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Prince Rupert Journal

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VOLUME II. Published Twice a Week. PRINCE RUPERT, B. C. FRIDAY, AUGUST 25, 1911. Price, Five Cents. NO. 20.

WILL REINSTATE MEN

Liverpool Street Railway Company Reach Settlement With the Employees.

Sympathetic Strike Involved About Sixty-Eight Thousand Men

London, Aug. 25.—The municipal street railway company of Liverpool will reinstate the strikers, thus ending the labor troubles in that city.

Sixty-eight thousand men were on strike awaiting the decision of the street railway company. The settlement will afford intense relief to the business men generally, though the shipowners are fearful it will only influence further demands on the part of the strikers.

POSTPONE CASE

Man Accused of Forgery Will Have Charge Gone on With Next Week

The preliminary hearing in the charge of forgery preferred against Fred Clarke has been postponed until Monday in order to secure further evidence for the defence.

The evidence has to do largely with the question of handwriting. The accused and his brother lived with Wormald, having come from Toronto together. One post office box was used by them. A sum of money was sent to Wormald from England which he did not receive and his suspicions against Clarke were only aroused some considerable time afterwards when he received a letter from England complaining that he had not acknowledged the receipt of the money.

Investigation at the post office resulted in the discovery that the order had been signed duly but the officials at the post office failed to remember anything as to signed for it after the lapse of time.

Specimens of the writing of Clarke were obtained and on these the prosecution against him base their case largely. Fred Peters, K. C., is prosecuting, while Alex. Manson is defending the accused.

MR. BRUTINEL'S VIEWS

He Says Negotiations With City Council Await Reply From Mr. Thomson

R. Brutinel of the Prince Rupert Hydro-Electric Company, who is here in connection with the work going on at Kahtada, when asked if the Prince Rupert Hydro-Electric Company was still negotiating with the city council, stated that he has had several conversations with the mayor and the council. These conversations were merely an exchange of views, and can hardly be called negotiations. They were, however, very useful, because they demonstrated the futility of the attempts to reach any understanding until the city secures the technical advice and recommendation of their consulting engineer.

Mr. Manson being in Victoria when Mr. Brutinel was in Vancouver, it was suggested that they meet Mr. Thomson together and talk things over informally. Mayor Manson, Mr. Thomson and Mr. Ross (the city engineer and the superintendent of the electric system of Seattle), R. Brutinel and R. F. Hayard (consulting engineer of the Prince Rupert Hydro-Electric Company) were present. The views of the city and of the company were fully explained. Mr. Thomson asked the representatives of the Prince Rupert Hydro-Electric Company to submit in writing a full outline of their proposal regarding their entrance within the city for the sale of industrial power; this proposal he will minutely study, and after full consideration he will give his advice and opinion to the city.

Mr. Brutinel's company has a force of about fifteen or twenty men at work putting up the houses and doing othr preliminary work at Kahtada.

With the presence in the city of a large number of Indians, Special Constable Phillipson of the Indian department has been kept busy looking after infractions of the act. Several Indians and a number charged with supplying were brought before C. C. Perry, the Indian agent, and fined during the week.

EXCELLENT MEETINGS

H. S. Clements Well Received in South End of Comox-Atlin Constituency.

He Will Reach Prince Rupert on Monday, September 4, and Will Enter Upon Local Campaign

(Special to The Journal)

Cumberland, August 25.—Enthusiastic meetings have been held in the interests of H. S. Clements, the Conservative candidate in Comox-Atlin, in Wellington, Parksville, Alberni, Union Bay and Denman. On Saturday night Mr. Clements will hold a meeting in Courtenay.

In all the meetings, the government at Ottawa is denounced in fighting speeches which had splendid effect.

The attendance at these gatherings was the largest ever held in connection with political meetings.

The Liberals in the south end of the riding are disatisfied with the nomination of Duncan Ross.

Mr. Clements will arrive in Prince Rupert on Monday, September 4, and will enter upon a vigorous campaign in the north.

A victory for the Conservatives in Comox-Atlin is conceded.

BARGE IS WRECKED

Feared Tug With Captain and Crew Has Been Sunk Also.

Albatross Lost on Georgian Bay Near French River—Those on Board Escape

(Special to The Journal)

Bynge Inlet, Ont., Aug. 25.—The barge Albatross of Midland foundered in Georgian Bay off French River on Monday night and it is feared that the tug C. C. Martin of Midland, Captain Vent, which had the barge in tow, was dragged to the bottom when the barge sank. The tug carried besides the captain and his wife a crew of eight.

Those on the barge reached Bynge Inlet yesterday.

Mrs. Stitt, who has been on a visit to her sister, Mrs. J. E. Merryfield, for several weeks, left this morning for Vancouver.

W. R. Brock, the director of the geological survey at Ottawa, arrived in the city by the Prince Rupert and proceeded to the Hazelton district.

IS INVESTING HERE

Sir George Doughty it is Reported Has Made Purchases in This District.

Financiers See In the North Opportunities for Investment

Private advices received from London, England, state that Sir George Doughty, M. P. for Grimsby, and owner of a big fleet of steam trawlers, has decided to engage in the fisheries in Northern British Columbia. He has acquired control of a Victoria company which owns an oilery on Skidegate Inlet as well as valuable fishing privileges on Graham and Moresby Islands of the Queen Charlotte group. It is proposed to float a company in London and proceed with the establishment of fishing stations and cold storage plants during the coming fall, with the object of starting operation there next spring.

Sir George visited Prince Rupert last summer, and expressed himself as deeply impressed with the possibilities of the industry in the North Pacific. His company will handle all kinds of edible fish as well as manufacture fertilizers from other varieties, including dogfish and sharks.

Vernor Smith of Foley, Welch & Stewart has returned from a trip to Hazelton and vicinity.

WILL RETIRE FOREVER

Sir Wilfrid Laurier Announces Before People of Quebec That he will Leave Politics if Defeated This Time.

(Special to The Journal)

St. Johns, Que., Aug. 25.—In yesterday's speech here, at the conclusion of a most vehement attack upon the Nationalists in which he repudiated the statements that service in the navy would be obligatory and that the navy bill was just another scheme to win him more honors from England, Sir Wilfrid Laurier startled his audience by announcing that if defeated in the coming election he would retire forever.

INTERESTED IN CITY

J. H. Kugler Found Investors in the South Looking to Prince Rupert

There Should Be Considerable Money Put Into This Place During Next Few Months

J. H. Kugler, who has just returned from the south, is more than ever satisfied with investments in Prince Rupert. He looks to an early invasion of this city by investors on a large scale, finding in the south a spirit of the greatest optimism with respect to the city.

The old disposition to "knock" the city he finds is dying out and in its place there is a spirit of inquiry springing up. All are anxious to know what the opportunities are in the place.

With the harvesting of an immense crop of grain on the prairies there are going to be immense sums of money put in circulation this fall and Prince Rupert, so much in the public eye, cannot well fail to derive a large benefit from the movement.

Mrs. Kergin of Stewart is visiting at the home of her father, Captain McCoskrie, Fourth avenue.

LARGE PULP MILL

Ocean Falls Will Have One of Largest Enterprises on the Coast.

Splendid Provision Has Been Made for the Employees at the New Town

Within a short distance of Prince Rupert and easily within the circle which will find its outlet in a shipping way by Prince Rupert is the largest pulp mill in the west being installed. This is at Ocean Falls. Already there is a large pay roll there and the works are being put in in the most up-to-date manner. When completed in November this mill at Ocean Falls will have a daily capacity of 150 dry tons of mechanical pulp. The mill is arranged in units of 50 tons each, and all provisions are made in the hydraulic development and pulp mill plans for a further installation to bring the capacity up to 300 dry tons per day. When this is done, it will be the largest mechanical pulp mill in Canada, if not in the world.

It has taken the best part of two years to transform Ocean Falls from a deserted spot into a scene of bustling activity. By the time all the operations are completed, in the beginning of the new year, there will be nothing lacking to make the camp the most comfortable, from the point of view of the workmen, anywhere in existence. The hotel, which is being constructed specially for them, will contain 80 bedrooms, plunge baths, amusement and reading rooms, library and special drying rooms for men's clothes, while the kitchen will include steam and electric cooking utensils even not excepting the patent potato peelers used on the latest steamships. Altogether, all the appointments will be of the most up-to-date character, and will be something which has hitherto been undreamed of in such a connection.

DECIDE IN OCTOBER

Granby Company Will Not Locate Smelter Before Meeting This Fall.

Mr. Sylvester Has Gone South After Inspection of the Work at Hidden Creek

J. W. Sylvester of the Granby company went south this morning after an inspection of the Hidden Creek mine at Goose Bay. He says work is going along there steadily, the force employed being engaged in blocking out the ore ready for a large production when the occasion arises.

As to the decision in the matter of the location of the smelter, Mr. Sylvester says this will not be reached until the meeting of the company in October. There is no necessity for hurrying the matter. The mine is being steadily worked and the smelter is not yet necessary.

Experts are on the ground gathering information as to the prospective production at various points in the north and the company will have a vast fund of information within the next few weeks which will materially help in reaching a decision.

C. B. Sword of New Westminster, factory inspector, has been in the city this week.

GOOD SALMON RUN

Northern Canners Have Had a Large Pack During the Season Just Closed

The Naas Is Still Taking Great Quantities of Fish—Skeena Is Full

The cannery season in this northern district is drawing to a close because the provision in the way of tins has all been consumed. The season has been a good one as far as the Skeena has been concerned, and the Naas has had a phenomenal run of salmon, the canners being still busy there finishing up the pack. They are having difficulty in taking care of all the fish taken. This with the good prices prevailing will make the year one of the best on the Naas.

On the Skeena some of the canneries have closed down for the year, having their entire pack put up. In others where additional tins are being obtained they are continuing to put up the fish

The sockeye run on the Skeena has not been as large as in some years previous but in the lower grades there has been a very abundant run. With the price so high for all classes of salmon this year the returns of the Skeena canneries will be excellent.

The only point in the north where there has been anything like a partial falure has been at Rivers Inlet.

In the south the Fraser River has been practically a failure this season, some canneries putting up next to nothing. The traps on the U. S. side have had whatever catch there was, seeming to take the whole of the Fraser River run.

Dr. R. H. Winter, who has been at Van Anda, Texada, passed through here this week on his way to Queen Charlotte City, where he will take charge of the hospital there.

ROAD TO SIMPSON

Proposition is Made to Have Means of Land Communication Established.

Short Line Can Be Opened From Opposite Side of Harbor by Georgetown Mill

A move is on foot again to have a roadway opened through the pass between the mountains opposite the city to Georgetown and on to Port Simpson. There is a very easy route, it is pointed out by those advocating the road, at a point on the harbor directly opposite to the wharlves. A plank roadway can be constructed which will proceed practically level the whole distance of ten or eleven miles to Port Simpson, affording a means of communication that the advoncates contend would be taken advantage of by many. The road need not be a wide one, it is contended, but only of such width as to allow pedestrians to pass along.

The route would run directly past the Georgetown mi'l and conduce to trade with Prince Rupert according to the claims put up by the advocates of it.

The proposition is not an entrely new one, having been advocated some time ago.

MINING MEN HERE

G. G. S. Lindsay of Toronto Heads a Party of Old Country Investors to Investigate Properties.

Well Known Toronto Financiar Arrives in Prince Rupert and Proceeds Up River

G. G. S. Lindsey, K. C., of Toronto, one of the best known mining investors in Canada, reached the city by the Prince Rupert on Wednesday accompanied by R. Reyeasback and H. F. Marriott, mining investors from London, England. They are inspecting properties in this part of the province with the object in view of investing here.

Mr. Lindsey is interested, among other things, with a Toronto syndicate in the coal mines at Groundhog Mountain. He left shortly after arrival here for a trip up the Skeena, having little to say at present as to his movements. Later he will return to Prince Rupert.

C. Peck returned last night from a trip to Goose Bay and the Naas by the Venture.

GOING INTO FISH

Mackenzie & Mann Interests are Purchasing Canneries in This Part of Province.

He Will Enter Into the Fishing Industry With Headquarters Here

Interests closely identified with Mackenzie & Mann have shown a disposition to invest heavily in the north. Mackenzie & Mann as investors are more than railway builders. They are awake to enterprises of various characters in the matter of getting a sane investment. Millions upon millions of dollars have been introduced into Canada by these two men within the past few years. It has been diverted in different channels and the latest seems to be in the fishing industry.

About a year ago A. D. McRae, one of the men who is identified with the Mackenzie & Mann interests in the province, visited this northern part of the province. He was taken about the Skeena River and other points near here, looking into the prospects of the fishing and other industries.

Since that one of the largest canneries on the Skeena has been taken over by these interests, and it is reported that these same investors have their eyes upon others in the north. This indicates that the north is remaining very much in the public eye as a field for capital.

CANDIDATES' VIEWS

H. S. Clements is Strongly Opposed to the Reciprocity Pact Proposed by Government.

In Interview He Expresses His Opinion on Subject—Regards It As a Blind

Mr. H. S. Clements, the Conservative candidate for Comox-Atlin, is expected to reach here very early in September, probably about Labor Day. Mr. Clements is not a stranger to the constituency or to parliament. He spent some of his early years on this coast. Mr. Clements was born in Dover, Kent ounty, Ontario, forty-four years ago. He was educated at Chatham, and was at one time a member of the school board of that city. He was for some years a successful farmer in his native county, and also had farming interests in Manitoba. In 1904 Mr. Clements was elected to the House of Commons by the riding of West Kent, a constituency created by the last redistribution. He immediately came to the front as an active and vigorous working member, taking part in the principal discussons and performing his full share of routine and committee work. At the last election he was defeated by the small majority of 85. The Conservatives of the riding desired to nominate Mr. Clements for the coming contest, but he declined on the ground that he had taken up his residence in British Columbia, and he could not adequately represent an Ontario constituency.

Interviewed in Vancouver a few days ago, Mr. Clements said:

"I see no reason for the reciprocity pact; it is an absolute farce from the Canadian standpoint. The Republican party in the United States is pledged to lower the tariff on Canadian goods and if Canada is content to wait until the next general election on the other side of the border, tariff revision in favor of the Canadian producer will come without necessitating the giving away of any of our national resources. What we need most is reciprocity within the Empire, for the proposed pact will suceed only in diverting trade north and south, instead of east and west.

"Sir Wilfrid Laurier and his government have never to my knowledge mentioned reciprocity as a possibility prior to 1908. In fact, Sir Wilfrid has frequently stated in the House that reciprocity with the United States was a thing of the past. When the Conservative members did vote to give a substantial reduction on farm implements coming into the northwest from the States, it was Sir Sir Wilfrid who refused to let his party pass the measure. The reciprocity agreement is simply a cloak covering the naval policy, which is unpopular in Quebec, and other measures viewed broadcast with disfavor, measures that really are the main ones in this campaign and which would bring about the defeat of the government were they full understood.

