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HEAVY FRUIT CROP

Ten Thousand Cases of Strawberries Expected to be Sent From Skeena to City This Season.

Industry Is Developing and Considerable Shipments Will Be Made This Year

According to the reports received from Prince Rupert's most important horticultural section at the present time, the Skeena valley, the strawberry crop this year is to be a good one and there will be a very considerable amount of the fruit put on the local market. There are instances where there are from five to eight acres of land in strawberries which in view of the yield that this virgin soil gives will produce a very heavy crop.

One grower, it is stated, has assured a local dealer that he will be able to deliver this season 3,000 cases of the fruit, and there is a prospect that there will be at least 10,000 cases put on the market here before the season is out, from the valleys of the Skeena. A case contains 24 baskets, so that there is good reason to be proud of the production of the district if the crop reaches that amount when the short time since the opening up of the industry in this part is taken into account.

It will mean that there will be shipped to the city out of the fruit growing areas on the Skeena nearly a quarter million baskets of the luscious fruit. It will mean that at the price of ten cents a basket alone, there will be $24,000 go into the district from that one source alone.

The industry is but beginning. In fact it is scarcely known yet that there is an industry of that kind in existence in the district. For several years to come the production should more than double each succeeding year until in a very short time Prince Rupert's needs alone will not be looked after but there will be steady shipments from this port to the south, of berries, after the southern parts of the province have seen their crop pass.

AN ACTIVE SEASON

D. R. Young of Queen Charlotte City Expects Busy Year on Graham Island.

Money, He Says, Is Available for the Railway Proposition in That Part

D. R. Young, proprietor of the Queen Charlotte News, was in the city yesterday. He has just come from Queen Charlotte City, where he has been looking after his interests there. Mr. Young expects to see a decided boom in Graham Island this year. The money is forthcoming for vast development schemes and work will be undertaken before the summer passes.

Among the propositions that will be actively entered upon this summer is the railway from Queen Charlotte City to Masset Inlet. There is now on hand the cash with which to begin operations and there is abundance of capital ready to be put into the enterprise. In conjunction with this there is to be development of the coal measures which are in the vicinity of Camp Robertson, the controlling interests are old country men and there is ample means available for the carrying of them to completion.

With respect to some of the other undertakings on the Island Mr. Young speaks in the most optimistic mood. With one of these he is himself prominently identified. It is the black bass curing industry. He has put an experienced man in charge in the person of Mr. Ridous, and with the buildings completed and the machinery installed he is ready to commence operations on a commercial basis. The outlook all round he says is the brightest, and before the coming month is over there should be some important announcements in connection with the Island.

LOCAL MAN PROFITS

Dr. Clayton Derives Rich Returns from an Investment in Fruit Lands

Remarkable increases in fruit land values in the Kootenay are shown by the sale of H. M. Foser's ranch on the Kootenay Lake to W. G. Hunter, of the great English shipbuilding firm of Swan, Hunter, Wigham and Richardson, of Newcastle-on-Tyne.

For fourteen and a half acres $8,500 cash was paid, bringing the value of the twenty-five acre block which Mr. Foster purchased from the government for one dollar an acre in 1893 to $25,000, or $1,000 an acre, a thousand-fold increase.

Included in this block is the ranch recently sold by Dr. Clayton for $4,500. Another block sold for $4,500 and a ranch conservatively estimated to be worth $8,000.

AGAINST SLATERS

Chief Justice Hunter Decides That There Is No Preferred Claim for Shoe Company

Chief Justice Hunter, after a trip to the end of the steel on the Grand Trunk Pacific, is again back to the city and holding court.

The case of the Slater Shoe Co. vs. Larkin has been disposed of by His Lordship, judgment being given for the defendant.

The action is of local interest, arising out of the winding up of the business of J. E. Larkin's shoe store here. Among other goods carried by Mr. Larkin were shoes made by the Slater Company. The company through their solicitor, A. M. Manson, claimed to have the right to take back all the shoes of their company before any disposition could be made of the assets. The other creditors objected and on the advice of L. W. Patmore, took the matter to court for a decision.

The result of the trial is that the Slater Company is denied any preferred claim over the other creditors.

Rich Strike at Ikeda

A rich strike has been made at the Ikeda mine. A four-foot vein of copper ore has been uncovered in a tunnel driven in from the bottom level.

CELEBRATED THE DAY

The Coronation Event Was Kept in Mind by a General Holiday Throughout the City.

Many Citizens Spent the Time at Metlakatla—Concert in the Evening

Coronation day was spent by the citizens of Prince Rupert in a somewhat quiet way, in view of the fact that preparations are well under way for Dominion day to be fittingly observed. A number of picnic parties were organized with the result that the city was depopulated to a large extent during the day.

