.

Deposits of $1.00 and upwards received.

Prince Rupert Branch—

F. S. LONG, Manager.

J. J. Slean, the popular clothier of the city, who has just returned from a business trip south, says that the inquiries about Prince Rupert in all the cities could not fail to satisfy anyone of the great future the place has. He has returned more convinced than ever that steps should be taken at once to further boost the city.

WORDS USED IN MENUS

Au gratin—Dishes baked, prepared with cheese.

Bouillon—A clear broth, usually beef.

Cafe—Coffee.

Cafe au lait—Coffee with hot milk.

Consomme—Clear soup.

Croutons — Bread toasted in squares used for soup and in garnishing.

Frappe—Semi or half frozen.

Fricasse—Stew.

Fromage—Cheese.

Glace—Frozen.

Jus—Gravy or juice of meats.

Menu—Bill of fare.

Neufchatel—A soft Swiss cheese.

Parmesan—An Italian cheese.

Timbale—Pie crust baked in a mold.

Tutti frutti—Various kinds of fruits chopped fine.

Cotton gloves to wear in doing housework are cooler and better in every way that old kid gloves. If bought especially for this purpose get a size larger than usually worn.

WANTED

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

BOARD WANTED

Gentleman desires board and room in private family; $10 to $15 per week. State conveniences. Address R. A. M., "Journal."

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—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

The British Columbia Company

LIMITED.

AUTHORIZED CAPITAL $100,000.:: PAID UP CAPITAL $41,500

DIRECTORS:—Reginald C. Brown, President; J. C. Maclure, Vice-President; H. E. Marks, Managing Director; Capt. E. Nash, William McNair, R. A. Bevan, and F. C. Williams, Secretary. :-: :-:

INTEREST 4 PER CENT. DEPOSITS

This Company acts as Executors, Administrators, Transferees and Secretaries to Public Companies. Commercial, Industrial and other business propositions underwritten. Issues made on the London and New York Stock Exchanges.

TIMBER, COAL, LANDS, and COMPANY ORGANIZATION

Head Office for Canada, 203, 208, 210, 215 Carter-Cotton Building,

VANCOUVER, B.C.

DURESCO

The King of Water Paints

FIRST IN THE FIELD—FOREMOST EVER SINCE

SOLE AGENTS IN WESTERN CANADA

The Staneland Co. Ltd

836-840 Fort Street, VICTORIA, B.C.

GRAND TRUNK PACIFIC

New Twin Screw Steamer

Prince George

For Vancouver, Victoria and Seattle

Mondays at 8 a. m.

S. S. "PRINCE GEORGE" sails for Stewart, Sundays, 8:00 a. m. Vancouver, Victoria, Seattle, Mondays, 8:00 a. m.

S. S. "PRINCE ALBERT" for Port Simpson, Naas River Points, Massett, Naden Harbor, every Wednesday, 1:00 p. m. and for Refuge Bay, Skidegate, Queen Charlotte City, Lockeport, Pacofi, Jedway, Ikeda Bay, Rose Harbor and return via Queen Charlotte City, every Saturday, 1:00 p. m.

THE GRAND TRUNK RAILWAY SYSTEM, connecting with trains from the Pacific Coast, operates a frequent and convenient service of luxurious trains over its DOUBLE TRACK route between Chicago, Toronto, Montreal, Quebec, Halifax, Portland, Boston, New York and Philadelphia.

Information and tickets obtainable from the office hereunder mentioned. Trans-Atlantic steamship bookings by all lines arranged

A. E. McMASTER

Freight and Pasenger Agent, G. T. P. Wharf.

Replenish the Pantry

High-Class.... Grocery Stock to choose from

EVERYTHING CLEAN AND FRESH

Goods for the Table to Suit the Most Fastidious Housewife

MERRYFIELD'S CASH GROCERY

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

ROGERS STEAMSHIP AGENCY

Through tickets to all points in the United States and Canada by

The Northern Pacific Railway

The finest train across the continent.

Connecting at NEW YORK, BOSTON PORTLAND and HALIFAX with ATLANTIC STEAMERS for all points in ENGLAND, SCOTLAND, GERMANY, FRANCE, ITALY, NORWAY and SWEDEN, by WHITE STAR, RED STAR, AMERICAN - DOMINION, WHITE STAR DOMINION, CUNARD FRENCH LINE, NORTH GERMAN LLOYD, HAMBURG AMERICAN and CANADIAN NORTHERN Steamships.

For all information write me, or call at office:

J. H. ROGERS

General Railway & Steamship Agent

Prince Rupert, B.C.

CANADIAN PACIFIC RAILWAY CO.

B. C. Coast S. S. Service

CANADIAN PACIFIC RAILWAY

FAMOUS Princess Line

Princess May

FOR

Vancouver, Victoria, AND Seattle

MONDAY, MAY 1.

J. G. McNAB, General Agent.

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.

Remember That we Import Our Wines

direct from Europe; and that no house in Prince Rupert can equal them for quality. No better can be bought anywhere in the Province. We make a specialty of

Family Trade

and guarantee satisfaction

We also carry a complete stock of other

Liquors

Try a glass of

Cascade Beer

The best local beer on the market.

CLARKE BROS.

Christiansen & Brandt Bld.

Telephone 39 Third Avenue

Shipping Report

By Dominion Wireless.

April 25—8 a. m.

Skidegate—Clear; calm; sea smooth.

Ikeda—Cloudy; wind west; barometer 29.98; temperature 43; sea smooth.

Triangle—Cloudy; wind southwest, 8 miles; barometer, 29.40; temperature 33; sea smooth; spoke Prince George at 6:30 p. m. at North Island, southbound.

Estevan—Clear; calm; fresh; barometer 29.67; temperature 42; sea moderate.

Pachena—Clear; wind northwest; barometer 29.56; temperature 50; light swell.

Tatoosh—Clear; wind west, 22 miles; barometer 30.08; temperature 35; in, steamer Watson, 5:50 p. m.; out, Alameda, at 7:10 a. m.

April 25—noon

Skidegate — Clear; light west wind; sea smooth.

Ikeda—Clear; wind west; barometer 29.97; temperature 43; sea smooth.

Triangle—Passing showers; wind southwest, 10 miles; barometer 29.42; temperature 39; light swell; spoke Quadra at 10:30 in Milbank Sound, southbound.

Estevan—Clear; fresh west wind; barometer 29.68; temperature 44; sea smooth.

SAILING CANCELED

The Grand Trunk Pacific steamer Prince Rupert will not make the trip this week. She has remained over at Victoria to undergo repairs in her boiler room before entering upon the summer schedule. This course was considered wise, in view of the fact that the spring rush has not yet really commenced. It was decided that it would be wiser therefore, to have the repair work done permanently now rather than have to lie off later in the season.