"It would seem that Sir Wilfrid is wittingly sacrificing the fruit, fishing and lumbering interests, particularly in British Columbia, for no other purpose than to appease the northwest farmers for his previous failure to grant them a lower tariff on incoming agricultural machinery. I believe that the fishing industry in Canadian waters should be preserved for Canadian fishermen. The United States must provide fish as a cheap food for their people and they must come to us for their supply regardless of any reciprocity pact. No one will assert that the British Columbia fruit grower can hope to enter into competition in the American market with the Washington, Oregon and California producers.

"On the question of Asiatic labor in Canada, I believe strictly in its suppression, and I condemn strongly, nor am I alone in this, the action of the Laurier government for the conditions existing in this province after 1907, when the prime minister promised that not more than ten Japanese residents would be admitted monthly under the new Canadian-Japanese arrangement. Statistics show that from January to October, following the new treaty, the Japanese government settled 8,125 people in this country through the ports of Vancouver and Victoria."

PRESS OPINIONS

FRUIT AND RECIPROCITY

The Victoria Times is confident that the Province of British Columbia can never produce enough fruit to supply this province and the prairie country, and should therefore favor the free importation from the United States. It may be worth while to remind Mr. Templeman of the fact that in the fiscal year 1910 apples to the value of $1,359,454 were exported from the port of Halifax. This fruit was practically all grown in a strip of country along the Cornwallis and Annapolis Valleys, between the North and South Mountains of western Nova Scotia. This valley is from five to fifteen miles wide and less than a hundred miles in length. The inhabitants are general farmers, but are going more and more into fruit growing. The area of orchards has doubled in less than a decade, and will be woubled several times more before the valley is fully planted. When we consider that this district supplied a large part of the fruit market of Eastern Sanada and ships half a million barrels of apples to Canada, we may form some kind of an idea of the possibilities of British Columbia, with an area of natural fruit lands many times larger than the fruit belt from which Nova Scotia draws her export supply. We may tell Mr. Templeman that all the apples imported in their natural condition into Canada last year were less in value than one-quarter the apple exports from Halifax alone. There is no manner of doubt that British Columbia will at the present rate of progress overtake in a few years the whole present local and prairie demand, and will have to denpend upon the increased population and the export trade for a market. The fruit growers of British Columbia have less protection than the persons who supyply them with the things they have to buy. Under reciprocity they will be taxed on their clothing, their machinery and tools, fertilizers and other necessities. But they will be exposed to the free comeptition of foreign producers, who have determined to make the Canadian prairie fruit market their own.—News-Advertiser.

JUSTIFIED BY EVENTS

Whatever doubt may have heretofore existed in the minds of skeptics as to the effect of R. L. Borden's western trip upon the reciprocity situation in that part of the country, it should not be set at rest for all time.

When Mr. Borden announced his tour of the west there were plenty of people who ridiculed the idea. So well had the campaigning of the Liberal manipulators of the Grain Growers' Association been done that the impression was general that the whole west was a unit for reciprocity, and that for the Conservative leader to attempt to preach any other policy to the westerners would be like putting his head in the lion's mouth.

Well, Mr. Borden went west, and, while there, was met everywhere by Grain Growers' deputations, each with its stereotyped reciprocity resolution, provided from Liberal headquarters. To them all the Conservative leader had the one story to tell. He was unalterably opposed to reciprocity, and was prepared to, and did, give reasons for his opposition. And so logical and straight-forward was his attitude on the question that, before he had met many audiences, there was a decided change in the current of public opinion.

What that changed current has been acomplishing since Mr. Borden's return to the east may be understood from an official statement of the Grain Growers' Asocia-stion. Where once the reciprocity enthusiasts of the west were so strong for closer American connection that they talkined running Dominion candidates of their own, they now announce that there will be none. The organ of the association says that it will take no official part in the election, and expresses soreness that the contest was called by Laurier for so early a date. Members of the association are urged to attend his own party convention and exert influence to have candidates named "favorable to farmers' interests."

The noteworthy thing about this official statement is that it contains no words of reciprocity, showing conclusively that there has arisen such a difference of opinion in the association's ranks on this subject that it was not deemed advisable to make special reference to it in the communication to members. And the effect of this will be all to the benefit of the Conservative cause in the west on election day. Mr. Borden's western trip was well worth while, as events are proving.—Hamilton Spectator.

FEWER SHIPS IN WORLD

It will surprise many people to learn that there are fewer ships in the world than there were a few years ago. Lloyd's Register now gives the total as 30,087, whereas the figures for 1907-8 was 30,203. The explanation is simple. The carrying trade of the globe s done in bigger ships, because it is more profitable. The Olympic, for example, only counts as one vessel, whereas her 45,000 tons would in the old days have spread over quite a respectable fleet. Again, sailing ships have largely disappeared. A single steamer replacing three of them is at least as effective. All the same, the world's tonnage keeps growing. The 30,087 ships represent 43,147,-154 tons, whereas the larger number of a few years back stood for 39,438,917—a growth of 3,700,000 tons in four years. The vessels registered in the United Kingdom have fallen off, despite shipbuilding activity; but there is, nevertheless, an increase in tonnage.

The red ensign is customarily spoken of as covering the pick of the mercantile marine. It also floats over nearly half the world's tonnage. The following figures respecting the merchant fleets of the principal countries are suggestive:

	Tons gross.
British	19,418,824
United States	5,158,279
Germany	4,446,880
Norway	2,154,331
France	1,976,862
Italy	1,340,508
Japan	1,203,220
Holland	1,058,287

The British figures include the overseas dominions, which own just a millon and a half tons. The United States occupies second place, merely because the tonnage of the Great Lakes is included. The German figures have gone up by about 350,000 tons duhing the past four years, as compared with an increase in our own case of nearly 1,1000,000 tons. The merchant navies of Norway and France have each grown by about 200,000 tons.

Visitor (who has been going for the last half-hour)—You know, I'm not physically strong, but I've good staying powers.

Hostess (wearily)—Yes, we noticed that.

You Can Avoid This

by sending your Clothes to the PIONEER STEAM LAUNDRY

There are Many Reasons Why

IT IS TO YOUR INTEREST

We do first-class work and are careful with your Garments. We can do your work and return it within 48 hours if necessary. We call for your Laundry and return it to you. Should anything be lost or misplaced we will make it satisfactory. When your Laundry goes to the Chinks there are many drawbacks. When you send it to us your money helps pay WHITE LABOR.

PIONEER STEAM LAUNDRY

BOY SCOUT MOVEMENT

Ideals of Founder Carried Out and Extended in Many Nations

No apology need be made for drawing attention to the movement of the Boy Scouts, says the London Standard. Each generation is apt to give but scant notice to these movements, which are really the most significant. The Wesley revival was largely a subject of derision to our forefathers, to whom battles and sieges, now long forgotten, appeared vastly more important. The revolution which announced the birth of a new Japan occupied very few lines in the English newspapers; a speech from Mr. Gladstone was worth many columns. Yet Mr. Gladstone does not concern us greatly now, while the Japanese Empire possesses a most practical interest for the whole world. In the same way succeeding generations may very possibly regard the birth and development of the Boy Scout movement as quite one of the most important events of the early twentieth century. The growth of the idea has been altogether phenomenal. It was less than four years ago that Sir Robert Baden-Powell held his first camp in Doret. Twelve lads were then taught how to play at being Red Indians and Knights of the Round Table. They were taught certain saveage virtues and accomplishments—how to bear fatigue with cheerfulness, how to recognize trees and shrubs, how to tear the secret out of a footprint on the grass or a displaced tuft of moss, how to tell and imitate the calls of birds them; and their pleasure told the teacher how much there was in his idea. A little later the Boy Scout scheme was published to the world, and in six months some 80,000 boys had given themselves up to the joys of scouting. Now there are 145,000 Boy Scouts in the United Kingdom alone.

The moral effects of the training have been extraordinary. No doubt the Scouts are occasionally a nuisance to sober middle-aged people, and the sight of a uniform may repell that class, so numerous in Great Britain, that regards anything approaching discipline as something mysteriously wicked, savoring of the bogey of "militarism," though, as a matter of fact, the movement is essentially non-military. But the most carping critics must admit that during the last year or two there has been a great improvement in the manners and deportment of our town and country boys; and for this improvement the Scout discipline can fairly claim the chief credit. The Scout creed is that of manliness; and is altogether inimical to the lounging, loafing, cigarette smoking ideal that seemed at one time to have fascinated the rising generation in our crowded centres of population. It also supplies the great advantage of a code of honor, the want of which has hitherto been theh chief defct among that vast class of boys for whom the rough discipline of a public school exists in vain. In a physical sense the movement has excellent results. By teaching the boys to use their eyes in the way Nature intended it fights the tendency to myopia, induced by a close study of school books or penny dreadfuls; it makes for a general handiness that may be invaluable in a colonial life, and is not out of place even in London; and the outdoor exercise tends to give vigor to the limbs and color to the face of even the most pallid townbred lad. The movement has been in existence too short a time for the full scope of its effects to be adequately recognized, but it may well be imagined that employers of the future in way of boy labor will attach a just value to the prelinmary lessons in honesty, activity and intelligence which the Scout training affords.

General Baden-Powell has pointed out how hapidly the methods of his organization are being adopted by foreign countries. In Russia, the Czar has inaugurated a system of training for boys which may have a considerable effect on the future political history of that country. The aim is to instill the spirit of true manliness and patriotism, which is apt to be wanting after the drill-sargeant and his methods have done their best. General Nogi and Admiral Togi have been investigating the Scout movement during their visit, and see in it a possible means of maintaining that spirit of "bushido" which was the inspiration of the old warrior class, but which is showings signs of withering under the influence of the Europeanized civilization. Norway, Italy, Belgium, Holland and the South American states have all taken up the system, and in the United States and the Oversea Dominions there are hundreds of thousands of Scouts. Should nothing unforeseen happen to check the expansion of the idea, we may expect in a few years notable results. The happy touch of barbarism in the training is a pleasant antidote to the listlessness born of over-civilization, and should do much to counteract certain tendencies on which the thoughtful hove looked with grave anxiety. It is a great work, and General Baden-Powell may still be famous as the originator of tne Boy Scout movement at some period when the defence of Mafeking has almost ceased to be a memory.

Skeena Land District—District of Cassiar

TAKE NOTICE that Marion McDiarmid, of London, Ontario, occupation nurse, intends to apply for permission to purchase the following described land:—Situated on the Kitwancool River; commencing at a post planted at the northwest corner and about 5 1-4 miles distant in a northwesterly direction from the north end of Kitwancool Lake; thence south 80 chains; thence east 80 chains; thence north 80 chains; thence west 80 chains to point of commencement, and adjoining Lot 1878 to the north; and containing 640 acres, more or less.

MARION McDIARMID.
Daniel McDonald, Agent.
Dated July 24 1911. A-15

NOTICE TO CONTRACTORS

Police Station, Naas River

SEALED TENDERS, superscribed "Tender for Police Station, Naas River," will be received by the Hon. the Minister of Public Works up to noon of Tuesday, the 12th day of September, 1911, for the erection and completion of a timber-framed police station at Naas River, in the Skeena Electoral District.

Plans, specifications, contract, and forms of tender may be seen on and after the 17th day of August, 1911, at the offices of the Government Agent, Prince Rupert; C. P. Hickman, Esq., Provincial Constable, Naas Harbour; 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 Hon. the Minister of Public Works, for the sum of $150, 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., August 15, 1911. a22s12

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.

PUBLIC HIGHWAYS

Province of British Columbia

NOTICE is hereby given that all Public Highways in unorganized Districts, and all Main Trunk Roads in organized Districts are sixty-six feet wide, and have a width of thirty-three feet on each side of the mean straight centre line of the travelled road.

THOMAS TAYLOR,
Minister of Public Works.
Department of Public Works, Victoria, B. C., July 7, 1911. jy18-o18

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 purpcse

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

NOTICE.

In the matter of an application for the issue of a duplicate of the Certificate of Title for an undivided one-half of Lot 883, Group I, Cassiar District:

Notice is hereby given that it is my intention to issue at the expiration of one month after the first publication hereof a duplicate of the Certificate of Title to the above mentioned land in the name of William Jordan Larkworthy, which Certificate is dated the 30th day of September, 1910, and numbered 326R.

WILLIAM E. BURRITT,
District Registrar.
Land Registry Office,
Prince Rupert, B. C.,
May 26, 1911. J23

NOTICE

In the matter of an application for the issue of a duplicate of the Certificate of Title for Lot 361, Range 5, Coast District:

NOTICE IS HEREBY GIVEN that it is my intention to issue at the expiration of one month after the first publication hereof a duplicate of the Certificate for the above described lands in the names of Truman S. Baxter and Albert D. Durham, which Certificate of Title is dated 25th November, 1909, and numbered 44 I.

WILLIAM E. BURRITT,
District Registrar.
Land Registry Office, Prince Rupert, B. C., August 14, 1911. a15-s15

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.

WATER NOTICE

I, C. N. Pring, of Prince Rupert, B. C., occupation broker, give notice that on the 12th day of July I intend tho apply to the Water Commissioner at his office in Prince Rupert, for a license to take and use 2.8 cubic feet of water per second from Hot Springs on border of Lake Lakelse in the Skeena Land Division of Coast District. The water is to be taken directly from the Springs and is to be used on Lot No. 3983, for sanitary purposes.

Dated June 12th, 1911.

C. N. PRING,
6-13-1m Prince Rupert, B. C.

Skeena Land District—District of Skeena.

TAKE NOTICE that the Canadian Canning Company, Limited, of 224 Winch Building, Vancouver, B. C., occupation salmon caners, intends to apply for permission to purchase the following described lands:—Commencing at a post planted adjoining a post marked W. N. about 300 feet South of Wallace's wharf, Naas Harbour, B. C.; thence east 20 chains; thence south 20 chains; thence west 20 chains; thence following the coast line in a northerly direction back to the point of commencement and containing forty acres more or less.

CANADIAN CANNING CO., LTD.
Per G. H. Leslie, Agent.
Dated 6th June, 1911. 6-26

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

Skeena Land District—District of Coast, Range 5.

TAKE NOTICE that T. H. Hughes, of Lakelse Valley, occupation farmer, intends to apply for permission to purchase the following described lands:—Commencing at a post planted at the southeast corner of Lot 4128; thence 40 chains north; thence 40 chains east; thence 40 chains south; thence 40 chains west to point of commencement, and containing 160 acres, more or less.

TOM HUGH HUGHES.
Dated June 5, 1911.

Skeena Land District—District of Coast, Range 5

TAKE NOTICE that Thomas Stewart, of Prince Rupert, occupation accountant, intends to apply for permission to purchase the following described lands:—Commencing at a post planted 40 chains north from the southwest corner of Lot 1733; thence west 40 chains; thence south 40 chains; thence east 40 chains; thence north 40 chains to point of commencement.

THOMAS STEWART.
John Kirkaldy, Agent.
Dated July 7, 1911.

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—Orland P. Merrill; Massett, Graham Island, 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)—Ain Lake and Ain River.

(c) The point of diversion—At or near Ain Lake.

(d) The quantity of water applied for (in cubic feet per second) —700.

(e) The character of the proposed works—Dam, flume, pipe line and power plant.