The Conservative Club provided a launch service to Metlakatla, where a monster picnic was held. The Baptist Brotherhood likewise selected the Indian village for the gathering point for the day and the Presbyterian Sunday school made the same place its picnic grounds. With a large number of launches in service and the Inlander carrying a full complement to the grounds there was a large representation of Prince Rupert at Metlakatla.

The picnickers for the most part joined together and passed the time very nicely on the beach, returning to the city early in the evening.

The concert given by the Over Seas Club in the Knights of Pythias hall in the evening was enjoyed by all who attended. It was largely of an impromptu character, but excellent numbers were put on.

Later Mr. Gray put on a dance that proved enjoyable.

Special Meetings

The Salvation Army is holding two special meetings on Sunday at 3 p. m. and at 8 p. m. Special music will be rendered by the newly-organized orchestra and other special features will be put on.

RESIGNATIONS AT CITY COUNCIL BOARD

Alderman Hilditch Challenges Alderman Newton to Resign--Both Willing to Take the Step and Retire if Necessary--Engineer's Department Under Discussion--Condemnatory Report Defeated.

At Wednesday evening's council meeting there was a large gathering of citizens who appeared to expect lively times. They were not disappointed, for from the start of proceedings until Ald. Newton withdrew close to midnight, the battle between Ald. Hilditch, chairman of the streets committee, and Ald. Newton, Ald. Morrissey and an occasional helping hand from Ald. Douglas, waged strongly. Ald. Hilditch was backed up by the remainder of the council and the vote upon the report presented by Ald. Newton, in which he proposed to cut off the official head of Colonel Davis, the city engineer, was defeated with only the three named voting for it.

Later in the evening the vote upon the re-arrangement of the engineer's staff was taken, when it was decided to make Mr. Lucas assistant engineer at a salary of $200 a month instead of $175 as recommended in the original report of the engineer. The other salaries remain as recommended.

The proceedings were made livelier by the verbal resignation of Ald. Newton, towards the close of proceedings and the expressed readiness of Ald. Hilditch to resign also and test public opinion.

Council Considers

His Worship said that he had secured copies of the report of the special committee published in the Empire and had also had the city engineer present a report on these points. He proceeded to take the report up clause by clause.

Clauses one and two, dealing with the new officers and the saving to be effected were allowed to stand until the others were considered.

Clause 3, which cited that in view of the fact that there were no costly undertakings with the exception of the water works and the hydro-electric system, with the early completion of the existing contracts, the expense of the engineering department was not warranted.

Ald. Morrissey moved the adoption of this.

Ald. Hilditch said that far from the work decreasing, the engineering department would call for increased work. Any man who talked of decreasing it was talking nonsense. That kind of talk was all right for an eastern town that increased 5,000 in fifty years. A sewerage system was necessary. He felt that the city was losing $500 a month through the department being undermanned. The contractors were not being properly looked after. He wanted to know if this was a report of the committee or of the chairman.

Not Unanimous

Ald. Kirkpatrick said that as one member of the committee he did not agree with it. The engineer had appeared before the committee and had made satisfactory explanations.

Ald. Newton thought it was "a mighty queer thing" to hear such a statement from Ald. Kirkpatrick. It was understood that that report was coming in by him.

He objected to slighting references made to himself. He came to the board without any intention of indulging in wrangling. He objected to the "jeering remarks" of Ald. Hilditch.

Under the old regime, one of the chief objections was to the heavy expense not only in the engineering staff, but the whole city hall staff. He had set himself to this duty without ill will to any one. He was against any further increases if he could not effect reductions. The public works department had been organized to relieve the engineering department. The work of the hydro-electric system he felt would be carried on much more easily and with less supervision.

Wanted Retrenchment

Ald. Douglas, who seconded the clause, said that while he did not agree with Ald. Newton all the way through, yet he agreed with this idea of retrenchment.

Ald. Kirkpatrick said, "you would not sign the report."

Ald. Douglas replied, "not all the report." He believed the department could be run with less expenditure.

Ald. Kerr said there were four on the committee and all disagreed. He had approved of this report coming in and having it fought out at the board. Ald. Douglas was for retrenchment. That seemed to be all he stood for. It was a fine word but he never could find out whether he wanted retrenchment with efficiency.

"That is efficiency," replied Ald. Douglas.

Ald. Hilditch read from the engineer's report on this point in which it was specifed that the introduction of the day labor system increased the work of the department. That was easy to see, Ald. Hilditch thought. He moved in amendment that in view of the expenditure that was to take place this year this clause was erroneous.

The amendment was not considered necessary.