FISHING VESSEL SUBSIDIES

An order in council has been passed at Ottawa rescinding section 5 of the act to encourage the development of sea fisheries and the building of fishing vessels, and substituting the following:

"5. Canadian registered vessels, owned and fitted out in Canada, of 10 tons and upwards (up to 80 tons), by whatever means propelled, contained within themselves, which have been exclusively engaged not less than three months in catching sea fish, other than shell fish, salmon or shad, or fish taken in rivers, or mouths of rivers, shall be entitled to a bounty calculated on the registered tonnage, which shall be paid to the owner, or owners, provided that vessels known as steam trawlers, operating beam, otter, or other such trawls, shall not be eligible for any such bounty."

FOR SKAGWAY RUN

Announcement of the new spring and summer schedule of the Canadian Pacific Railway coast service steamers has been made from Victoria. According to the new arrangement there will be six steamers a month for Skagway, the Princess May and Princess Royal running on the northern route. The first sailing on this new schedule from Victoria will be June 5, and Alert Bay, Swanson Bay, Prince Rupert, Port Simpson, Ketchikan and Juneau will be included in the ports of call. Skagway boats will leave Victoria on Mondays and Thursdays of each week. The steamer Beatrice, now on the Vancouver run, will be used this summer on the Queen Charlotte Island route, and will make two trips a month from the south. The new schedule will become effective May 1, and will continue so un... September 1. Details of the service to Seattle and Vancouver, on the triangular run, for the sumer months, have not been completed.

TRYING EXPERIENCE

About 35 miles off the west coast of the Queen Charlotte Islands, when on her way from Kyuoquot to Naden Harbor, the little steam whaler Brown, Captain Christoffersen, of the Canadian Northern Pacific Fisheries Company, had a trying experience some days ago. Disabled, with fifty fathoms of chain out, her anchor took hold within a mile from the rocks of the islands. The Brown is undergoing repairs in Victoria.

The little whaler had left the Kyuoquot whaling station to proceed to the new station at Naden Harbor, Virago Sound, on the northern coast of the Queen Charlottes, and ran into a heavy storm. When daylight came the vessel was laboring in a great sea off the west of Queen Charlotte Islands in the open Pacific, big seas breaking over her, combers sweeping her decks and drenching all on board.

Through the engine room skylights a big sea broke into the engine room and knocked second engineer Bergen from the ladder. Then there was an explosion, a sudden shock when the cylinder head, blown upward, struck the metal of the casing above with force, and, as a cloud of steam arose, the main cylinder head roled from the top of the engine and fell beside the engineer on watch, who escaped serious injury by a narrow margin. The enine room was full of steam in an instant, and, after winding cloths about his arms, Chief Engineer Edwardsen rushed forward, and, while the scalding steam burnt his skin off, he shut off the steam.

Meanwhile the steamer rolled heavily, and with the steam shut off, fell off into the trough of the sea, listed over to starboard so much that the waves swept along the bridge, and Captain Christoffersen and the helmsman were waist deep in the swirling sea. The coal on deck shifted to starboard, and the vessel listed so much that the crew feared she wolud capsize, but the whalers are excellent sea craft. She righted and rolled over to port, and the deck crew hurriedly shoveled the shifted coal back, while the seas broke over them, drenching them from head to foot as they worked.

Captain Christoffersen and the helmsman sa wthe steam clouding from below and realized that something had happened. The vessel was swung over with difficulty, and efforts made to keep the Brown's head to sea. Below Chief Engineer Edwardsen, and his second, John Bergen, and others, worked to make temporary repairs, and the work, carried on in face of great difficulties, with the steamer rolling from beam to beam in the trough of the heavy sea, with water sweeping the decks—she rolled so much that the sea broke away the starboard sidelight—was skilfully carried out.

The carpenter made a wooden cynider head to plg the blown out cylinder, and the engineer disconnected the high pressure cylinder and shut off steam, and meanwhile the steamer drifted. The wind was blowing on shore, and despite all that could be done, the little steamer drifted nearer the rocky coast. Hour after hour she drifted, rolling from side to side, as the seas struck her, and meanwhile the chief engineer took a metal door, and, with this material he cut out a temporary cylinder head with difficulty, working against time while the vessel drifted shoreward, with her anchor and fifty fathoms of line out.

It was 8 a. m. when the cylinder head blew out, and ten hours later the makeshift head was clamped tight in place, and shored down, and steam was let into the intermediate and low pressure cylinders with a head of 80 pounds of steam, instead of the usual 180 pounds, and the vessel which had meanwhile brought up to her anchor within a mile from shore, was worked into a safe anchorage, whene the engineers went over their work and effected such temporary repairs on Saturday and Sunday last as permitted the vessel proceeding to Victoria.

It was a most praiseworthy performance, reflecting great credit upon the seamanship and engineering ability of those on board, and shows the seaworthiness of the little vessel, one of the five new steamers recently added to the local company's fleet. For hours, with the seas sweeping up over the bridge often waist deep in the water, the captain and steersman navigated the disabled vessel, and the engineers, with their arms scalded by the steam which escaped before they could close the valves, worked arduously and with great difficulty, to effect temporary repairs. First it was a wooden cylinder head, the work of the carpenter, then a crude cylinder cover cut from a metal door, but it held in place, and when the Brown reached Victoria she had the cover cut from the iron door still clamped in place.

REORGANIZED DEPARTMENT

C. P. R. Has Changed Titles of Officials in the West, But Duties Remain the Same

The Canadian Pacific Railway have completely reorganized their freight department in the west. By circulars issued last week all the officials of thte freight department have their titles altered, although their duties remain the same. The expansion of trade is the reason for the changes which follow:

R. E. Larmour is the division freight agent at Winnipeg, supervising the main line and branches, Port Arthur to Swift Current and Rissyth, inclusive.

Geo. H. Smith is the district freight agent at Winnipeg, supervising Winnipeg city and terminals, including St. Boniface.

R. W. Drew is the district freight agent at Saskatoon, supervising the main line, Yorkton to Rossyth, and the branch, Lanigan to Strassburg.

John Halstead is the division freight agent at Calgary, supervising the main line and branches—Beverley to Laggan and Burmis, Hardisty to Wetaskiwin, Calgary to Edmonton and Lacombe to Castor.

W. R. Haldane is the division freight agent at Nelson, B. C., supervising Passbgurk to Kootenay Landing, Proctor to Midway and Rossland, Gerrard to Lardo, Nakusp to Scandon, Slocan Junction to Slocan City and the Arrow and Kootenay Lakes steamers.