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

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

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

(i) If the water is to be used for power or for 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—Near mouth of Ain River about 150 feet below point of diversion.

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

(k) This notice was posted on the tenth day of June, 1911, and application will be made to the Commissioner on the fourth day of September, 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—None.

(Signature) ORLAND P. MERRILL,
(P. O. Address) Masset, B. C.
George S. Mayer, Agent,
(P. O. Address) Masset, B. C.

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

Skeena Land District—District of Coast—Range V.

TAKE NOTICE that I, John Y. Rochester, of Prince Rupert, occupation broker, intend to apply for permission to lease the following described land:— Commencing at a post planted on the northerly end of an island in the Skeena River about Mile 45 on the Grand Trunk Pacific Railway; thence north 1000 feet more or less to low water mark; thence westerly along the low water mark 1000 feet more or less; thence southerly 1000 feet more or less; thence easterly 1000 feet to the place of commencement.

J. Y. ROCHESTER.
Dated May 30, 1911. 6-2

Skeena Land District—District of Coast—Range V.

TAKE NOTICE that T. M. Turner, of Lakelse Valley, occupation farmer, intends to apply for permission to purchase the following described lands: — Commencing at a post planted on the Omineca & Hazelton right of way and adjoining the N. E. corner of Lot 518; thence west 17 chains to corner of Lot 3996; thence north 20 chains; thence following right of way to point of commencement.

T. M. TURNER,
John Kirkaldy, Agent.
Dated 14th June, 1911. 7-4

Skeena Land Notice—District of Coast—Range V

TAKE NOTICE that Daniel W. Beaton, of Prince Rupert, B. C., occupation carpenter, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about five miles up the Exchumsik River from its mouth, and on its south bank; thence east 40 chains; thence north 40 chains; thence west 40 chains; thence south 40 chains to place of commencement.

DANIEL W. BEATON.
Dated June 14, 1911. J-11

HISTORY REPEATED

R. L. Borden's Campaign Opened at Historic Point With Respect to Reciprocity.

Leader of Opposition Makes His Position Very Clear With Respect to the Proposed Pact

By a curious coincidence, R. L. Borden, leader of the Conservative party, delivered his first campaign address to an Ontario government in opposition to the anti-British policy of the Laurier government at London, the city in which Sir Wilfrid Laurier made one of his earliest and most fervid speeches in favor of a mutual preferential trade within the British Empire. In those days the premier was fighting Sir Charles Tupper, and he announced with many protestations of loyatty to the Mother Country, that like his great opponent he stood for the principle of imperial preferential trade and was capable of securing its adoption.

The gathering was a representative one, and was marked by a feeling of confidence in the leader and his cause and an assurance of victory on September 21. Liberals of this city have so far searched vainly for a candidate willing to enter the arena. Major McGattie, Mr. Gray, who presided, and Hon. Wm. Beck, chairman of the Hydro-Electric Power Commission of Ontario, all expressed admiration for Mr. Borden as a man and as a leader, and their concurrence inhis policy of pposition to the Taft-Fielding agreement. Mr. Borden's address occupied an hour and a half in delivery. It was carefully prepared it reached the points of eloquence and evoked frequent outbursts of cheers and applause. Mr. Borden opened by reference to the early closing of Parliament on July 29 while there were serious charges pending against Hon. Frank Oliver, and then turned to reciprocity. He said in part:

"The prime minister has issued a manifesto to the people of Canada which contains some remarkable and unusual statements. He makes a feeble attempt to misrepresent the attitude of those who attacked this agreement from a higher national standpoint. In effect, he alleged that they doubted the loyalty of the Canadian people. That loyalty is not to be doubted. It would be equally undoubted if he proposed in plain and unequivocal terms to vest the complete and immediate control of our tariff in the gonvernment and Congress of the United States. That course, however, could have but one result, and he knows well what that result would be; indeed, in 1891, he was willing to concede that by breaking down the commercial barriers between the two countries, the winning forces of commerce and their attractive institutions might make the great continent of North America one nation. Did he then doubt the loyalty of Canadian people?

"Why, after pursuing, some forty years, a path which has led us toward so splendid a goal should the government of Canada seek an agreement that brings us to the parting of the ways and that seeks to divert us to an untrodden path, which may have seemed attractive forty years ago, but the dangers of which we see today with clearer vision? Had there been any mandate of this from the people of Canada? There had been none. Had there been any discussion of such qustions upon public hustings? There had been none for twenty years. Was there any apparent abatement of our progress, or had we lost confidence in our ability to develop resources of our country, and strengthen rather than weaken our connection with the British Empire? What induced the government to abandon a path of prosperity and to seek a new and unknown path?

"Are they to be found in the cross-examination of the prime minister in 1910 by the western farmers, upon promises which he had made so lavishly in 1904 to slay protection and to establish free trade as it is in England? Are they to be found in the desire of the prime minister to create an issue that would submerge and conceal that naval policy which he found exceedingly distasteful to the people?

Fielding's unfortunate admission that Canada, although buying from the United States more than double the amount she sold to that country and maintained customs tariff little more than half that of the United States, and imposing on United States goods on an average rate of duty less than that imposed on British goods, was nevertheless discriminating against the United States?

"Those who advocate this compact, whether in the United States or in Canada, look clearly forward to a complete reversal of Canada's past finance policy. This agreement is said to be the thin edge of the wedge, and there can be no doubt that this is the aim and intention. Unrestricted continental free trade is the goal. It is a remarkable coincident that in the United States this agreement is authoritatively regarded as the commencement of such relation, and that the ultimate goal of unrestricted continental free trade is confidently predicted and anticipated. The American market was free to the Canadian producer under the agreement, but in a more practical and important sense, it will not be open. That market cannot be open to our producers, which is already overflowing.

"Prospects of a free Canadian market, open to this enterprising competition, may be alluring to the prime minister, but hardly to the farmers of Canada. Let it be remembered that those countries, although their shores lie distant across the ocean, are at our very doors from the standpoint of transportation. For the purposes of competition the shores of Argentina and Denmark and of Australia and New Zealand, might as well asmost touch the shores of Canada by reason of the relatively low cost of transportation."

Mr. Borden went on to speak about President Taft's "parting of the ways," asking if Sir Wilfrid could tell what Mr. Taft had in mind. "Was the premier observant of the way in which Canada had hitherto proceeded and which has brought our country to its pretent status of power and influence within the Empire of which she forms part and to which she is bound by ties closer than he imagines. Had the premier in consideration another path which would merge our destiny in that of the United States and which would make Canada first a commercial and afterwards a political appanage of the great repblic. If Mr. Taft had not this in mind what are the two ways in which he designated to the people of Canada in these words of pregnant import? But that is not all. The bond uniting the Dominion with the Mother Country, said Mr. Taft, is light and almost imperceptible. Consider these two declarations together. Canada stands at the parting of the ways and the bond uniting her with the Mother Country is light and almost imperceptible. Is it a new way to be provided along which we shall proceed to the end that this light and almost imperceptible bond shall cease to exist?"

The Conservative platform is as follows:

1. A thorough reorganization of the method by which public expenditure is supervised. Increase in what is known as ordinary controllable expenditure from $21,500,000 in 1896 to nearly $74,000,000 in 1911 is proof of extravagance beyond any possible defence.

2. Granting of their natural resources to the prairie provinces.

3. Construction of the Hudson Bay Railway and its operation by an independent commission.

4. Control and operation by the state of terminal elevators.

5. Necessary encouragement for the establishing and carrying on a chilled meat industry.

6. Establishment of a permanent tariff commission.

7. Granting of substantial assistance towards the improvement of our public highways.

8. Extension of free rural mail delivery.

9. Extension of civil service reform.

10. Granting of liberal assistance to the provinces for the purpose of supplementing and extending the work of agricultural education and for the improvement of agriculture.

11. A course of policy and administration which will maintain independent and unimpaired control of our own affairs by the Parliament of Canada, a policy which, while affording no just cause of complaint to any foreign nation, will find its highest ideal in the autonomous development of Canada as a nation within the British Empire.

———o———

"I thought you said there were fish around here," said the disappointed sportsman.

"There are," replied Farmer Corntossel, "but they are experienced fish. Moreover, they're kind and considerate."

"I haven't had a nibble."

"Well, you don't think they'd bite at that brand-new fancy tackle, do you? They'd stand off and admire it, but they'r never take a chance on gettin' it mussed up."

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Austin M. Brown, of Prince Rupert, B. C., by occupation sadler, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at post planted one mile east of the southeast corner of C.L. 4472; thence west 80 chains; thence north 80 chains; thence east 80 chains; thence south 80 chains to place of commencement.

AUSTIN M. BROWN.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Austin M. Brown, of Prince Rupert, B. C., by occupation sadler, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at post planted one mile east of the southeast corner of C.L. 4472; thence east 80 chains; thence north 80 chains; thence west 80 chains; thence south 80 chains to place of commencement.

AUSTIN M. BROWN.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Austin M. Brown, of Prince Rupert, B. C., by occupation sadler, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at post planted one mile east of the northeast corner of C.L. 4471; thence west 80 chains; thence south 80 chains; thence east 80 chains; thence north 80 chains to place of commencement.

AUSTIN M. BROWN.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Austin M. Brown, of Prince Rupert, B. C., by occupation sadler, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at post planted one mile east of the northeast corner of C.L. 4471; thence east 80 chains; thence south 80 chains; thence west 80 chains; thence north 80 chains, to place of commencement.

AUSTIN M. BROWN.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Austin M. Brown, of Prince Rupert, B. C., by occupation sadler, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at post planted one mile east of the south corner of C.L. 4470; thence north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains, to place of commencement.

AUSTIN M. BROWN.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Austin M. Brown, of Prince Rupert, B. C., by occupation sadler, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at post planted one mile east of the southeast corner of C.L. 4470; thence east 80 chains; thence north 80 chains; thence west 80 chains: thence south 80 chains, to place of commencement.

AUSTIN M. BROWN.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Austin M. Brown, of Prince Rupert, B. C., by occupation sadler, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at post planted one mile east of the northeast corner of C.L. 4469; thence west 80 chains; thence south 80 chains; thence east 80 chains; thence north 80 chains, to place of commencement.

AUSTIN M. BROWN.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Austin M. Brown, of Prince Rupert, B. C., by occupation sadler, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at post planted one mile east of the northeast corner of C.L. 4469; thence east 80 chains; thence south 80 chains; thence west 80 chains; thence north 80 chains to place of commencement.

AUSTIN M. BROWN.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Austin M. Brown, of Prince Rupert, B. C., by occupation sadler, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at post planted one mile east of the southeast corner of C.L. 4475; thence west 80 chains; thence north 80 chains; thence east 80 chains; thence south 80 chains, to place of commencement.

AUSTIN M. BROWN.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Austin M. Brown, of Prince Rupert, B. C., by occupation sadler, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at post planted one mile east of the southeast corner of C.L.4475; thence north 80 chains; thence east 80 chains; thence south 80 chains; thence west 80 chains to place of commencement.

AUSTIN M. BROWN.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Austin M. Brown, of Prince Rupert, B. C., by occupation sadler, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at post planted one mile north of the northeast corner of C.L. 4477; thence west 80 chains; thence south 80 chains; thence east 80 chains; thence north 80 chains, to place of commencement.

AUSTIN M. BROWN.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Austin M. Brown, of Prince Rupert, B. C., by occupation sadler, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at post planted at the southeast corner of C.L. 4474; thence east 80 chains; thence south 80 chains; thence west 80 chains; thence north 80 chains, to place of commencement.

AUSTIN M. BROWN.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Austin M. Brown, of Prince Rupert, B. C., by occupation sadler, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at post planted at the southeast corner of C.L. 4477; thence east 80 chains; thence north 80 chains; thence west 80 chains; thence south 80 chains, to place of commencement.

AUSTIN M. BROWN.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Austin M. Brown, of Prince Rupert, B. C., by occupation sadler, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at post planted at the southeast corner of C.L.4478; thence north 80 chains; thence east 80 chains; thence south 80 chains; thence west 80 chains, to place of commencement.

AUSTIN M. BROWN.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Austin M. Brown, of Prince Rupert, B. C., by occupation sadler, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at post planted at the southeast corner of C.L. 4467; thence north 80 chains; thence east 80 chains; thence south 80 chains; thence west 80 chains, to place of commencement.

AUSTIN M. BROWN.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Austin M. Brown, of Prince Rupert, B. C., by occupation sadler, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at post planted at the southeast corner of C.L. 4465; thence north 80 chains; thence east 80 chains; thence south 80 chains; thence west 80 chains, to place of commencement.

AUSTIN M. BROWN.

Dated July 16, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Henry Edenshaw, of Masset, B. C., by occupation storekeeper, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows: Commencing at a post planted on the bank of west River, about one mile easterly from the mouth of said river; thence west 80 chains; thence south 80 chains; thence east 80 chains; thence north 80 chains, to place of commencement.

HENRY EDENSHAW.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Henry Edenshaw, of Masset, B. C., by occupation storekeeper, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at a post planted on the west shore of West River, about one mile easterly from the mouth of said river; thence north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains, to place of commencement.

HENRY EDENSHAW.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Henry Edenshaw, of Masset, B. C., occupation storekeeper, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:—Commencing at a post planted on the west shore of West River, one mile easterly from the mouth of said river; thence south 80 chains; thence east 80 chains; thence north 80 chains; thence west 80 chains to the place of commencement.

HENRY EDENSHAW.

Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

TAKE NOTICE that thirty days from date, I, Henry Edenshaw, of Masset, B. C., by occupation storekeeper, intend to apply to the Chief Commissioner of Lands for a license to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows: —Commencing at a post planted on the west shore of the West River, about one mile easterly from the mouth of said river; thence east 80 chains; thence north 80 chains; thence west 80 chains; thence south 80 chains, to place of commencement.

HENRY EDENSHAW.

Dated July 17, 1911.

Skeena Land District—District of Coast—Range V.

TAKE NOTICE that Edward H. Port, of Prince Rupert, B. C., occupation farmer, intends to apply for permission to purchase the following described lands:— Commencing at a post planted in the South West Corner, on the shore line of Lake Lakelse; thence 20 chains East, to South West Corner of Lot 684; thence 30 chains North, following along the West line of Lot 684 to post; thence South, following along the shore line of said Lake to point of commencement, containing about 40 acres.

EDWARD H. PORT,

By C. N. Pring, Agent.

Dated June 26, 1911. 6-26

6-26

Queen Charlotte Land District—District of Skeena

TAKE NOTICE that S. Barclay Martin, Jr., of New Westminster, occupation engineer, intends to apply for permission to purchase the following described lands:—Commencing at a pos planted at the northeast corner of ungazetted lot 1428, said lot being T.L. 39979; thence north and following the westerly shore of Massett Inlet 80 chains; thence west 20 chains; thence south 80 chains: thence east 40 chains, more or less, to the point of commencement, and containing 240 acres, more or less.