W. C. Bowles is the division freight agent at Vancouver, supervising the main line and branches, Stephen, B. C., to Vancouver, B. C., Esquimalt and Nanaimo Railway, Okanagan Lake service, British Columbia coast service and all Pacific coast freight traffic.

F. H. Clendenning is the district freight agent at Vancouver, supervising the British Columbia coast service and transpacific steamers.

W. H. Gardiner is the district freight agent for the Esquimalt and Nanaimo Railway, Victoria, B. C., to Cameron Lake, B. C., inclusive.

B. G. Holmes is the chief of tariff bureau, Winnipeg, Man., in charge of tariff publications and divisions, western lines.

CLAIMS ESTATES

Carpenter in Australia Lays Claim to Heritage in England.

A claim to an earldom and to some of the richest estates in Great Britain has been put forward by an Australian and is the sensation of the hour there. The estates involved are none other than those of the Governor-General, the Earl of Dudley. William Ward, by occupation a carpenter, a resident of Northcote, has come forward claiming descent from Thomas, the second Baron Ward, whose offspring he declares migrated to Jamaica. The claimant, who was born in England in 1866, came to Australia 20 years later, and has since followed the occupation of a carpenter. He has written to the Governor-General indicating his intention to form a syndicate to press forward his claims to the Earl's estates. Lord Dudley has replied to the man referring him to his solicitors.

Provincial Elections Act.

Skeena Electoral District.

TAKE NOTICE that I have received objections in writing to the retention of the following names on the Register of Voters for the Skeena Electoral District on the grounds stated below.

And take notice that at a Court of Revision to be held on the 1st day of May, 1911, at the Court House, Prince Rupert, at 10 o'clock in the forenoon, I shall hear and determine to said objections, and unless such named persons or some other Provincial Voter on their behalf satisfies me that such objections are not well founded, I shall strike such names off said Register:

J. H. McMULLIN,
Registrar of Voters.

Dated this 5th day of April, 1911.

The following persons are reported absent from the District:

No.	NAME	PLACE
63	BADHAM, FRANK	Prince Rupert.
274	BYRNE, PATSY JENSON	Port Essington
335	CATT, JAMES	Prince Rupert.
407	CONNOR, CHARLES F.	Prince Rupert.
421	COREY, THOMAS	Prince Rupert.
451	CRAIG, WM. ALEX.	Prince Rupert.
464	CROUCHER, ERNEST	Prince Rupert.
530	DENOON, GEORGE	Prince Rupert.
540	DICKSON, RYAN	Prince Rupert.
553	DOCKERY, GARLAND D.	Borden, B. C.
724	FOX, HERBERT S.	Prince Rupert.
745	FRY, REGINALD G.	Prince Rupert.
798	GLADMAN, GORDON G.	Prince Rupert.
882	HAMMOND, FRED. ERNEST	Prince Rupert.
1097	KEELEY, MARTIN FRED.	Prince Rupert.
1098	KEELEY, NEIL A.	Prince Rupert.
1207	LAYCOCK, EDWARD P.	Lakelse, B. C.
1260	LOYAL, WALDEMAR	Prince Rupert.
1263	LUCAS, FREDK. TRAVERS	Prince Rupert.
1627	McINNES, ANGUS	Prince Rupert.
1917	PEPIN, GEORGE	Prince Rupert.
1928	PETHICK, GEO. HAROLD	Prince Rupert.
2047	ROSS, ROBT. STEWART	Prince Rupert.
2067	RYAN, ARTHUR E.	Prince Rupert.
2102	SCRIMGEOUR, JOHN MURRY	Prince Rupert.
2481	WHITCOMB, JAMES	Prince Rupert.

The following persons are reported deceased:

No.	NAME	PLACE
795	GILROY, CHAS. HENRY	Prince Rupert.
829	GRANT, ROY F.	Prince Rupert.
1232	LEWIS, THOMAS	Prince Rupert.
1515	MURPHY, FRANK	Prince Rupert.
1137	KEVITT, OSCAR V.	Sloan, B. C.

TIDES AT PRINCE RUPERT, APRIL, 1911

DATE AND DAY		HIGH WATER Time	Ht	Time	Ht	LOW WATER Time	Ht	Time	Ht
1	Saturday	2:19	21.8	14:51	20.7	8:40	2.4	20:47	4.6
2	Sunday	2:52	21.8	15:36	19.8	9:22	2.5	21:27	5.7
3	Monday	3:29	21.5	16:28	18.6	10:11	3.0	22:12	7.2
4	Tuesday	4:14	20.8	17:28	17.3	11:08	4.0	23:06	8.8
5	Wednesday	5:10	19.7	18:42	16.2	.....	....	12:15	5.1
6	Thursday	6:19	18.5	20:10	16.0	0:13	10.0	13:32	5.8
7	Friday	7:48	17.9	21:37	16.8	1:40	10.6	14:55	5.7
8	Saturday	9:18	18.1	22:40	17.9	3:10	9.9	16:04	5.1
9	Sunday	10:29	18.9	23:24	19.1	4:24	8.3	16:58	4.5
10	Monday	11:27	19.7	.....	....	5:19	6.6	17:45	4.2
11	Tuesday	0:03	20.0	12:15	20.3	6:06	5.1	18:24	4.1
12	Wednesday	0:37	20.7	12:56	20.5	6:47	3.9	18:59	4.4
13	Thursday	1:08	21.1	13:33	20.5	7:23	3.1	19:31	4.9
14	Friday	1:38	21.4	14:09	20.1	7:58	2.8	20:02	5.6
15	Saturday	2:08	21.3	14:46	19.5	8:32	2.9	20:33	6.4
16	Sunday	2:39	21.0	15:24	18.7	9:06	3.4	21:04	7.3
17	Monday	3:10	20.5	16:04	18.8	9:42	4.2	21:36	8.5
18	Tuesday	3:42	19.7	16:49	16.8	10:21	5.2	22:12	9.5
19	Wednesday	4:18	18.7	17:45	15.9	11:09	6.2	22:57	10.6
20	Thursday	5:06	17.6	18:58	15.3	.....	....	12:08	7.0
21	Friday	6:12	16.6	20:22	15.4	0:10	11.3	13:17	7.5
22	Saturday	7:46	16.2	21:30	16.0	1:46	11.3	14:35	7.3
23	Sunday	9:09	16.6	22:20	17.1	3:12	10.4	15:40	6.8
24	Monday	10:16	17.6	22:59	18.3	4:16	8.8	16:31	5.9
25	Tuesday	11:06	18.6	23:34	19.5	5:00	7.0	17:14	5.2
26	Wednesday	11:51	19.6	.....	....	5:42	5.1	17:53	4.7
27	Thursday	0:07	20.6	12:34	20.3	6:22	3.5	18:31	4.4
28	Friday	0:41	21.6	13:16	20.7	7:01	2.2	19:08	4.5
29	Saturday	1:16	22.3	13:59	20.7	7:40	1.4	19:46	5.0
30	Sunday	1:52	22.7	14:44	20.3	8:22	1.1	20:26	5.8

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.

MUNICIPAL NOTICE

Tenders will be received by the undersigned, for the Collection and Disposal of Garbage and Nightsoil, and for the supply of Garbage and Nightsoil Cans. Tenders must be on form to be obtained from the City Clerk and to close at 5 p. m., May 1st 1911. Each tender must be accompanied by a certified cheque for $100.

Full particulars at City Clerk's office.

The lowest or any tender not necessarily accepted.

ERNEST A. WOODS,
City Clerk.

4-25-28

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

If you want the honey
That comes from the hive
Take up the phone and
Call one, double five.

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.

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

—THE—

Oliver Typewriter

—FOR—

Seventeen Cents a Day

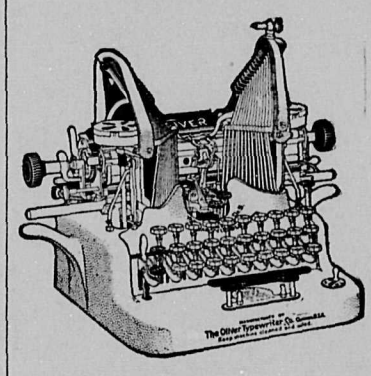
Please read the headline over again. Then its tremendous significance will dawn upon you.

An Oliver Typewriter—the standard visible writer—the most highly perfected typewriter on the market—yours for 17 cents a day!

The typewriter whose conquest of the commercial world is a matter of business history—yours for 17 cents a day!

The typewriter that is equipped with scores of such conveniences as "The Balance Shift"—"The Ruling Device"—"The Double Release"—"The Locomotive Base"—"The Automatic Spacer"—"The Automatic Tabulator"—"The Disappearing Indicator"—"The Adjustable Paper Fingers"—"The Scientific Condensed Keyboard"—all

Yours For 17 Cents a Day



We announced this new sales plan recently, just to feel the pulse of the people. Simply a small cash payment—then 17 cents a day. That is the plan in a nutshell.

The result has been such a deluge of applications for machines that we are simply astounded.

The demand comes from people of all classes, all ages, all occupations.

The majority of inquiries has come from people of known financial standing who were attracted by the novelty of the proposition. An impressive demonstration of the immense popularity of the Oliver Typewriter.

A startling confirmation of our belief that the Era of Universal Typewriting is at hand.

A Quarter of a Million People are Making Money With

The OLIVER Typewriter

The Standard Visible Writer

The Oliver Typewriter is a money-maker, right from the word "go!" So easy to run that beginners soon get in the "expert" class. Earn as you learn. Let the machine pay the 17 cents a day—and all above that is yours.

Wherever you are, there's work to be done and money to be made by using the Oliver. The business world is calling for Oliver operators. There are not enough to supply the demand. Their salaries are considerably above those of many classes of workers.

"An Oliver Typewriter in Every Home!"

That is our battle cry today. We have made the Oliver supreme in usefulness and absolutely indispensable in business. Now comes the conquest of the home.

The simplicity and strength of the Oliver fit it for family use. It is becoming an important factor in the home training of young people. An educator as well as a money maker.

Our new selling plan puts the Oliver on the threshold of every home in America. Will you close the door of your home or office on this remarkable Oliver opportunity?

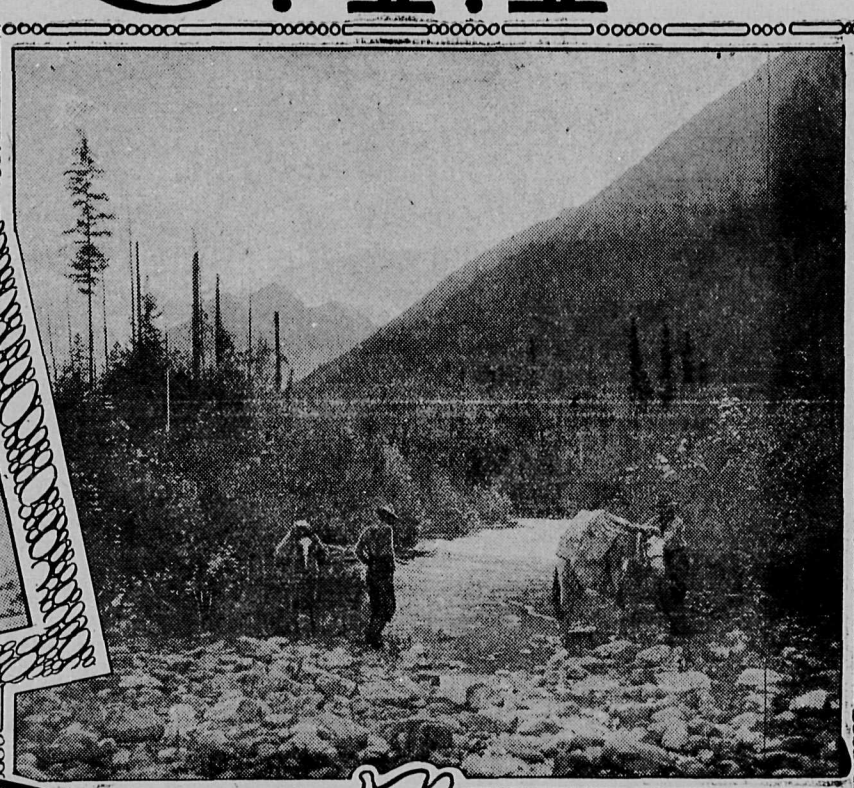
Write for further details of our easy offer and a free copy of the new Oliver catalogue. Address:

R. C. BEAN
Prince Rupert Agent
General Offices: Oliver Typewriter Building, Chicago, Ill.

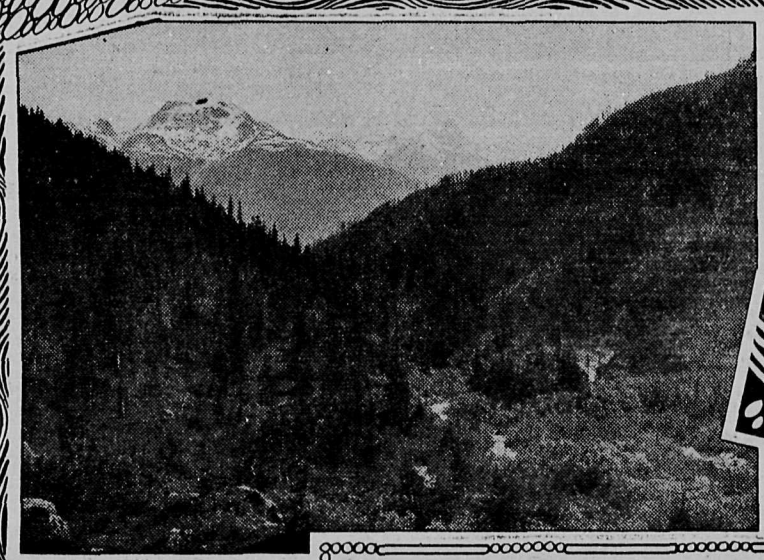
LADYSMITH
COAL
ROCHESTER & MONROE, Phone 116