S. BARCLAY MARTIN, Jr.

Dated July 21, 1911. 8-8

Skeena Land District — District of Queen Charlotte Islands

TAKE NOTICE that W. G. McMorris of the City of Vancouver in the Province of British Columbia, occupation, broker, intends to apply for permission to purchase the following described lands:—Commencing at a post planted on an island in Skidegate Inlet about 500 yards east from the mouth of Slate Chuck Creek, separated from the mainland of Graham Island at high tide; thence south three chains; thence east ten chains; thence north three chains; thence west ten chains to point of commencement, containing two acres, more or less.

W. G. McMORRIS,

Dated July 29, 1911. Locator.

Skeena Land District—District of of Coast.

TAKE NOTICE that James G. Crombie, of Prince Rupert, occupation auditor, intends to apply for permission to purchase the following described lands:— Commencing at a post planted at the northwest corner, 55 chains east and 20 chains south from northeast corner of Lot 1116 (Horry Survey), Coast Dist., range 5; thence 20 chains east; thence 25 chains, more or less, south to Angus McLeod Pre-emption; thence 20 chains west; thence 25 chains, more or less, north, to post of commencement, containing 50 acres, more or less.

JAMES G. CROMBIE.

Fred Bohlen, Agent.

Dated June 14, 1911. 6-23

Skeena Land District—District of Coast—Range V.

TAKE NOTICE that I, Joseph Pastl, of Watson, Sask., occupation farmer, intend to apply for permission to purchase the following described lands:— Commencing at a post planted about 30 chains in a northerly direction from the N. E. corner of Lot No. 2662 or T. L. No. 32598 at Lakelse Lake; thence north 20 chains; thence east 40 chains; thence south 20 chains along shore of Lakelse Lake; thence west 40 chains to point of commencement, containing 120 acres, more or less.

JOSEPH PASTL.

George Hir, Agent.

Dated May 5, 1911. 6-2

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

Skeena Land District—District of Queen Charlotte Islands

TAKE NOTICE that Charles Lamb of Blair, Nebraska, U. S. A., occupation farmer, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 4 miles west and 4 1-2 miles north from the southwest corner of Lot 991; thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains to point of commencement; containing 640 acres.

CHARLES LAMB.

George S. Mayer, Agent.

Dated July 16, 1911. A-15

Skeena Land District—District of Queen Charlotte Islands

TAKE NOTICE that Hattie Sutherland of Blair, Nebraska, U. S. A., occupation housewife intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 5 miles west and 2 1-2 miles north from the southwest corner of Lot 991; thence west 60 chains; thence north 80 chains; thence east 60 chains; thence south 80 chains, to point of commencement; containing about 480 acres.

HATTIE SUTHERLAND.

George S. Mayer, Agent.

Dated July 16 1911. A-15

Skeena Land District—District of Queen Charlotte Islands

TAKE NOTICE that Abram Sutherland of Blair, Nebraska, U. S. A., occupation insurance agent, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 5 miles west and 2 1-2 miles north from the southwest corner of Lot 991; thence east 80 chains; thence north 80 cnains; thence west 80 chains; thence south 80 chains, to point of commencement; containing 640 acres.

ABRAM SUTHERLAND.

George S. Mayer, Agent.

Dated July 16, 1911. A-15

Skeena Land District—District of Queen Charlotte Islands

TAKE NOTICE that Miriam Haller of Blair, Nebraska, U. S. A., occupation housewife, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 5 miles west and 1 1-2 miles north from the southwest corner of Lot 991; thence east 80 chains; thence north 80 cnains; thence west 80 chains; thence south 80 chains, to point of commencement; containing 640 acres.

MIRIAM HALLER.

George S. Mayer, Agent.

Dated July 16, 1911. A-15

Skeena Land District—District of Queen Charlotte Islands

TAKE NOTICE that James Mullin of Murdo, South Dakota, occupation farmer, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 4 1-2 miles west and 1 1-2 miles north from the southwest corner of Lot 991; thence east 40 chains; thence south 80 chains; thence west 40 chains; thence north 80 chains, to point of commencement; containing 320 acres.

JAMES MULLIN.

George S. Mayer, Agent.

Dated July 16, 1911. A-15

Skeena Land District—District of Queen Charlotte Islands

TAKE NOTICE that Belle Lamb of Blair, Nebraska, occupation housewife, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 4 miles west and 4 1-2 miles north from the southwest corner of Lot 991; thence north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains, to point of commencement; containing 640 acres.

BELLE LAMB.

George S. Mayer, Agent.

Dated July 16, 1911. A-15

Skeena Land District—District of Coast—Range V.

TAKE NOTICE that I, Charles Percy Hickman, of Naas Harbour, occupation constable, intend to apply for permission to purchase the following described lands:— Commencing at a post planted on the east shore of Naas Bay, about two miles in an easterly direction from Lot 3, marked C. P. H., S. W. corner; thence east 20 chains; thence north 40 chains to the shore; thence along the shore line to the place of commencement, containing 40 acres, more or less.

CHARLES PRECY HICKMAN.

Dated June 7, 1911. 6-30

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.

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Advertising rates furnished on application.

O. H. NELSON,
Editor.

Friday, August 25, 1911.

THE COAL TRADE

The local Liberal organ has been giving a great deal of attention to the stimulating effect which reciprocity will have upon the coal trade on the B. C. coast. The Vancouver Island collieries are pictured as awakening to life in order to meet the demand that is to be created. It will be news to the coal mine owners to learn that they have trouble in finding a market at present.

For years the best market that the Vancouver collieries had for its output was San Francisco. The superior quality of the coal of the province gave it first place in that market. The only shock it ever received was when oil was discovered in California and began to work changes in fuel consumption.

In recent years, however, a local demand has sprung up in the province and the coast collieries have not needed to enter into very active competition with one another in order to secure a market for their output. U. S. coal has been brought in at times but in spite of the price being somewhat lower the quality of the B. C. output has given it the advantage.

It is safe to say that the coal mine owners are not concerning themselves about the reciprocity agreement. Coke has not been made to any great extent at the coast collieries because the market in the more profitable commodity of coal has been too good. Only at Comox have coke ovens been opened and then only to use what would otherwise have been waste. The ovens there have never attempted to even meet the local demand, let alone export coke. The picture of an immense impetus to the coal mining industry as a result of the 5 cents a ton reduction by the U. S. is good enough for campaign literature but it will not work out in practice.

A CURE ALL

The Victoria Times, reporting the speech of Duncan Ross given in Victoria, has the following:

"Referring to the halibut industry Mr. Ross told how the New England Fish Company now shipped halibut in bond to Boston and reshipped it into Canada, the people of Canada paying a one cent per pound duty for the privilege of using their own fish cought in their own waters. Last year, said Mr. Ross, while the fish were taken from Canadian waters, 2,000,000 pounds of it were imported from America. With the duty removed, he said, Canada would have a free market for its own fish and 90,000,000 of American people to sell to."

Now great things have been promised by the Liberals for the reciprocity pact but it remains for Duncan Ross to find the most original results with respect to its working on the fishing trade.

According to this statement of Mr. Ross the Canadian users of halibut prefer to get their fish in the round about way of allowing it to go to New England states and then import it from the United States, paying the duty on it. To advocate reciprocity as a cure for what is poor business enterprise is surely a new aspect of the case.

The New England Fish Company is supposed to take part of their catch in Canadian bottoms and thus allow that part of their output to be shipped to Canadian points.

Surely some other argument in favor of reciprocity can be found than the one just put forward on halibut that it is necessary to remove the duty so that halibut caught in Canadian waters—it is supposed to be caught in the open sea and would be if the Canadian government would properly look after the protection of the fishing banks—and cured in Canadian ports shall be available for anadian users without their having to pay the duty after they have been shipped to the United States.

Such a condition, if it exists, is something altogether independent of tariff laws. It is a comercial proposition that should be righted in some other way than by removing the duty. Even if the effects were secured that Mr. Ross prophecises it is not desirable that the Canadian users of halibut should secure their fish as he pictures them doing.

THE BYLAWS

The city council is asking the electors to pass upon two bylaws a week from tomorrow. The one ratifies the agreement entered into with the G. T. P. relative to taxation. The other authorizes the expenditure of a sum not exceeding $550,000 on a hydro-electric system.

The G. T. P. agreement will appeal to all as a proposition to be endorsed by the property owners. It brings to a conclusion a source of trouble between the company and the city that has had anything but a stimulating effect upon investments here. This agreement was so good from the city's standpoint that the provincial government as a one-quarter owner in certain lands with the G. T. P. hesitated about signing it. It gives the city possession of many valuable parcels of land in fee simple. These lands properly administered by the city will bring in many thousands of dollars. There will be benefits directly and indirectly from the possession of these. The lands may be sold, thus producing revenue, or in some instances they may be used for public purposes, thus overcoming the necessity of purchasing lands that might be required. The settlement with the G. T. P. is looked upon generally as a wise act, and there is little question but what it will be endorsed.

In the matter of the hydro-electric scheme there can be no doubt that the city stands in need immediately of an adequate water supply. A city without a plentiful supply of water in these days is seriously handicapped in the race. An early start on the bringing in of water from Woodworth Lake would be a double advantage to the city, inasmuch as it would produce a pay roll which would assist materially in a commercial way in the place.

On the electrical end of the scheme there has been some little difference of opinion. Some citizens have felt inclined to eliminate that part of the bylaw relating to the supply of electricity and allow a private company to supply that branch of the service.

This branch of the city supply is rather difficult for a layman to fully understand off-hand, dependence having to be placed upon experts for information on the subject. It is pointed out that this will be a revenue producer for the city and coming as it does in conjunction with the water supply the initial cost is reduced.

Mr. Brutinel's company, which was at first strongly opposed to the scheme, is now prepared, according to Mr. Brutinel, to offer no opposition to the scheme, being ready to provide the main supply of electricity when a demand is created for it.

The city council has gone very fully into the question with Mr. Thomson of Seattle and before reaching a conclusion the ratepayers would be acting wisely to await the presentation of the case by the council. This will be done, doubtless, in a public way and the voters will be in a position to weigh the matter and decide intelligently. If at all favorable, the proposition should receive the hearty endorsation of the people, and as early a start as possible should be made. An adequate supply of water is needed here at once and a cheaper supply of electricity than is afforded by a steam plant.

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THOSE LIBERAL DISSENTERS

We do not find much force in the plea of the Victoria Times and some other government organs, that the eighteen Liberal business men of Ontario who make protest against reciprocity "represent the interests." Every person represents some interest, and those for which these Liberals speak are necessary to the country. Sir Wilfrid Laurier and Mr. Templeman also represent an interest. Theirs a political and official interest, which is no more unselfish, and certainly no closer to the great body of the people than those to which the eighteen belong.

Sir Edward Walker and Mr. Somers are presidents of banks, and others of these eighteen are bankers. But do not the banks desire the prosperity of the country? They suffer from the depression; they gain by the expansion of business. Increased production and better prices are good for the banks.

John L. Blakie, E. D. Wood, W. T. White and others are concerned in land, loan and trust companies. They are interested in the development of the country, the prosperity of the farmers and the general welfare. W. D. Matthews is a grain dealer and a director of the Canadian Pacific. In both capacities he is deeply interested in the progress of the Dominion and especialy of the west.

W. K. George, R. S. Gourley and R. J. Christie are manufacturers, carrying on large industries of different kinds. The duty on their products is not seriously afected by the treaty; but they are afected in and concerned for the common good as all producers must be in the nature of the case. Hugh Blain, James D. Allen, and John C. Eaton of T. Eaton & Co., are wholesale and retail traders. Whatever benefits the purchasers and consumers helps them. If reciprocity were good for the mass of the Canadian people it would be good for the dealers. Mr. Somerville and Mr. Goldman are managers of insurance companies. They desire good times as much as the politicians. We may say the same for the president, and vice president, and ex-president of the Toronto Board of Trade.

Why should the reciprocity makers cast slurs on banks, the loan and land companies, the railways, the insurance interests, the manufacturers, the commercial men and the boards of trade? Don't we want these activities among us? Don't we want more manufacturers, more investors, more traders? Is it not the desire of the citizens that Vancouver and Victoria should be greater industrial, commercial, financial and transportation centres? Why then should we slur these activities as if they were outlaws, unworthy of confidence and regard, or treat them as hostile interests proper to be suppressed?

It seems to this journal that if the bankers, the manufacturers, railway people, the investing companies, the wholesale and retail traders are so strongly opposed to a public proposition that they desert their party in order to oppose it, that proposition is more likely to be dangerous than beneficial.—News-Advertiser.

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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

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British National Debt

A graphic history of the British debt for the last 120 years, which shows at a glance both the course of the debt and the price of consols, has been compiled by the Statist, London. The diagram shows that in 1792 the debt of Great Britain was about 260,000,000 pounds, and in 1815 was within a few thousand of 895,000,000 pounds. The rate at which the debt was repaid was very slow for the next forty years, owing in part to the heaviness of the interest charged. In 1853 the debt was 790,000,000 pounds, a reduction of only 105,000,000 pounds in thirty-eight years, or an average of less than 2,80 000 pounds a year. In 1856 the debt was raised to 821,000,000 pounds, and between 1863 and 1898 the debt was reduced from rather less than 821,000,000 pounds to 635,000,000 pounds, a total of 175,000,000 pounds in thirty-five years, an average of about 5,000,000 pounds a year. The loans raised in connection with the Boer War and for military and naval works then increased the debt by 163,000,000 pounds to 798,000,000 pounds. For two or three years after the close of the Boer War very little debt was redeemed, but in six years, from 1905 to 1911, the amount was reduced from 796,736,000 to 733,072,000 pounds, or by less than 63,662,000, an average of 10,610,000 pounds a year. If the recent rate of redemption is maintained, the British nation will bring back its debt to the figure at which it stood prior to the Boer War in another nine years.

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"Is Mr. Macpherson likely to be fishing tomorrow?"

"I hae ma doots."

"How is that? Is he away from home?"

"I dinna ken whaur he is."

"Not ill, is he?"

"I hae not heard."

"Then what makes you think he won't be fishing?"

"I didna say he wouldna be fishing. I said I hae ma doots. He's dead nigh on a year."

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By-Law.....

BYLAW OF THE CITY OF PRINCE RUPERT TO PROVIDE FOR THE CONSTRUCTION OF A HYDRO-ELECTRIC SYSTEM TO SUPPLY THE CITY OF PRINCE RUPERT WITH WATER, ELECTRIC LIGHT AND POWER AND TO CREATE AND SECURE A DEBT FOR THE PURPOSE OF CONSTRUCTING THE SAID SYSTEM AMOUNTING TO $550.000.00.

WHEREAS, by the Municipal Clauses Act and Amending Acts, the City of Prince Rupert is authorized to construct, operate and maintain works for supplying for any or all purposes, water, water power, electric light, and electric power to the inhabitants of the said city and localities adjacent thereto, and for regulating rates, conditions, and terms under which such works are to be completed and used.

AND, WHEREAS, it has been considered expedient for the City of Prince Rupert to construct and maintain works to obtain a permanent supply of water for the use of the inhabitants of the said city, and any persons, who may be adjacent to the pipe lines, constructed hereunder, such water to be used for all purposes for which the said City may legally supply water, such works to be so constructed as to furnish electric power to be used by the said City for all purposes for which the said City is authorized by statute to apply the same.