Views along the route of the G.T.P

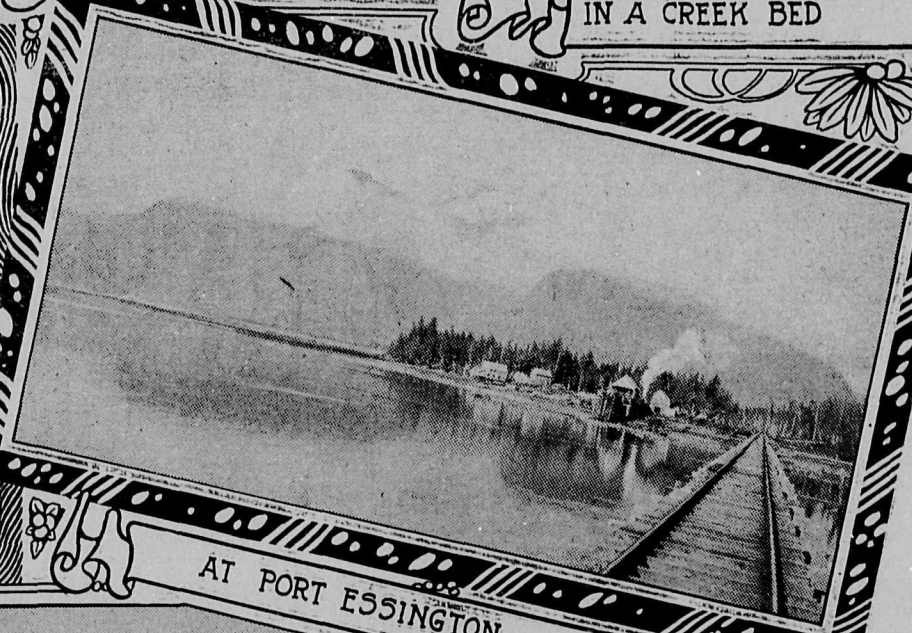
FIRST PHOTO OF MOUNT ROBSON AND RECENTLY DISCOVERED MOUNTAIN LAKE



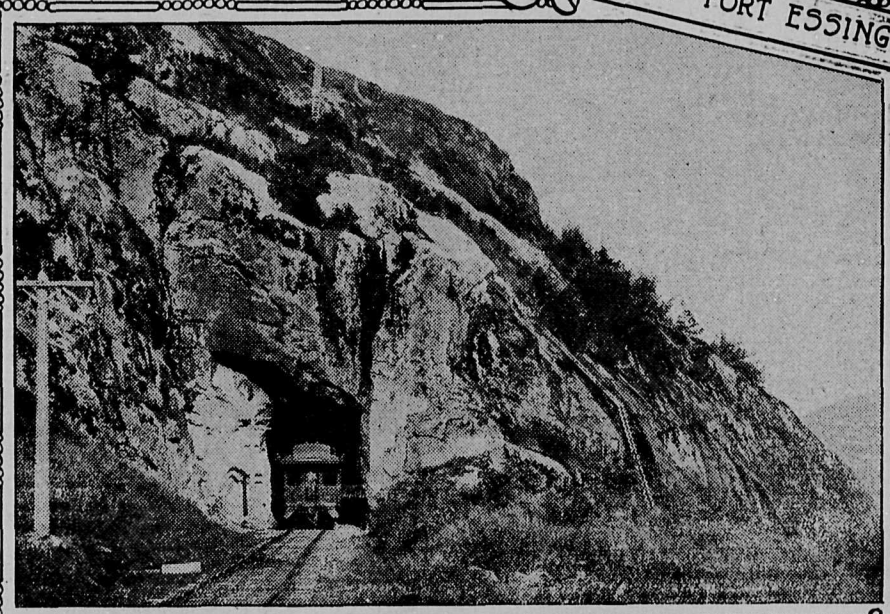
IN A CREEK BED



ONE OF THE VALLEYS



AT PORT ESSINGTON



SUPT. MEHAN'S CAR NEAR PRINCE RUPERT

THE accompanying views taken along the route of the Grand Trunk Pacific across British Columbia, are from the collection made by the official photographers and artists, who made the trip last summer. The construction of the Grand Trunk Pacific means the opening up of a new scenic route across the continent. In this age when the travelliing public are awaiting a change continually, the inauguration of a new route like the one to be offered will mean much. It will result in a stream of tourists seeking the newest attraction.

The scenery along the Grand Trunk Pacific is acknowledged to be second to none on the continent. It will, near the eastern edge of the prairie, run in full view of Mount Robson, the highest peak in the Canadian Rockies. As the western terminus is reached, the travellers will be carried along the banks of the Skeena with a delightful change of scenery from time to time, with fertile valleys soon to be filled with settlers, and snow-capped peaks with ever-changing features.

Long before the Grand Trunk Pacific is completed as a transcontinental road, there is to be a great new field for tourists. It will be opened this summer, when by means of the palatial steamers plying on this coast, travellers may visit this city and before many weeks pass have the opportunity of invading the interior by means of the railway supplemented on the upper reaches of the Skeena by the river steamer.

Doubtless Prince Rupert will see its first invasion of tourists this year and will have to prepare to take care. of them These will come in increasing numbers from now on. It is, in reality, the beginning of the city's growing time.

The city should undoubtedly take steps to give due publicity to the attractions of this northern country. Exact information on this subject is required It is gratifying to know that steps are being taken by some of the citizens in this direction and before long a definite proposition along this line may be ready to be offered to the general public. Communities can no better do without publicity work in these days than can the private business. Judicious advertising always pays and the north will warrant all that can be said in its favor.

Prince Rupert must remain the centre of that vast field of investment. The awakening of interest in any section of this country means added wealth to Prince Rupert.

HUNTERS' : PARADISE

The results of the trip through Jasper Park of R. W. C. Lett, travelling passenger and colonization agent of the Grand Trunk Pacific last summer with a couple of authors, an artist and a photographer, will appear in book form about the first of May when F. A. Talbot, the representative of World's Work, who accompanied Mr. Lett on his trip, will issue a beasutifully illustrated volume entitled "The Garden of Canada."