AND, WHEREAS, the water from Woodworth Lake, situated on the Tsimpsean Peninsula, can be utilized for the purpose of obtaining a good and sufficient supply of water for the said City, and also for the purpose of supplying electric power for the use of the said City.

AND, WHEREAS, instead of constructing two separate systems, one for the supply of water, and the other for producing electric power, the Council have concluded that a combination of the two systems in one will be much more economical and equally as efficient.

AND, WHEREAS, in order to effect such a combination, it will be necessary to install mains from the point of diversion to the point, where the power plant is to be constructed, of sufficient diameter to carry water for both purposes, which will be much more than would be required for either the water supply or the electric system alone.

AND, WHEREAS, considering the above recited facts, the Council have determined to treat the whole scheme as a joint undertaking and to provide for the construction of the same as such.

AND, WHEREAS, the general description of the proposed Hydro-Electric System is as follows:—

A dam to be erected at a suitable point near the outlet of Woodworth Lake; from that point the water to be piped down to a point at or near the head of Shawatlans Lake, the said pipe to be of a capacity large enough to carry sufficient water for the supply of the City of Prince Rupert, and also to operate at or near the head of Shawatlans Lake, a plant for the purpose of generating electricity; and after leaving the head of Shawatlans Lake the water will be piped into the City of Prince Rupert, and there be distributed by a proper distribution system, and the electric power will be brought into the said City by transmission lines from the head of Shawatlans Lake.

AND, WHEREAS, the amount of the debt necessary to be incurred by the City of Prince Rupert for the construction of the said Hydro-Electric Plant, and the necessary distribution system connected therewith, is the sum of $550,000.00.

AND, WHEREAS, the total amount which will have to be raised annually for the purpose of paying the said debt and interest will be $28, 948.54.

AND, WHEREAS, the said Hydro-Electric System cannot be completed before the first day of September A. D. 1912, and, therefore, the amount of rates, charges, and rentals for the use of water or electric power will during this present year be nil.

AND, WHEREAS, no money is already charged against the rentals, rates or charges to be derived from the said Hydro-Electric System.

AND, WHEREAS, the estimated amount of rentals, rates, and charges that will be derived from the said Hydro-Electric System after the same is completed is the sum of $72,500.00.

AND, WHEREAS, the sum necessary for the payment of interest during the currency of the debentures to be issued hereunder is $24,750.00 per annum.

AND, WHEREAS, the sum to be set aside annually to discharge the debt, authorized to be created by this bylaw, is the sum of $4,198.54 per annum, and it is proposed to set aside such annual sum by depositing the same annually at interest in a chartered bank or trust company in Canada or by the purchase of the debentures of the said City at a price not above par or by both such modes of investment, or by investing the same in any manner which a Municipal corporation may legally adopt.

AND, WHEREAS, the amount to be raised annually for the payment of the said debt is arrived at by estimating the interest to be derived from the annual investment of such sum at the rate of three and a half per cent (3½%) per annum.

AND, WHEREAS, the total amount of rateable land and improvements in the City of Prince Rupert, according to the last revised assessment roll is as follows:—

Land, $12,223,041.00; improvements, $497,965.

AND, WHEREAS, it is estimated that after the said Hydro-Electric System is completed, the rentals, rates, and charges to be collected therefrom will be sufficient to pay the annual amounts required to pay the interest and sinking fund required to be raised under this Bylaw, and that there will be no deficiency to be made up under the guarantee to be given by the City as hereinafter provided.

AND, WHEREAS, the City intends to issue debentures for the amount of the said debt, being $550,000, by the sale of which to realize the moneys necessary for the said purposes, the said debentures to extent for a period of fifty (50) years and to be secured upon the rentals, rates, and charges to be derived from the said Hydro-Electric System for the supply of water and electric light and power, and also to be secured by the guarantee of the City at large.

AND, WHEREAS, this Bylaw cannot be altered save with the consent of the Lieutenant-Governor in Council.

NOW, THEREFORE, the Municipal Council of the City of Prince Rupert enacts as follows:—

1. This Bylaw shall take effect on the 12th day of September, A. D. 1911.

2. So soon as conveniently may be after the coming into force of this Bylaw, the Corporation of the City of Prince Rupert shall construct the works mentioned in the recitals hereinbefore contained according to plans and specifications to be prepared, and signed by the City Engineer, and approved by the Municipal Council of the City of Prince Rupert, under the seal of the said City, and duly filed with the Clerk of the City; which plans may be from time to time altered and amended, or added to during the construction of the said work, if the Municipal Council shall see fit; in any of which cases, plans of such alterations, amendments, or additions shall be approved, signed, sealed and filed as above provided for the original plans, the intent of this Bylaw being that the City in constructing the work hereby authorized shall have full authority to do everything to make the said Hydro-Electric System complete in every particular and detail.

3. For the purpose of paying for the construction of the works hereby authorized, the City of Prince Rupert is hereby empowered to create a debt of $550,000.00, which debt shall be payable in fifty (50) years from the date when this Bylaw comes in force; namely, the 12th day of September, A. D. 1911, for which debt debentures shall be issued to be secured in manner hereinafter appearing.

4. The sum of $24,750.00 is necessary for the payment of interest each year during the currency of said debentures, and the sum of $4,198.54 is necessary to be set aside annually during the currency of the said debentures for the purpose of forming a sinking fund, with which to pay the said debt and debentures at maturity, the said sum of $4,198.54 to be raised annually as a sinking fund, being such that together with the profits accrued from the investment thereof at the interest rate of three and a half (3½) per cent per annum, during the currency of said debentures, will be sufficient to discharge the said debt when due.

5. The said sum of $24,750.00 is necessary for the payment of interest during the currency of the debentures, and the sum of $4,198.54 necessary to be raised annually as a sinking fund shall be raised as follows:—From the annual rates accruing from the Hydro-Electric System and estimated at $72,500.00 shall be withdrawn and set apart from the general revenue of the City, the sum of $28,948.54, and the said sum shall be placed in a separate account by the City Treasurer, known as the "Hydro-Electric System Account," and in case the annual receipts from said charges shall be less than the said sum of $28,948.54 the difference shall be raised and levied in each year, during the said period of fifty (50) years, and currency of the debentures by special rate sufficient therefor on all the rateable land in the City of Prince Rupert, and shall be collected by the said City as municipal taxes, and placed in the said "Hydro-Electric System Account."

6. The said sum of $4,198.54, to be raised annually as sinking fund, shall be invested annually by the City Treasurer upon the recommendation

(Continued on Page Seven)

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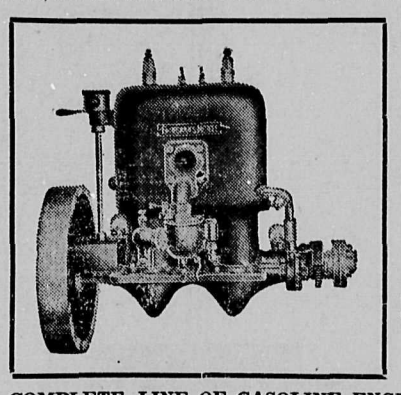

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IN THE COUNTY COURT OF ATLIN HOLDEN AT PRINCE RUPERT

In the matter of "Official Administrators Act"

And

In the matter of the estate of Patrick Kennedy deceased intestate.

TAKE NOTICE that by order of His Honor Judge Young, made the 17th day of June 1911, I was appointed administrator of the estate of the said Patrick Kennedy, deceased, and all parties having claims against the said estate are hereby required to forward same properly verified to me on or before the 4th day of September, 1911; and all parties indebted to the said estate are required to pay the amount of their indebtedness to me forthwith.

Dated August 18, 1911.

J. A. FRASER,
Official Administrator.
Atlin, B. C.

IN THE COUNTY COURT OF ATLIN HOLDEN AT PRINCE RUPERT

In the matter of the "Official Administrator's Act"

And

In the matter of the estate of George McLeod deceased intestate.

TAKE NOTICE that by order of His Honor Judge Young, made the 28th day of July, 1911, I was appointed administrator of the estate of the said George McLeod deceased, and all parties having claims against the said estate are hereby required to forward same properly verified to me on or before the 4th day of September, 1911; and all parties indebted to the said estate are required to pay the amount of their indebtedness to me forthwith.

Dated August 18, 1911.

JOHN H. McMULLIN,
Official Administrator.
Prince Rupert, B. C.

IN THE COUNTY COURT OF ATLIN HOLDEN AT PRINCE RUPERT

In the matter of the "Official Administrator's Act"

And

In the matter of the estate of John Bowman deceased intestate.

TAKE NOTICE that by order of His Honor Judge Young, made the 16th day of June, 1911, I was appointed administrator of the estate of the said John Bowman deceased, and all parties having claims against the said estate are hereby required to forward same properly verified to me on or before the 4th day of September, 1911; and all parties indebted to the said estate are required to pay the amount of their indebtedness to me forthwith.

Dated August 18, 1911.

JOHN H. McMULLIN,
Official Administrator.
Prince Rupert, B. C.

IN THE SUPREME COURT OF BRITISH COLUMBIA

In the matter of the "Official Administrator's Act"

And

In the matter of the estate of Thomas Smith deceased intestate.

TAKE NOTICE that by order of His Honor Judge Lampman, made the 16th day of August, 1911, I was appointed administrator of the estate of the said Thomas Smith deceased, and all parties having claims against the said estate are hereby required to forward same properly verified to me on or before the 4th day of September, 1911; and all parties indebted to the said estate are required to pay the amount of their indebtedness to me forthwith.

Dated August 18, 1911.

JOHN H. McMULLIN,
Official Administrator.
Prince Rupert, B. C.

TO WATER TAKERS

On account of scarcity of water the supply will be cut off between the hours of 9 p. m. and 5 a. m. during the dry weather.

WM. MAHLON DAVIS,
tf Supt. of Water Works.

The Thompson Hardware Co.

—SECOND AVENUE—

Paints. General Hardware, Oils, Stoves and Ranges.

TENDERS WANTED

Sealed tenders will be received by the Building Committee of the Methodist Church of Prince Rupert, B. C., until 12 o'clock noon, August 22nd, 1911, for the erection and completion of a Church building, to be erected on Sixth Avenue, in the City of Prince Rupert, B. C., according to plans and specifications prepared by G. L. Proctor, architect, Prince Rupert. A certified check, equal to ten (10) per centum of the amount of the tender drawn in favor of the Treasurer or Trustee Board, which will be forfeited if the party tendering declines to enter into a contract when called upon to do so; or if he or his heirs or executors fail to complete the contract. The lowest or any other tender not necessarily accepted.

Plans and specifications may be seen at the office of P. McLaughlin, Third Avenue, after noon, Tuesday, August 16th, 1911.

GROUND

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The Past of Reciprocity

There is enough truth in the statement that the Conservatives and their greatest leader were always in favor of reciprocity to make it a handy plea for one class of government orators, says the News-Advertiser. There is more than enough falsehood in the claim to make it useless as an appeal to intelligent and practical people. Reciprocity was last an issue in Canada in 1891, Sir John A. Macdonald's final contest, or as he himself declared in the closing words of his campaign address:

"My last effort for the unity of the Empire and the preservation of our commercial and political freedom."

Speaking of the reciprocity platform of the party then led by Sir Wilfrid Laurier, Sir John said in that last address of his:

"It would , in my opinion, inevitably result in the annexation of this Dominion to the United States. The advocates of unrestricted reciprocity on this side of the line deny that it would have such an effect, though its friends in the United States urge, as the chief reason for adoption, that unrestricted reciprocity would be the first step in the direction of political union. . . .

"I command these issues to your determination and to the judgment of the whole people of Canada with an unclouded confidence that you will proclaim to the world your resolve to show yourselves not unworthy of the proud distinction that you enjoy—of being numbered among the most dutiful and loyal subjects of our beloved queen. A British subject I was born—a British subject I will die. With my utmost effort, with my latest breath, will I oppose this veiled treason, which attempts, by sordid means and mercenary proffers, to lure our people from their allegiance."

It will be admitted that the writer of these words was not in agreement with Sir Wilfrid's reciprocity programme of that day. But it is alleged that he favored some form of limited reciprocty. In fact, the party had left for years on the statute book, a vague offer of reciprocal exchange and was constantly accused by opponents of refusing to give effect to it when opportunity arrived. Conservatives do not deny that the party has changed its attitude toward reciprocity. The Liberal admits that it also has changed.

Forty years ago both parties in Canada desired reciprocity. Possibly both would have accepted the unrestricted article. Twenty years ago the official Liberal leaders, but not their whole party, had advocated commercial union, and were promoting unrestricted reciprocity. They and their programme were condemned by the Conservatives in the language quoted above, and the policy denounced in equally strong language by Mr. Blake and other loyal Liberal revolters. Conservatives had not yet abandoned all idea of reciprocity, though their fiscal policy led in the opposite direction.

Another twenty years finds the Laurier government openly refusing even to consider President Taft's offer of unrestricted reciprocity, but accepting the reciprocity treaty now before the country. We find the Conservatives, by a corresponding national and imperial advance, rejecting reciprocity trade entanglements with the United States. Their attitude is such as Sir Wilfrid Laurier four years ago in London attributed to the Canadian people generally. The premier told the Imperial Conference in 1907 that there was a time when the people of Canada wanted reciprocity. This was true. He added the statement that we had said good-bye to that trade and put our hopes on British trade. This also was true. The Conservative party stands by the declaration while Sir Wilfrid and his colleagues are trying in vain to turn the people back toward the old attitude.

We see that unrestricted reciprocity is at least temporarily abandoned by everybody, and that all kinds of reciprocity ties are condemned by a large body—we believe by a large majority of the Canadian people. There are good reasons for this development. In forty years we have come into possession of our country. We have our own transcontinental highways. We have established a national policy and attained industrial independence. We have found the prairie country, attracted vast immigration, obtained a British market exceeding our wildest dreams, established magnificent direct steamship services with Europe and Asia, formed commercial alliances within the Empire, watched the development of the Imperial trade idea in Great Britain, witnessed the creation of two other British confederations like our own. We have heard the United States people lament the devastation of their natural wealth, and now understand the necessity of preserving the Canadian natural resources and raw materials, which once we were agreed in begging our neighbors to take from us on their own terms. Moreover, we have found that any advantages which reciprocity would give are open to us without it, and that the things which we formerly were too anxious to seel the United States they are now still more anxious to obtain.

It is not particularly the Canadian Conservatives who have changed. As Sir Wilfrid told the conference, the Canadian conditions have changed and so have the desires of the people. United States conditions and people have changed. The British Empire and the Dominions within it have changed. For Canada to go back on reciprocity would be like England going back to the Heptarchy.

Had Canada obtained reciprocity forty years ago we should never have had the national policy, or our own Pacific railways, or the industrial and comemrcial development which we have seen. Had Canada endorsed unrestricted reciprocity in in 1891 we should never have had a British preference or built up the existing British trade. In either case Canada would today have been a tributary and subsidiary organization, under foreign control commercially, industrially, financially and in consequence politically. We have been delivered from all this and happily guided in another direction. It would be an unpardonable offence against the Dominion and the Empire to turn back and destroy all that has been accomplished.