The material for the book was obtained during last summer's trip over the Grand Trunk Pacific grade and over the survey through Jasper Park and west of the mountains. Ever since his return to the east, articles from Mr. Talbot's pen on the country west of Edmonton in Alberta and along the Fraser River in British Columbia have been appearing in the World's Work magazine and these have been very favorably received by engineers and others who know the country thoroughly.

The book will be illustrated by a number of photographs obtained by Mr. Lett during the trip. These include photographs of the hot springs in Jasper Park, of the forests in the park and west of the summit in British Columbia and also of the mountain streams nad the lakes of the district.

In order to secure a photo of the lake lying at the foot of Mount Robson, Mr. Lett spent two days cutting a six-mile trail through the dense timber from the right of way to the lake. This body of water is known to the old prospectors as Six Mile Lake. Mr. Lett states that it rivals in beauty Lake Louise in the park at Banff.

"For big game hunting, the country bordering on Jasper Park cannot be excelled," said Mr. Lett. "Of course, shooting in the park is not permitted, but there are large unexplored areas outside the reserve that abound in big game. There is no reason why Alberta should not make as much out of its game preserves as New Brunswick out of its moose country. There are large areas in the Brazeau country, where moose are plentiful and north of Jasper Park there are mountain sheep and goats in large number. Grizzly bears are numerous, both in the park and beyond the boundaries.

Mr. Lett stated that enquiries are being received from a large number of tourists as to whether or not it would be possible to secure guides in the park this summer and he believed a large number of tourists will visit the place, even though the railway is not completed beyond Prairie Creek.

THE ANGLO - INDIANS

An acute division of opinion has sprung up over the official announcement that the government of India has decided that members of the domiciled community are to be classed as Anglo-Indians, and not as Eurasians, in the census tables. The Times of India denounces the decision: "This must be the first time since people were numbered when any government has deliberately employed a misdescription in census tables. Presumably there are dictionaries in the government offices. A reference to any dictionary shows that Anglo-Indian, as a substantive, is defined as 'A native of England, or of the British Isles, resident in India.' If any lingering doubts remain, a further reference will show that the term native means 'a person born in a particular place or country.' The term is consequently, etymologically, as wrong as can be applied to the domiciled community. There are many cases where etymology and practice have but scant connection; but everyone —at least everyone outside the Imperial Secretariat—it quite aware that in literature and in common parlance Anglo-Indian is invariably used as implying a native of England or of the British Isles resident in India, never a person of mixed parentage. It would be interesting to know what possible excuse can be offered for this visible and patent inaccuracy except deference to importunity. And it seems only natural to conclude that such a palpable attempt to ignore hard facts can only fail in its purpose. We should be happy to believe that the official acceptance of the blessed word 'Anglo-Indian' would charm away all the disabilities, social and economic, under which the domiciled community labor. But the way of the world is higher than that. The domiciled community will find that the appropriation of a designation is a small thing after all, and there is genuine spade work to be done before they can realize their ambitions."

On the other hand, the Englishman supports the new nomenclature: "The change has been made at the instance of the Anglo-Indian Empire League of Bombay. The Anglo-Indian Association of Calcutta would rather have the word 'domiciled,' but apparently failed to put his views before the government. There are, of course, some objections to the application of the term 'Anglo-Indian' to the community because it has another and common application, but on the whole no one will regret the dropping of the word 'Eurasian,' which was often used in a contemptuous sense."

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

Library Legislative Assembly 1911
Library Parliament Ottawa

IN CAUSE OF PEACE

Thinkers in Germany and Great Britain on the Outlook Presented.

Conflicting Views Held by Those Who Have Studied the Subject

The editor of Public Opinion desired to know whether there was any hope of any very immediate approach to political rationalism in the relations between Great Britain and Germany; and to discover whether public opinion in Germany was hostile to such new conceptions in politics as outlined in "The Great Illusion," and whether there was any nucleus of enlightened thought in Germany which might furnish a "point de depart" for such reforming as would sensibly affect German policy.

He therefore put the question to a considerable number of German public men—members of the Reichstag, professors in the German universities, German pastors, journalists and men of affairs generally.

Sir Edward Grey's remarkable and unprecedented speech, in which he held out friendly hands to both Germany and the United States, and in which he feared revolution and danger to civilization if the burden of armaments was increased, also shows that this question is no academic one, but fundamental, urgent and of supreme importance, and possible of solution if wise hands lead.

A Grave Question

The gravest question which confronts British statesmanship today, says Public Opinion, is this:

"Can Germany be brought to see reason in the matter of armaments? Has she really any motive pushing her to aggression upon England?"

We know the theory of those who are most insistent as to the necessity of an absolutely predominant British navy: Germany is determined to "fulfill her destiny by challenging British world-supremacy at sea." Mr. Robert Blatchford in the Weekly Dispatch, returns to the attack. We are told that Bismarck, the pupil of Clausewitz, laid down the lines of Germany's advance half a century ago. First, Austria had to be put back to a secondary position. The Prussian army was therefore made—and used. Then France had to be reckoned with; preparations were made—and the necessary action taken. Then Germany was united and the period of expansion begun. Her "future lay on the sea"; but the British navy stood in the way. An army had been made to cope with Austria and France—and had been used. A navy is necessary to cope with England. It is being made—for use.

A Duel Between Millions

Such is the theory, and if it is a true one, how can we hope for any definite reduction of armament? Indeed, if it is true, we are only at the beginning of the contest. As the Daily Mail pointed out on Friday, Germany is acting not only in alliance, but in close, practical co-operation with Austria, and in formal alliance at least with Italy. Great Great Britain's ententes are very loose, so that we shall have to build against a combination represented by 140,000,000 of highly civilized and highly organized people. If, therefore, the real conflict is of the nature which Mr. Blatchford and those who share his views have indicated, is it likely that 140,000,000 will withdraw from the contest before 40,000,000 do so? If the orthodox principles of international rivalry are well founded, the present estimates are a mere fraction of what may be expected in the not very distant future in the effort to outbuild a resolute combination outnumbering us more than three to one.

But is the orthodox view well founded? We know the modifications in the axioms of European statecraft, which a notable discussion of the last twelve months has tended to introduce. There is a growing belief that organized society has reached a condition of interdependence which renders the domination of one nation by another a social and economic futility. Whatever principles may have guided politics in Bismarck's time, it is today generally recognized that even if Germany could by some magic realize all her dreams in international politics, or what we are given to suppose are such, could at one stroke dominate Europe, her people would not benefit thereby in the least, and the real problems which confront them and clamor for treatment remain as far as ever from solution. If, therefore, the German people can gain nothing by this Titanic conflict, are they likely to precipitate it, to take the frightful risks of aggression, when, even if successful, their victory will be without profit?