—o—

LAST CHIEF FACTOR

With the retirement from the service of the Hudson's Bay Company of Archibald McDonald, chief factor at Fort Qu'Appelle, there disappears the last officer of the old company to bear the title with which readers of books of northern travel and of northwest history are so familiar. As for many years there have been no resident commissioners of the Hudson's Bay Company, so, in future, there will be no chief factors. They will be known in future as managers or agents. Mr. McDonald is a veritable pioneer among pioneers. He is believed to have lived longer in the region which is now known as the Province of Saskatchewan than any other white man now living, and as such was accorded special honor at the inauguration of the new province. He is also the oldest member of the Manitoba Club, Winnipeg, having joined it in 1874, the year of its formation. Mr. McDonald is a native of Inverness, Scotland, and came to Canada by way of Hudson Bay fifty-seven years ago. He was on the site of what is now the city of Winnipeg in the winter of 1854, and before the beginning of the "sixties" had travelled all over the trade routes in the far west. Before 1870 he made thirteen trips with York boats from Lake Winnipeg to York Factory on Hudson Bay, taking down furs for export to England and carrying back supplies for the posts along the Saskatchewan and in the Red River Valley. When Wolseley's expedition went out to the Red River settlement in 1870, to put down the first Riel uprising, Mr. McDonald was already considered an "old-timer," and his services in keeping the Indian tribes in the Qu'Appelle Valley quiet were acknowledged.

When General Middleton, in 1885, organized at Qu'Appelle the little force with which he smashed Riel's last rebellion he naturally depended much for advice upon the old chief factor at the H. B. C. fort, and the veteran s advice was sound. Mr. McDonald has always exercised great influence over the Indians, to such an extent, in fact, that Lord Strathcona is credited with having remarked that Mr. McDonald's presence at Qu'Appelle was worth 1,000 additional men in the field. Mr. McDonald was present at Fort Qu'Appelle in 1874, when Treaty Number One was negotiated with the Indians. This was the first of the Canadian treaties with the natives of the northwest, and considerable diplomacy was necessary to obtain the consent of the Indians, for the Dominion government was an unknown institution to them, and the treatment meted out to their brothers in the United States made them suspicious of everybody, but the British government and the H. B. C. They were assembled at Fort Qu'Appelle to discuss this treaty no less than 5,000 Indians, and the Canadian commissions were Lieutenant Governor Morris of Manitoba and the Hon. Dave Laird, afterwards governor of the Northwest Territories. The Northwest Mounted Police had not yet been organized, and as an escort for the commissioners a portion of the Canadian permanent corps then in garrison at Garry,, was marched across the prairie. That the treaty was successful was largely ascribed to the influence exercised over the Indians by Mr. McDonald and his brother chief factor, J. W. McLean. The territory ceded by the Indians under this treaty included the western part of Manitoba, and practically the whole of the present Province of Saskatchewan. Surely Mr. McDonald is entitled to be classed among the makers of the Canadian West.

—o—

"What's the matter with your face, man?"

"Sure I went to the zoo hunting for the big African apes they said were there. Somebody told me to go to the apiary to find them, and that's where I was stung."

—o—

"What did he have to bring the ball back for?" asked Ethel innocently of her companion.

"Why, don't you know, you little goose?' answered the other damself pityingly. "Of course, it's because he got an encore!"

THE PRINCE RUPERT JOURNAL

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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.

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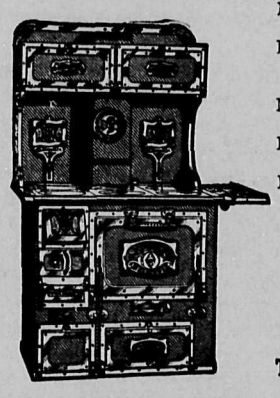

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TIDES AT PRINCE RUPERT, AUGUST, 1911

DATE AND DAY		HIGH WATER Time	Ht	Time	Ht	LOW WATER Time	Ht	Time	Ht
1	Tuesday	6:13	16.5	18:38	18.0	0:11	6.8	12:13	7.5
2	Wednesday	7:26	15.2	19:38	17.4	1:04	7.3	13:03	9.1
3	Thursday	8:44	14.5	20:30	17.1	2:27	7.4	14:06	10.3
4	Friday	10:04	14.6	21:33	17.5	3:40	7.0	15:20	10.7
5	Saturday	11:12	16.0	22:32	17.7	4:44	6.3	16:28	10.6
6	Sunday	12:00	16.0	23:21	18.3	5:34	5.4	17:22	10.1
7	Monday	.....	....	12:39	16.8	6:12	4.6	18:04	9.3
8	Tuesday	0:01	19.1	13:14	17.5	6:46	3.8	18:41	8.5
9	Wednesday	0:39	19.7	13:45	18.0	7:18	3.3	19:16	7.6
10	Thursday	1:15	20.2	14:13	18.5	7:49	2.9	19:50	6.8
11	Friday	1:52	20.5	14:40	18.9	8:19	2.8	20:25	6.1
12	Saturday	2:29	20.5	15:08	19.2	8:49	2.9	21:01	5.6
13	Sunday	3:07	20.2	15:38	19.4	9:20	3.3	21:40	5.3
14	Monday	3:45	19.7	16:11	19.5	9:55	4.1	22:25	5.2
15	Tuesday	4:27	18.7	16:48	19.5	10:34	5.1	23:16	5.5
16	Wednesday	5:13	17.6	17:34	19.3	11:17	6.4	.....	....
17	Thursday	6:14	16.3	18:32	18.9	0:14	5.8	12:11	7.7
18	Friday	7:45	15.5	19:46	18.8	1:28	5.9	13:20	8.9
19	Saturday	9:18	16.6	21:04	19.2	2:52	5.4	14:40	9.3
20	Sunday	10:35	16.6	22:18	20.0	4:06	4.2	16:00	8.8
21	Monday	11:40	17.9	23:21	21.1	5:08	2.9	17:12	7.6
22	Tuesday	.....	....	12:30	19.2	6:02	1.7	18:09	6.3
23	Wednesday	0:16	22.0	13:12	20.3	6:50	0.9	18:58	5.1
24	Thursday	1:06	22.5	13:51	21.0	7:33	0.7	19:45	4.2
25	Friday	1:54	22.5	14:29	21.2	8:14	1.1	20:30	3.7
26	Saturday	2:39	21.9	15:06	21.2	8:52	2.0	21:14	3.[illegible]
27	Sunday	3:22	21.0	15:43	20.7	9:28	3.3	21:57	4.1
28	Monday	4:05	19.7	16:20	20.0	10:03	4.9	22:41	4.9
29	Tuesday	4:49	18.2	16:58	19.2	10:40	6.6	23:28	5.9
30	Wednesday	5:37	16.6	17:38	18.2	11:20	8.4	.....	....
31	Thursday	6:35	15.2	18:26	17.3	0:24	6.9	12:06	9.9

The Time used is Pacific Standard, for the 120th Meridian west. It is counted 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 G. T. P. Railway, is one foot lower.

(Bylaw Continued From Page Five)

of the Council in such securities, or in such manner as is permitted by law, including those hereinbefore recited investments.

7. There shall be issued any number of debentures to be made for such sums as may be required for the raising of said sum of $550,000.00 and said debentures may be either for currency or sterling money, payable in gold coin for not less than $100.00 currency and £20 sterling each, and not exceeding the whole sum of $550,000.00 and the said debentures shall be duly prepared, executed, and sold for the purposes aforesaid.

8. The said debentures shall be deemed to have been properly executed by being signed by the Mayor and the Treasurer of the said City, and shall be sealed with its corporate seal.

9. The said debentures shall bear the date of 12th day of September A. D. 1911, being the date on which this Bylaw takes effect, and shall contain a promise to pay the principal of the said debentures and also the interest thereon at the rate of four and a half (4½) per cent per annum, payable half-yearly on the 1st day of January and the 1st day of July in each year, and may be with or without coupons attached thereto for the payment of said interest, and in case coupons shall be attached to said debentures, said coupons shall be equivalent to one-half year's interest at the said rate of four and a half (4½) per cent per annum, upon the amount of the debenture to which they shall be respectively attached, one coupon being made payable each six months from and after the date of the said debentures.

10. The said coupons shall be deemed to have been properly executed by each one having written, stamped, printed, or lithographed thereon, the names of the Mayor and Treasurer of the said City. Each coupon shall be numbered with the number of the debenture to which it is attached.

11. The said debentures shall be made payable at any place in England, the United States, or Canada therein set out.

12. The amount of the said coupons, namely: the interest, shall be payable at any of the places in England, the United States, or Canada therein set out.

13. The said debentures when issued and sold, and any coupons attached thereto when the debentures aforesaid have been issued and sold, shall be deemed a valid and binding charge upon the rates and charges accruing from the said Hydro-Electric System, and upon the said City of Prince Rupert severally as aforesaid.

14. The amount of the debt authorized by this Bylaw is subject to consolidation with the amount of any other debt authorized by any Bylaw or Bylaws of the said City passed for the issue and sale of Debentures, and nothwithstanding anything herein contained authorizing and directing the issue and sale of debentures for the payment of the debt thereby created; the City of Prince Rupert Consolidated Stock may be issued in the place and stead of the debentures to the amount of such debt. This section shall apply only in so far as the City may be empowered by law to do so.

15. It shall be lawful for the Council, during the construction of the works, hereinbefore provided for, to borrow money from any bank, at interest to be agreed on, willing to advance the same for the purposes of paying for the said works, or any part thereof, and for such loans to hypothecate the debentures to be issued hereunder, provided that such loans with the interest agreed to be paid to such bank, shall be prepaid out of the sum of money to be realized upon the sale of the said debentures.

16. The Council may sell the said debentures at less than par, if it is found advisable so to do.

17. Notwithstanding anything hereinbefore contained it shall be lawful for the City in any year to expend out of the net revenue of the said Hydro-Electric System for the purpose of betterments of, or additions to, such system, a sum up to twenty (20) per cent of such net revenue, net revenue to mean for the purpose of this section, the gross receipts less running expenses and ordinary repairs, but nothing herein contained shall in any way do away with the liability of the City in each year either out of the profits or by rate to provide the full amount necessary to pay interest and sinking fund as before provided.

PASSED THE MUNICIPAL COUNCIL OF THE CITY OF PRINCE RUPERT THE 21ST DAY OF AUGUST A. D. 1911.

WM. MANSON, Mayor.

W. D. VANCE, Acting City Clerk.

RECONSIDERED AND FINALLY ADOPTED BY THE SAID COUNCIL

THE ..... DAY OF .... A.D. 191..

.....

MAYOR.

TAKE NOTICE that the above is a true copy of the proposed Bylaw upon which the Vote of the Municipality will be taken at the Police Court Room, Third Avenue, in the City of Prince Rupert on the second day of September A. D. 1911 between the hours of 9 A. M. and 7 P. M.

Dated 22nd day of August A. D. 1911.

W. D. VANCE,
Acting City Clerk.

PUBLIC NOTICE is hereby given to the electors of the Municipality of the City of Prince Rupert, that the presence of the said electors is required at the Police Court Room, Third Avenue, on Saturday, the 2nd day of September A. D. 1911, between the hours of 9 A. M. and 7 P. M. for the purpose of voting upon the Bylaw above set forth, being a Bylaw to provide for the construction of a Hydro-Electric System to supply the City of Prince Rupert with water, electric light and power, and to create and secure a debt for the purpose of constructing the said system amounting to $550,000.00.

M. M. STEPHENS,
Returning Officer.

By-Law.....

A BYLAW TO CONFIRM AN AGREEMENT MADE BETWEEN THE MUNICIPALITY OF THE CITY OF PRINCE RUPERT OF THE FIRST PART, THE GRAND TRUNK PACIFIC RAILWAY COMPANY OF THE SECOND PART, THE GRAND TRUNK PACIFIC DEVELOPMENT COMPANY LIMITED OF THE THIRD PART, AND HIS MAJESTY THE KING IN HIS RIGHT OF HIS PROVINCE OF BRITISH COLUMBIA OF THE FOURTH PART.

WHEREAS, on the 8th day of June, 1911, an agreement was entered into between the parties therein mentioned, which agreement was and is in the words and figures following:—

MEMORANDUM OF AGREEMENT made in quadruplicate this 8th day of June, in the year of Our Lord, one thousand nine hundred and eleven,

BETWEEN

THE MUNICIPALITY OF THE CITY OF PRINCE RUPERT (hereinafter called the "City," of the first part),

THE GRAND TRUNK PACIFIC RAILWAY COMPANY (hereinafter called the "Railway Company," of the second part),

THE GRAND TRUNK PACIFIC DEVELOPMENT COMPANY, LIMITED, (hereinafter called the "Townsite Company," of the third part),

and

HIS MAJESTY THE KING, in his right of his Province of British Columbia, herein represented and acting by the Honorable William R. Ross, Minister of Lands of the said Province (hereinafter referred to as "The Province," of the fourth part).

WHEREAS, differences have arisen regarding the taxation by the City of the lands belonging to the Railway Company situated within the limits of the City of Prince Rupert, and certain other matters as hereinafter appearing, and this agreement is made for the purpose of settling such differences.

AND, WHEREAS, the Townsite Company is the owner of an undivided three-quarters interest and the Province of an undivided one-quarter interest in the lands referred to in paragraphs one (1), four (4) and five (5) hereof, and are severally interested in securing an adjustment of the said difference, and as part of such adjustment have severally agreed to transfer and lease such lands as hereinafter provided:

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that in consideration of the covenants and agreements on the part of the several parties herein contained, the parties hereto have agreed with each other as follows:

1. The Townsite Company will, with the concurrence of the Province, as testified by the Province joining in this agreement and the conveyance to be made hereunder, convey to the City in fee simple all those certain parcels of lands indicated on the plan hereto annexed as numbers three (3), eleven (11), thirteen (13), fourteen (14), eighteen (18), twenty (20), twenty-two (22), twenty-three (23), twenty-nine (29), thirty-eight (38), forty (40), forty-one (41), fifty-six (56), fifty-eight (58), fifty-nine (59) and sixty-two (62).

2. The Railway Company will convey to the City in fee simple the westerly one hundred (100) feet of Waterfront Block E, as shown in pink on attached plan on condition that the said waterfront shall not unless upon the consent of the Company given under its Corporate Seal be used for other than strictly municipal purposes.

3. The Province will convey to the City in fee simple the easterly one hundred (100) feet of Waterfront Block D, as shown in pink on the attached plan, on condition that the said waterfront shall not unless upon the consent of the Province be used for other than strictly municipal purposes.