Where We Stand

The present stage of the discussion among the best minds in Europe is this: The material truth of the thesis is in large part admitted; but it is urged that so much out of keeping with German ideas is it that it is never likely to be recognized and influence policy within any period tha need concern us, or as Sir Edward Grey has laid it down:

"True as the statement in that book may be, it does not become an operative motive in the minds and conduct of nations until they are convinced of its truth and it has become a commonplace to them."

The practical question then is this: Is there any hope of it becoming a commonplace? The most notable statement of this newer view of international relationship, and the one to which Sir Edward was specifically referring, is that embodied in Mr. Norman Angell's book, "The Great Illusion," which has appeared not only in English but in practically every European tongue.

What Germany Thinks

It appeared to the editor of Public Opinion, therefore, that expressions of German opinion on that book would serve to show as well as anything, the trend of opinion in Germany, and whether we could in the future look for any modification of political ideas which would lead to a solution in the direction indicated.

Answers were received from some two hundred letters of inquiry addressed at random to members of the Reichstag, university professors, clergymen and authors. Not one reply categorically hostile to the thesis has been received—unless that of Captain von Sossberg, can be so considered.

The fact that all those sufficiently interested to reply at all are precisely those favorable to the more modern conception of international statecraft, would go to show that there colud easly be found in Germany among those active in thought and politics—those that is, who help to mould German opinion—the nucleus of a propaganda which would so transform political ideas as to render a thesis like that embodied in "The Great Illusion" a commonplace, or, to adopt Sir Edward Grey's phrase, "an operative motive in the minds and conduct of nations," furnishing by that means a solution which can never be found in the sheer bulldog rivalry of warship building, especially when forty millions have to outbuild 140. Such a contest would only end—if no other factor is introduced—in one of two ways: Collision, which is war; or exhaustion, which is bankruptcy.

Public Opinion then quotes from a number of the letters showing that there is throughout Germany, among the influential classes, a genuine desire for peace, and especially for the cessation of rivalry in armamens.

B. C. DIAMONDS

The report of the Geological Survey of Canada that Simon pure diamonds are to be found in the Mount Olive district of this province has stimulated very active interest in the district in question and many prospectors have gone in from Princeton and are staking claims in an endeavor to secure precious stones large enough to be of commercial value, several of these having lately been discovered in the conglomerate. In a letter to a friend at Princeton heading the Ottawa date of ten days ago, Mr. Charles Camsell, of the Dominion geological staff of experts, says of the original discovery, that "the sample of chromite from which the diamonds were obtained also yielded platinum and gold. This is the first time I have been able to see the platinum in solid rock. * * * Practically all the diamonds obtained are clear and white, apparently excellent gem stones, if we can only find them bi genough and there is no reason why we should not."

Interest in the diamond discovery in the Tulameen section continues. Actual prospecting for diamonds in the "wash" will begin as soon as the snow leaves that altitude.

Hamblin's Bakery

Just Re-opened

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

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Cakes and Confectionery of all kinds

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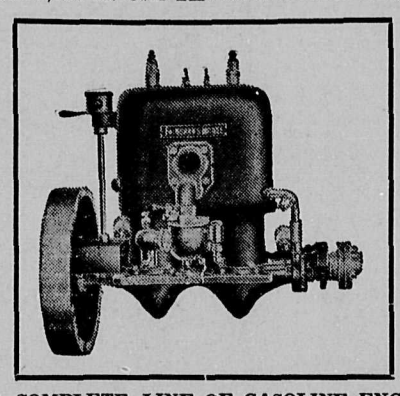

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COAL MINES ACT

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

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:—Comencing at a post planted 7 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.

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Dated March 4th, 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.

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

RECIPROCITY BILL

Sir Edmund Walker Breaks With the Liberal Party on This Issue.

He Believes That It Would Be a Sacrifice on the Part of Canada to Enter Agreement

In a special Canadian number of the "Iron Age Hardware," Sir Edmund Walker explains the reasons for his opposition to the reciprocity pact. He speaks without partisan bias, as becomes one who has always been a Liberal, but finds it necessary to break with is party on a great national principle. Sir Edmund says that there was a time in our history when reciprocity with the United States would have been of some temporary benefit to this country, but that was before Canada "had a great national establishment of its own for the carrying on of business with the world at large." Times have changed in the last twenty years, and for Canada to go into the deal today would be to prove herself "the most foolish nation under the sun."

A Warning, Not an Inducement

Sir Edmund doubts that the agreement would temporarily increase the prices of certain of our raw materials, but even admitting for the sake of argument that it would, he denies that this would be the reason for Canada concurring in it. The fact that the anxiety of the Americans to get our raw materials wolud raise their prices should rather warn us that they were making Canada the "slash" of North America. He compares the American manufacturers to the foolish virgins whose oil has been nearly consumed. They turn their eyes to Canada and see our resources almost untouched, and naturally desire to fill their lamps from our stores. The strongest argument in favor of reciprocity on the American side of the line is the access it promises to Canada's raw material. Again and again, have President Taft, Secretary Knox, Governor Foss, Senator Beveridge and others pointed out that the free admission of Canadian raw materials would relieve the strain on the remaining reserves in the United States. Thus Uncle Sam colud achieve the feat of eating his cake in Canada, and having his cake in the United States to stay his industrial stomach later in the day.

Export Duties Recommended

The provinces of Ontario and Quebec have demonstrated how our raw materials should be handled. They require that the timber cut on Crown lands undergo manufacture before it is removed from the country. The Dominion Government in 1897 passed an act prescribing a stiff export duty on pulpwood, whether grown on Crown lands or on private lands, and imposts of the same kind on certain ores and mattes. This act has never been brought into effect by proclamation, as was provided, and judging from the policy of the government in the reciprocity deal, is not likely to be. Nevertheless, the passing of the act displayed true vision as to Canada's destiny. It presupposed that this country was to be great, that the "Twentieth Century was to be Canada's century," and that Canada would have need of all her own raw materials. "The fact that the United States has now to look beyond its own bounds for resources of raw materials ought to admonish Canadians as to their duty to themselves in respect to this agreement." Sir Edmund says that "to place the country's raw material at the disposition of a foreign power would be like parting with territory."

Sacrifce Demanded of Canada

The need of the United States for the agreement is plain enough, but why should Canada be expected to sacrifice herself on this account? It was not by sacrificing her interests to those of her friends that the United States had become a great nation. For a good many years now Canada has been trying to follow the good example set at Washington; and as a result of the recent policies of both the Conservative and Liberal parties, our national industries are healthfully expanding under the large inward movements of population and capital from other countries. "Canada is going forward at an amazing rate alon ggrooves it has made for itself. The agreement wolud be an influence to deviate the country from the splendid course on which it has set out. It might operate to decompose the commercial bonds now well established between eastern and western Canada, and to bring about commercial union upo lines running north and south. Commercial mergers that take in national corporations are generally followed by political mergers."