4. The Townsite Company will, with the concurrence of the Province testified as aforesaid, grant to the City a lease for the term of nine hundred and ninety-nine (999) years of the several parcels of land indicated on the plan hereto annexed as numbers five (5), fifteen (15), seventeen (17), twenty-one (21), twenty-four (24), twenty-five (25), twenty-six (26), twenty-seven (27), thirty-one (31), thirty-two (32), thirty-three (33), thirty-four (34), thirty-five (35), thirty-seven (37), thirty-nine (39), forty-two (42), forty-three (43), forty-four (44), forty-five (45), forty-six (46), forty-seven (47), forty-eight (48), forty-nine (49), fifty (50), fifty-one (51), fifty-two (52), fifty-three (53), fifty-five (55), sixty (60) and sixty-one (61). The said lease to be at a nominal rental of one dollar ($1.00) per annum and upon the following conditions, that is to say:

(a) The lease is not to be assigned or sublet without leave of the Townsite Company and the Province;

(b) The lands are not to be used for any other than park, boulevard, or other purposes having for their object the beautifying of the City, without the consent of the Townsite Company and the Province;

(c) No buildings or structures other than statues or monuments are to be erected upon the said parcels or any of them without the like consent.

5. The Townsite Company will, with the concurrence of the Province testified as aforesaid, grant to the City a lease for the term of nine hundred and ninety-nine (999) years of the several parcels of land indicated on the plan hereto annexed as numbers two (2), four (4), six (6), seven (7), eight (8), nine (9), ten (10), twelve (12), sixteen (16), twenty-eight (28), thirty-six (36) and fifty-four (54). The said lease to be at a nominal rental of one dollar ($1.00) per annum, and not to be assigned or sublet without leave of the Townsite Company and the Province, except as hereinafter provided with respect to Parcel two (2):—

(a) Parcel two (2)—This land shall be used for cemetery purposes only, and shall be laid out and developed accordingly, maintaining a parklike effect throughout. It is understood that the City may assign or sublet individual plots in this area to persons desiring to use the same for burial purposes without obtaining the leave hereinbefore provided;

(b) Parcel four (4)—This land shall be used only for the establishment of a reservoir and waterworks connected therewith; the erection of buildings of a public character and possessing architectural merit; and in other respects for general park purposes;

(c) Parcels six (6), seven (7), eight (8), nine (9) and ten (10)—These lands shall be used only for the purpose of public buildings, having a grouped effect architecturally with parklike surroundings;

(d) Parcel twelve (12)—This land shall be used only for public park purposes or for the erection of school, college, seminary or other public buildings;

(e) Parcel sixteen (16)—This land shall be used as a public recreation ground and for the erection of public buildings of real architectural merit, the entire development to be such as shall produce a parklike effect. In addition to the above, it shall be lawful for the City to construct and maintain upon this parcel one or more reservoirs in connection with the City waterworks system,to making for this purpose the necessary connections therewith upon the said parcel;

(f) Parcel twenty-eight (28)—This land shall be used for a general public park and is to be developed to that end. Without in any way lessening the duty of the City to preserve the parklike features of this parcel, it is understood that for a distance of one thousand (1,000) feet to the north of a road connecting McBride Street and the Prince Rupert Boulevard, the natural parklike features of the land are to be retained;

(g) Parcel thirty-six (36)—This land shall only be used for buildings of a public character possessing real architectural merit, the grounds surrounding same to be suitably graded and planted;

(h) Parcel fifty-four (54)—This land shall only be used for public buildings of architectural merit, provided, however, that the City may construct and maintain a reservoir thereon. In the development of this parcel, the general parklike features shall be adhered to.

Pending the development of any of the said parcels as in this clause provided, the City shall not do or permit anything to be done which will detract from the existing natural parklike features.

6. The conveyances provided for in the preceding clauses shall be executed by the parties hereto of the first, third and fourth parts, and shall contain apt clauses embodying the conditions hereinbefore set forth, so as to ensure that the lands mentioned in clauses two (2) and three (3) hereof shall be used only for the purposes defined in this agreement.

7. The Railway Company will, at the request of the City, grant such easements over its property within the city limits as may be necessary for sewers, water mains, gas mains, electric light, telegraph wires, telephone wires, or other similar civic utilities, subject always to the approval of the Railway Company's engineer, whose opinion in all cases must be treated as final, without prejudice to the right, if any, which the City may by law possess to expropriate an easement for any of the above purposes.

8. The Railway Company will, within a period of three months from the date of the ratification of this agreement by the Legislature, commence the erection of its works within the city limits, consisting of permanent station, roundhouse, engine works, machine shops and other structures and accessories incidental to the establishment at Prince Rupert of the Pacific Terminus of the Railway Company, and complete the same with all reasonable dispatch, retaining within the City the payrolls in connection with such works, so far as it may be feasible to do so.

9. The Townsite Company will, within a period of two years from the date of the ratification of this agreement by the Legislature, commence the erection of a first-class hotel of modern design and appointments, and prosecute the construction thereof with due diligence.

10. The Railway Company will commence the construction of a dry dock at Prince Rupert in conformity with the agreement respecting the same between the Railway Company and the Government of the Dominion of Canada.

11. The Railway Company will pay to the City annually on or before the 1st day of November in each year for and during the period in the succeeding clause mentioned, by way of taxation, a total fixed sum of Fifteen Thousand Dollars ($15,000), in respect of all its property, real or personal, within the City limts; provided, however, that the said sum shall not include local improvement taxes, which may be imposed by the City for the improvement of public streets upon which the Railway Company's land abuts in Sections One (1), Six (6), Seven (7) and Eight (8), and which streets or portions of streets may be enumerated as follows:

Water Street
Eleventh Street
First Avenue, opposite blocks 13 and 14
First and Second Avenues From Eighth to Second Street
All in Section One (1)
Fourth Avenue, opposite blocks 6 and 7, in Section Six
Overlook Street, opposite Block 4
Seal Cove Circle, opposite Block 7
Kelliher Street, opposite Blocks 25 and 50
All in Sestion Seven (7)
Kelliher Street, opposite Block 12
Morse Loop, opposite Blocks 14, 13 and 41
Eleventh Avenue, opposite Block 31
Edward Avenue, opposite Block 1
All in Section Eight (8)

Provided, however, that the Railway Company's share of such local improvement taxes, shall not exceed one-half of the total cost of any such local improvement.

12. The City agrees with the Railway Company to accept the said sum of Fifteen Thousand Dollars ($15,000) per annum, together with the said local improvement taxes mentioned in Clause 11 hereof, in lieu of all municipal taxes, rates and assessments of every kind whatsoever to be levied by the City against the Railway Company and upon or in respect of the lands of the Railway Company, and all buildings, structures or other improvements thereon or therein, and all the personal property of the Company within the City limits, for a period of ten years from the 1st day of January, 1911.

13. The City will accept the sum of Fifteen Thousand Dollars ($15,000) in full of all taxes due by the Railway Company to the City for the year 1910.

14. It is understood by and between the parties hereto that this agreement shall not become operative or binding unless and until the same shall have been approved by the ratepayers of the City and ratified by the Legislature of the Province of British Columbia; the parties hereto severally agreeing to co-operate in taking all steps and doing all things necessary to obtain such ratification at the next session of the said Legislature.

15. This agreement shall extend to and be binding upon the successors and assigns of the parties hereto respectively.

IN WITNESS WHEREOF this agreement has been duly executed by the parties hereto.

In Presence of

Fred Peters.

D'Arcy Tate

THE MUNICIPALITY OF THE CITY OF PRINCE RUPERT.
[Seal.] By
Wm. Manson, Mayor,
And
Ernest A. Woods, City Clerk.

GRAND TRUNK PACIFIC RAILWAY COMPANY.
[Seal.]
Chas. M. Hays, President.
Henry Philips, Secretary.

THE GRAND TRUNK PACIFIC DEVELOPMENT COMPANY LTD.
[Seal.]
Chas. M. Hays, President.
Henry Philips Secretary.

THE GOVERNMENT OF BRITISH COLUMBIA.
[Seal.]
Henry Esson Young, Provincial Secretary for the Province of British Columbia.

AND, WHEREAS, it is desirable to pass a Bylaw ratifying and confirming the said recited agreement so that the same may be submitted for the approval of the ratepayers of the City of Prince Rupert pursuant to Clause 14 of said Agreement:

NOW, THEREFORE, the Council of the Municipal Corporation of the City of Prince Rupert enacts as follows:—

1. The said hereinbefore recited agreement is hereby confirmed and ratified in every particular.

2. The said Council shall take all necessary steps to have this Bylaw submitted to the ratepayers of the City of Prince Rupert for their approval.

3. The said Council shall, if this Bylaw is approved by the ratepayers of the City of Prince Rupert, take all necessary steps to obtain ratification of said recited agreement by the Legislature of the Province of British Columbia, and for that purpose, are hereby authorized to spend any money that may be necessary and proper in obtaining the passage of said Legislation.

4. The plan referred to in the said recited agreement shall be kept on file as a record in the office of the City Clerk of the City of Prince Rupert.

5. The Council of the City of Prince Rupert shall endeavor to have inserted in the Statute confirming this agreement a clause authorizing the filing of the said recited agreement, and the plan therein referred to, in the office of the Registrar of Deeds at the City of Prince Rupert.

6. This Bylaw shall take effect immediately the passing thereof.

PASSED THE MUNICIPAL COUNCIL OF THE CITY OF PRINCE RUPERT THE 21ST DAY OF AUGUST A. D. 1911.

WM. MANSON, Mayor.

W. D. VANCE, Acting City Clerk.

RECONSIDERED AND FINALLY ADOPTED BY THE SAID COUNCIL

THE ..... DAY OF ..... A. D. 191.. .

.....

.....

TAKE NOTICE that the above is a true copy of the proposed Bylaw upon which the Vote of the Municipality will be taken atthe Police Court Room, Third Avenue, in the City of Prince Rupert on the second day of September A. D. 1911 between the hours of 9 A. M. and 7 P. M.

Dated 22nd day of August A. D. 1911.

W. D. VANCE,
Acting City Clerk.

NOTICE is hereby given to the electors of the Municipality of the City of Prince Rupert, that the presence of the said electors is required at the Police Court Room, Third Avenue, in the City of Prince Rupert, on Saturday the 2nd day of September A. D. 1911, between the hours of 9 A. M. and 7 P. M. for the purpose of voting on the above Bylaw, being a Bylaw to confirm the agreement made between the Municipality of the City of Prince Rupert, of the First part, the Grand Trunk Pacific Railway Company of the Second part, the Grand Trunk Pacific Development Company Limited of the Third part, and His Majesty the King in his right of his Province of British Columbia of the Fourth part.

M. M. STEPHENS,
Returning Officer.

Prince Rupert, B. C., August 22nd, 1911.

BRITISH CAPITAL

Sir William Mackenzie Tells of Investments Made by Old Country Financiers.

He Also Speaks of the Immense Harvest That the West Is to Produce

"The wheat yield in the west will easily total 225,000,000 bushels, a figure in excess of the usual estimates, and this fall and the coming year will probably be the most prosperous period, taking it all around, ever experienced by the people of Canada," is the opinion of Sir William Mackenzie.

"The crop outlook in the prairie provinces is excellent—that scarcely describes my meaning, as I have seen equally good grain in other seasons, but never so large a crop or one so uniformly good.

"This all means that western prosperity will react on the east, stimulate wholesale trade and make the factories hum day and night. And the same conditions will be experienced througnout British Columbia. The settlers who came in this year represent the best type that ever went to the Canadian provinces."

That British capital favors Canadian investments is again confirmed by Sir William. Speaking on this subject, he said: "The position of this Dominion occupies in the eyes of the British people was never so high as just now. It signifies that they are coming round to the idea that it is better to invest their surplus funds within the British Empire than in foreign countries. Without overestimating the figure I *should say that British capital of* between $30,000,000 and $40,000,000 has been invested during the past two years in aCnadian propositions in which I am interested.

"Now, my point of view does not necessarily reflect on other countries, the United States, for instance. It is simply this, that Canadians now get the English capital to develop Canadian resources. The British capitalists gets a good return on his money and the enterprising Canadian also wins a share of the profits for his energy and enterprise. It will be observed that Americans seldom make investments in Canada unless they can handle the propositions themselves. They take their profits across the line. Canadians displaying the same enterprise keep British capital within the Empire; in fact, reinvest it in their own country."

TAFT ON RECIPROCITY PACT

Says It Will Give States Possession of Canada's Natural Resources and Manufactures

In Leslie's Weekly, President Taft personally defends the reciprocity agreement which he succeeded in foisting upon Mr. Fielding and Mr. Peterson. The president declares that the convention will enlarge the American farmers' market in Canada, that it will not reduce the cost of living anywhere, and that in the long run it will give the United States complete possession of the Canadian markets, not only in so far as natural resources are concerned, but for manufactures of every kind as well. Mr. Taft proceeds: "We have a people numbering 90,000,000, occupying the best part of the North American continent, with the widest variety of products and with an unexceller fertility of soil. To the north of us are a people just like ourselves, in descent, in wealth per capita, in education, in traditions, in ambitions and aspirations. They have a country nearly equal to ours in area, not so fertile generally and certainly not so rich in the wide variety of agricultural products."

These paragraphs also occur in the president's manifesto: "The United States exports to Canada a great many more horses than she imports from Canada. She sends to Canada a much larger amount of potatoes than she receives from her. The United States exports to Canada about fifteen times as much of meat and dairy products as Canada ex*ports to the United States.*"

Regarding the flour milling industry the president says: "If, now, the duty is to be taken off wheat and the Canadian wheat can come to the millers of Minneapolis and other places, it can and will be made into flour, because the capacity of the American mills is 33 per cent greater than is needed to mill the wheat of this country. Canadian wheat can be imported and ground into flour without materially reducing the demand for or price of American wheat, and the surplus will be sent abroad as flour. The price of Canadian wheat will doubtless be increased a few cents by the access to the market nearer at hand, but the access to the market nearer at hand will not reduce the price of his wheat to the American farmer. A very material benefit to all the farmers of the country, especially the stock and cattle raisers and the dairy farmers, will be the by-products of bran and shorts from the flour mills likely to follow the free export of wheat from Canada to those mills. These by-products are now so scarce that many farmers are unable to procure them."

The president notes that the cost of living is not higher in the United *States than in Canada. If this is* so, how is the Canadian producer of general farm products to benefit by access to the American market Further on the chief executive officer of the Washington government frankly admits that "one of the great objects of the present treaty is the conservation of our natural resources. It is perfectly evident from the statistics that our general lumber supply and our supply of spruce wood are being rapidly exhausted." Further on he says: "The provinces of Canada have control over the crown lands, in which nine-tenths of the pulp wood is grown, and they have imposed restrictions and export duties of various kinds upon the pulp wood in the crown lands, in order to prevent the export of the wood except in the form of paper. In order to induce the Canadian provinces, over whom the Dominion can exercise no control, to lift the restrictions upon the exportation of their pulp wood it is provided in the agreemeent that when paper is made in Canada from wood grown on land not under export restrictions, the paper may come into the United States free; and it is hoped that the difference of $5.75 between the duty on paper from restricted wood and no duty on paper made from unrestricted wood will induce the provinces to lift their restrictions."

STUDYING CONDITION

Rev. Dr. Chown General Superintendent of Methodist Church Has Paid Important Visit.