There was certainly no popular demand for a reversal of the National Policy. Never were Canadians more prosperous and contented. This is not the time they would have chosen to make experiments.

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Family Groceries
Fresh Groceries
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Fresh Fruits

Special Attention Given to Family Trade.
You Will Find Our Prices RIGHT.

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2nd Avenue & McBride

A BUFFALO HUNT

Montana's Herd to Be Finally "Rounded Up" for Delivery to the Canadian Park

Two hundred Montana Indians have started on the greatest round-up of buffalo ever witnessed in the west, in order that Michael Pablo, the Montana Buffalo man, might carry out his intention of delivering to Howard Douglas, commissioner of parks at Edmonton, every hoof that is yet left wandering on the Flathead reservation, near Missoula, Montana.

The round-up will cover 40 miles of territory, and will be even more spectacular than the first big round-up which took place three years ago, when the Canadian government got its first consignment of the buffalo from Pablo.

Pablo has given orders to the Indians that every hoof must be cleared off the reservation, and those animals that resist capture are to be shot.

Pablo has made elaborate preparations for the event, and has had his 200 Indians mounted on the best ponies procurable. The Indians are of the old stock that were wont to hunt the monarch of the plains in the old days, and they are trained to the job.

As a result of this huge round-up, Pablo expects to deliver to the government for the park at Wainwright at least 60 more head, and possibly as many as 80.

Fifteen head of the buffalo from Pablo's ranch are now on their way to the buffalo park.

TO PROTECT LIFE

Recommendations Made by the Coroner's Jury That Inquired Into Iroquois Wreck.

More Rigid Inspection Is Urged Better Facilities for Saving Passengers

"That Isabelle Fenwick, Mesach Phillips, Ernest Hartnell, A. D. Munro, John Brydson, Andrew Ollerson, Ian Bactern, Stanley A. Clark, Tom Chan Lung, Foong Yet and Fow Suey His, came to their deaths at or near the southern entrance to Canoe Pass, near Sidney, by drowning or exposure, on or from the wreck of the S. S. Iroquois on the 10th of April, 1911, and that Captain Albert A. Sears, the master of the said S. S. Iroquois on the said 10th day of April, 1911, at or near Canoe Pass, near Sidney, B. C., did feloniously and unlawfully kill and slay the said Isabelle Fenwick, Mesach Phillips, Ernest Hartnell, A. D. Munro, John Brydson, A. Ollerson, Ian Bactern, Stanley A. Clark, Ton Chan Lung, Foong Yet Sin and Fow Suey His," was the verdict which the coroner's jury returned at Sidney after a two days' investigation into the circumstances surrounding the deaths of a number of passengers and chew of the Iroquois, of which Captain Albert A. Sears was master at the time of the wreck.

The verdict is one of manslaughter. As the provincial authorities had already indicted Captain Sears of the same offense, there was no necessity for the coroner, Dr. Hart, to issue a warrant for his arrest.

Attached to the verdict were the following recommendations which will be forwarded to the proper authorities:

"That the attention of the Dominion government be at once called to the lack of regulations of coastwise shipping governing cargo on passenger boats;

"That a more rigid and frequent inspection be made of all life saving appliances on any and all passenger boats;

"That all passenger vessels be made to carry life rafts and steel, unsinkable life boats, and that no boat be rated for more passengers than its capacity."

Don't you Believe it!

Many men pretend that they are not interested in the good clothes question. They'll tell you that any kind of a decent fitting suit will do. Well, they are only pretending. Truth to tell most men are nearly as much interested in their clothes nowadays as women are. Some of them are just as hard to please as women and just as particular. We know this to be a fact and that's why we handle

20th Century Brand Garments

SLOAN & CO.
SIXTH STREET
ALDER BLOCK

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

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

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.

NOTICE TO CONTRACTORS

STEWART SCHOOL.

SEALED TENDERS, superscribed "Tender for Stewart School," will be received by the Honourable the Minister of Public Works up to noon of Monday, the 1st day of May, 1911, for the erection and completion of a two-room frame school with basement, etc., at Stewart, B. C., in the Skeena Electoral District.

Plans, specifications, contract, and forms of tender may be seen on and after the 7th day of April, 1911, at the offices of J. H. Smith, Esq., Secretary to the School Board, Stewart, B. C.; the Government Agent, Prince Rupert; and the Department of Public Works, Victoria.

Each proposal must be accompanied by an accepted bank cheque or certificate of deposit on a chartered bank of Canada, made payable to the Honourable the Minister of Public Works, for the sum of $250 which shall be forfeited if the party tendering decline to enter into contract when called upon to do so, or if he fail to complete the work contracted for. The cheques or certificates of deposit of unsuccessful tenderers will be returned to them upon the execution of the contract.

Tenders will not be considered unless made out on the forms supplied, signed with the actual signature of the tenderer, and enclosed in the envelopes furnished.

The lowest or any tender not necessarily accepted.

J. E. GRIFFITH,
Public Works Engineer.
Department of Public Works,
Victoria, B. C., 3rd April, 1911.
4-14—5-2

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Lots 33 and 34, Block 5, Terms $3,750.00
Lots 18 and 19, Block 7, Each $1,500.00
Lots 33 and 34, Block 29, Terms $4,250.00

SECTION 5
Lots 5 and 6, Block 37, Terms $1,800.00
Lot 7, Block 32 ..... $700.00
Lots 43 and 44, Block 27, each $600.00

SECTION 6
Lots 19 and 20, Block 4, ½-cash, each $1,680.00
Lots 10 and 11, Block 21, Terms $3,000.00
Lot 11, Block 22 ..... $850.00
Lots 8 and 9, Block 26, ¼ cash $2,500.00
Lot 20, Block 27, ½ cash $900.00
Lots 1 and 2, Block 29, ½ cash $2,625.00

SECTION 7
Lots 27 and 28, Block 5, ½ cash $900.00
Lots 21 and 22, Block 10, Each $450.00
Lots 11 and 12, Block 21, ½ cash, each $450.00
Lot 15, Block 39 ..... $500.00
Lot 16, Block 35, ½ cash $600.00
Lots 35 and 36, Block 50, each $250.00

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11	1-2-3-4-5-6	19	3-4
11	9-10	19	15-16
12	22	20	19-20
13	21-22	34	36-37-38
18	1-2	34	42
		27	9-10
		27	42-43

SECTION FIVE		SECTION SIX	
9	22-23	3	7-8-9-10
18	22-23		

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