He Is Studying the Needs of the Church in the West During Trip Trough This District

Rev. Dr. Chown, general superintendent of the Methodist Church in the west, returned to the city last *evening after a visit to Stewart,* Goose Bay and other points on the northern coast, following a conference at Port Simpson of those associated in the Indian missionary work, when the whole question of that branch of the church's operations was gone into.

Last night the head of the church met Rev. Mr. Sing and the members of the quarterly official board and *discussed with them the whole proj*ect of building here.

Dr. Chown is one of the most practical of men and has a reputation throughout the Dominion for his sound judgment in sociological questions. On his present tour of the Pacific Coast, especially in this newer part of the province, he has given a lot of study to the various aspects which church work presents apart from the purely theological side and the conclusions reached by him will doubtless have an important bearing upon the policy of Methodism in the west.

He will make calls at different points along the coast on the way south.

REFITTING WINDSOR

New Proprietor Will Have Hotel Put in First Class Shape for Trade

W. Wright, who has just taken over theh Windsor Hotel, on the corner of First avenue and Ninth street, is refitting the house throughout. He is preparing to cater to a very large trade and will be equipped in every line.

The Windsor has accommodation for a large number of guests and Mr. Wright expects to conduct the house in such a manner that it will be full all the time.

The new proprietor is well known in the city and will command a first class trade.

Hubby—I'm afraid I'm becoming cross-eyed, my dear.

Wifey—The idea! Why do you think that?

Hubby—This thing of trying to look at my income and our expenses at the same time is slowly but surely getting its work in.

MARINE NEWS

STRANDING OF MAY

At the investigation of the stranding of the Canadian Pacific steamer Princess May, presided over by Mr. Justice Martin, Captain Richardson of the steamer Cetriana, and pilot on the May at the time of the stranding, testified that the accident was due to a haze obstructing the sight of the rocks so that the sharp points *could not be seen till the vessel* was almost on them, and it was too late for the steamer to be stopped.

There were five witnesses: Captain McLeod, master of the Princess May; Second Officer A. B. Robson, Quartermaster Frank Gest, Captain Richardson, and Captain Troup, superintendent of the Canadian Pacific Coast Service. Mr. Justice Martin was assisted by Captain Reed, R. N. R., and Captain Stanley Collinton, assessors.

At the conclusion of the enquiry, Mr. Lawson, representing the C.P.R., requested the court to include in its findings a clause asking that in future investigations should be called more promptly, inasmuch as more than a year had elapsed since the stranding of the Princess May, and the memory of a witnes was apt to become somewhat dim in such an interval. The presiding judge agreed with the counsel.

Captain Richardson was the chief witness. He said that the steamer Princess May left Skagway at 9 o'clock on the evening of August 4 for Vancouver with about 80 passengers and a crew of 86. The vessel went south at a speed of about 12 knots and was going at this rate when she struck. Captain McLeod had been on the bridge when she left Skagway, but the witness had relieved him before the accident occurred, and was alone in the pilot house. The water was as smooth as glass and the night was clear, but somewhat hazy, and steam ob*structed the view.*

The witness said the strike happened at 2 o'clock in the morning. The walls of the channel were precipitous and the waterway deep and in many places narrow. Sentinel Island was situated about four miles northeast of Shelter Island. The island was a jagged rock about 250 yards long and with long reefs projecting at the north and south ends. It was on one of these that the vessel stranded. The witness testified that he had frequently made the voyage before in the same vessel. At the time of striking he was fully awake and aware of the responsibilty *upon him of steering the vessel with* its human freight.

Captain McLeod testified to leaving the pilot house in charge of the pilot and going to his berth. He had full confidence in Pilot Richardson. Quartermaster Frank Gest said that he was on watch at the time, and told the story of the wreck and the saving of the passengers, not one of whom was injured. Mr. Robson also gave details of the wreck and of the susequent attempts to raise the vessel. Captain Troup gave evidence as to the condition of the vessel at the time of the stranding.

NOTICE TO MARINERS

Among the latest notices to mariners is the following:

Captain P. C. Musgrave, C. G. curveying steamer Lillooet, has made an examination of the locality of the rock reported by Captain J. Johansen of the steamer Chicago, as described in Notice to Mariners No. 49 (121) of 1911, and reports that the least water obtained in the vicinity was 27 fathoms, a little to the eastward of the line given, 9 cables south of Marble Rock, with a depth of 25 fathoms between this position and the short.

The area sounded extends from *Marble Rock to the shore on the* eastern side of a line from Marble Rock to Steep Point on the south and for a distance of one and a half miles to the southward to the 90-fathom line, and for 3 cables to the northward of the same line into deep water.

TRANS-PACIFIC STEAMERS

It has been officially announced that the Canadian Pacific Railway has placed an order for two new steamships for its Vancouver-Victoria-Hongkong service. This step has been under contemplation for some time, the C. P. R.'s rapidly increasing freight and passenger traffic on the Pacific Ocean necessitating the securing of increased transportation facilities.

The contract for the new boats has been let to the Fairfield Shipbuilding Company of Glasgow, one of the largest firms along the Clyde.

The new shipsw ill be of the most modern construction in every respect. They will be 595 feet long over all, and will have a tonnage of about 18,000. They will be equipped with engines of from 16,000 to 17,000 horsepower and will be required to maintain an average speed of eighteen knots per hour and develop on their trial trips a speed of twenty knots an hour.

In size, a trifle larger than the Atlantic Empresses, the new boats will have acommodation for thirteen hundred passengers and will also have a huge freight carrying capacity. The new boats will be literally floating palaces. They will be luxuriously finished and will undoubtedly materially decrease the running time between British Columbia ports and the Orient. The boats will be ready in January, 1913, and will cost over £2,500,000, fully completed.

NORTHERN SPRUCE

The British admiralty recnetly gave to the Moresby Isldan Lumber Company of Queen Charlotte Islands an order for 200,000 feet of white spruce. The material will be used in the manufacture of oars for the rowboats of the warships. J. E. Corlett, general manager of the company, when interviewed, said: "The superior quality of the white spruce grown in the Queen Charlotte group was discovered years ago by British naval officers on the North Pacific station. This kind of timber was found to be ideally adapted for making oars and it is now used exclusively for that purpose in all his majesty's vessels throughout the world. The same material is being used for making bobbins in cotton factories. Recently we shipped ten carloads to a Boston firm. Experiments made in California and Australia have demonstrated that white spruce is superior to any other kind of wood for making fruit boxes and butter tubs because it will not taint. The demand promises to assume large proportions.'

CAUSE OF SEASICKNESS

Ye who have hung over the rail, fearful one day lest ye die and fearful the subsequent day ye would not, hearken.

When you thought your stomach had rebelled against the evil of spending money in foreign lands and was making you feel the ills of mal de mer, you did an injustice to an old friend. For your stomach does not cause seasickness at all.

Prof. Alexander Dalikinik, world famous specialist of the University of Vienna, says that seasickness is due to the irritation of the semicircular canals of the ear. All medical Europe is discussing the discovery, but while it is accepted as a solution of the question as to the cause, no progress has yet been made toward a remedy.

"The semi-circular canals of the inner ear, says the professor, "have the function of enabling us to maintain our equilibrium. Irritation of the canals causes nausea, vomiting and loss of balance. The doctors found in their experiments that a deaf child in whose ears the canals had been destroyed could not be made seasick, and that animals, although whirled in swings and given deep sea treatment, did not get the seasickness."

Then the doctor went on to say that the ancient and accepted idea that one might prepare the system for a voyage by dieting was all a foolish whim. No matter how much the stomach might be treated by a thorough plumbing, refitting, and housecleaning and no matter how much or how little food be used, the result would not reach seasickness.

NEW IMMIGRATION RECORDS

Thousands of New Settlers Will Make Their Homes in Manitoba—Vigorous Campaign On

That this year's immigration would far surpass anything that Western Canada has ever seen and that a large portion of these people were coming to stany in Manitoba, was the announcement made by Bruce Walker, commissioner of immigration for the Dominion government.

That the valuable and desirable homesteads which Manitoba has to offer to the settler were being taken up with a readiness that surprised everyone, was another announcement *made by Joseph Burke, provincial* immigration officer.

For the first six months of the year it can therefore be said that Manitoba has fared exceedingly well and to make the demand for Manitoba's farms a lasting one, large posters have been printed calling attention in moderate terms to the many advantages of water and timber which these parts of Manitoba open for settlement abundantly enjoy in comparison with other lands in the provinces farther west.

Commissioner Walker made the statement that an approximate total of the immigration into the country during February, March, April, May, June and July would figure 140,000 and that the immigration for the whole year would be at least a quarter of a million and perhaps might reach three hundred thousand. This, of course, applies only to the western provinces and does not include any settlers stopping east of Winnipeg where Mr. Walker's jurisdiction commences.

This increase has been largely among the British immigration, states Mr. Walker and the American immigration from across the border has maintained the same steady level that it has always stood at since the farmers of the middle west found out the good things that waited on them across the line in Canada.

As evidence that the tide of immigration is not diminishing, Mr. Walker produced a report showing that 650 people had just arrived from Glasgow. From this on, however, the lists will grow less until Christmas, when the tide will be going the other way.

When Joseph Burke, provincial superintendent of immigration, was seen he was quite as optimistic as Mr. Walker. As proof that Manitoba was doing its share in advertising its possibilities he pointed to a mon*ster poster in letter six inches high,* which will be distributed along the railway lines throughout the entire length and breadth of Canada so that the colonist as soon as he enters the new land will be confronted with a list of Manitoba advantages. It reads: "The province of Manitoba offers homes to millions. Thousands of homesteads within 200 miles of the great city of Winnipeg; within twenty-five miles of railway lines in operation. Plenty of good water and timber. Both land and homestead seekers will get all information at provincial immigration headquarters in Montreal, Toronto and from Joseph Burke, *superintendent of immi*gration, at 178 Logan avenue, Winnipeg. By order of the Minister of Agriculture and Immigration.'

With this advertising at their back, says Mr. Burke, the largest amounts of advertising of farther west lands done by interested parties will be discounted and Manitoba will receive the recognition.

CHINESE IMMIGRATION

The Victoria Times in its issue of July 4 had a report of the speech of Hon. Wm. Templeman at the Cictoria Theatre the previous evening. An examination of that report shows that the minister made the following reference to the matter of the proposed abolition of the Chinese head tax:

"The Chinese have been coming in in considerable numbers of late and the question is what shall we do as to the $500 head tax . . .As to the increase in the head tax I do not say that I would be prepared to say it should be done . . .I would very much prefer to see an agreement which would limit to a very reduced number the Chinese coming here, somewhat on the lines of our agreement with Japan."

*Mr. Justice Murphy, the commis*sioner appointed by the Laurier government to investigate the fraudulent entry of Chinese at British Columbia ports, embodied in his report the following recommendation:

"The commission, therefore, recommends that if practicable an arrangement be made with the government of China similar to that now in force with Japan, whereby a fixed number of Chinese only be allowed to enter Canada in each year, the Chinese government in issuing permits to give preference to merchants. In return, the Chinese Restriction Act to be made inapplicable to subjects of China.

"A similar arrangement to be made with any other government having Chinese subjects, and the act likewise to be thereupon inapplicable to such persons."

The people of British Columbia will, therefore, see from the above that there is a very real danger of the head tax being abolished should the Liberal government be returned to power. The Colonist has already pointed out that the government at Pekin is such an unstable body that any such agreement would hardly be worth the paper it is written on, but more than that, even were the Chi*nese government in a position to en*force the terms of such agreement there is not the slightest guarantee that British Columbia would not be flooded with hinese who would reach the country by a round about route. It is well known that while the Japanese government has made a bona fide effort to regulate immigration to Canada many Japanese reach this province illegally by way of Mexico. That the Chinese would do the same thing goes without saying. Mr. Templeman, on the question of Chinese immigration, undoubtedly speaks with the authority of the government of Sir Wilfrid Laurier.—Colonist.

SPORTS

ROYAL BLUES DEFEATED

In the auditorium last night Corley's invincibles went down to defeat at the hands of the Quill Drivers in one of the most exciting games of the series, the score being 33-9. Bert Blake, who was the shining star of the Quill Drivers, met with an accident in sliding to third base and will be confined to his room for a few days. A large number witnessed the game.

YOUNG PLAYERS SPOILED

While it is the natural and quite laudable ambition of nearly every young man who starts playing professional baseball to climb into the ranks of the major league and participate in a championship series before his career is over, it is not wise for a young played to break into the charmed circle of big leaguers too soon.

Perhaps this does not mean Calgary of Western Canada League players, yet it has taken place even in this league. Collins of Winnipeg was taken over by Comiskey, but let loose without a trial and he came back. Skeels had a smiliar experience with Detroit. Perhaps Wally Smith and Wilson are exceptions, for they are still with the big league teams that purchased them. Si Pieb was bought but came back, and Heinrichs also had a look at a major league manager, but he was let out before he knew he had arrived.

Occasionally a player comes into the big league practically from nowhere and develops into a star. Semi-occasionally a younster comes into fast company without much experience and manages to acquire enough ability to become one of the average performers who form so great a part of the major league array of talent.

More often a good player and perhaps a star of the first magnitude is ruined by a too early accession to the perquisites of a major league uniform.

The young player is inclined to believe that whenever he is offered a major league contract to sign his future is assured. His friends tell him so and no one else tells him any differently. In a few days he is likely to receive a note from the owner of the team to which he is signed, or the manager may call him to one side and tell him briefly that *he has been disposed of to this or* that minor league team, and that he can get his railway ticket and berth at the office to the town in which that team is playing.

This comes as a painful surprise to the young man, and his friends cry out against the injustice of letting him go without a trial. The player does not know, neither do his friends, that when he signed a major league contract the club owner who signed him probably had in mind already the minor league destination for which that payer was determined. They do not know that he was signeed to a contract on the *1000-to-1 chance that he might* prove one of these once-in-a-decade finds that need no gradual development. They do not know that the manager or the club owner, and perhaps the club's scout, have watched him in practice and have discovered in a few minutes faults of style or inexperience which cannot be eradicated except by the slow school of experience.

Gasoline Boats on the River

Gasoline motor boats have at last invaded the upper Skeena River and they are thus far working satisfactorily. Last week Mr. LaTrace of Prince Rupert arrived with the first gasoline boat on board the Indaner, says the Omineca Herald. He had it put into the water at once and has since been running between Hazelton and Sealey, and up to date they have had very little trouble in bucking the rapid waters of the Skeena. Wiggs O'Neal of Rupert is also on his way up the river with his tunnel boat the Kit-e-chen. He successfully navigated the Little Canyon under his own power and the first of the week he intended to hit the Big Canyon. He has 100 cases of gasoline on board and should arrive here today or tomorrow if he has no mishaps. Gasoline boats on the Skeena is an advancement of some importance as up to the present there has been nothing for local travel except the old time Indian dug-outs.

"Do you know the 'Brave Old Dukee of York'?" she inquired of him at the musical "at home."

And he responded quietly: "No-er-can't say I do. Fact is, I've only been into one or two pubs in the neighborhood."

And you could have cut the silence that followed into thick solid chunks.