Station Work

Ald. Newton objected to Ald. Hilditch trying to represent that he was in favor of the day labor system for the hydro-electric system. He would probably be found supporting a different system, that of doing a large part of it by station work. The city engineer might be sincere when he said that he could not get along with less men. That was no reason why another engineer could not get more out of a staff. As to the talk about the engineering costing only 2 per cent on the work he did not pay much attention to them in view of some of his other estimates.

Ald. Hilditch on this point pointed out that the work of grading Section 1 as put forward by the engineer last year was $400,000. The actual cost had been $398,499. He was tired of hearing a man talk about figures not being carefully prepared when it was shown that the estimate on half a million dollars' worth of work was within $500 of the actual cost.

Ald. Morrissey's Views

Ald. Morrissey contended that there had been special help engaged. The time for this was past. There was a demand on the streets for changes. The council should listen to these. He contended that the people expected the grading to include cutting the hills and filling the hollows. Yet it was found that the cost was now to be $750,000.

Ald. Hilditch contended that this was a misstatement. The figures showed that the grading of Section 1 would cost no such money. The figures were available for these members of the committee just as much as it was for himself.

The section was voted down; Ald. Newton, Ald. Morissey and Ald. Douglas only voting in favor of the clause.

Section four of the report, in which it was specified that as Consulting Engineer Thomson had signified his willingness, without extra cost to supervise the installation of the proposed hydro-electric system, was then considered.

Ald. Newton said that if the majority of the members of the council had made up their minds to vote against this, why should the whole report not be voted upon at once.

Objected to Insinuation

Ald. Smith objected to any construction being put upon his vote that there was any compact to do so. He knew the department had more work on its hands now than ever before. As contracts were closing, he knew from twenty-six years' experience, the engineering staff had more difficult work.

Ald. Newton said he did not intend to convey any such impression as suggested.

Ald. Hilditch felt that this should be threshed out thoroughly. Ald. Newton had spread the report broadcast by printing it in his paper. He believed the conclusions of the council on this should be given as full publicity. He wanted to see justice done to Colonel Davis. He had prepared this report on the water system. The consulting engineer, Mr. Thomson had agreed with him on all engineering points. He did not believe it fair to take the work out of the hands of Colonel Davis.

Ald. Morrissey thought there should be no sympathetic considerations introduced in the matter. It was a question of gaining efficiency.

Charges Incompetency

Ald. Newton wanted to know if any business man who had had it shown that his departmental head was incompetent, would place further their work in his hands. The city engineer was known to be thoroughly incompetent.

His Worship pointed out that while Mr. Thomson agreed to act in a consulting capacity, he did not think that this meant that he could take charge of the work.

The section was voted down on the same division.

Section 5 was lost also.

Section 6, which recommended the termination of the contracts with the engineering staff, except as enumerated in the first part of the report, "before any more costly errors were made with hydro-electrical undertaking," was challenged by Ald. Hilditch, who thought it was due to Colonel Davis that Ald. Newton make specific charges. Colonel Davis had a reputation. People not living here did not know Ald. Newton, as they did here. Before such cowardly references were made there should be grounds given for it.

Waxed Warm

Ald. Newton said he did not want to introduce personal allusions. He would not take all the dirty allusion of Ald. Hilditch. It would not take him long to answer Ald. Hilditch.

Ald. Hilditch insisted that Ald. Newton should confine himself to alleged errors in the hydro-electric system.

Some discussion followed when

(Continued on Page Four)

A NARROW ESCAPE

Powder Explodes on Street Causing Damage to Clapp Block Windows.

Fortunately No One Was Hurt As a Result—Caused by Spark

There was a very narrow escape for dwellers in the Clapp Block, at the corner of McBride street and Second avenue, and to workmen and others in the vicinity this afternoon. A spark from the burning of stumps near at hand is supposed to have fallen upon some powder sticks used by the workmen on the streets. A violent explosion followed, resulting in the breaking of many windows in the upper stories of the Clapp Block.

Fortunately no one was hurt.

RUSHING ROADS

R. Jennings Returns from Inspection of the Trails, etc., in Skeena District

Robert Jennings, road supervisor, is back again from an inspection tour up the Skeena. The weather conditions, he reports, are good and splendid progress is being made on the roads.

On the way from Kitmangar there is 70 miles of trail ready now for pack horses to be taken in over, which facilitates the movement of supplies for those who have business in the country.

The other roads and trails are also being pushed forward as fast as possible. In the Lakelse section good progress is being made and Mr. Jennings looks forward to the hot springs becoming quite a health resort before very long.

After a few days in the city Mr. Jennings will again leave on his duties.

MARKED THE EVENT

Children Assembled Before School Closed and Heard Speeches and Sang Songs.

Interesting Ceremony Held in Connection with the Coronation —Pupils Saluted Flag

On Wednesday afternoon the pupils of the public school assembled before dismissal and took part in a coronation function. The trustees, through the hearty co-operation of the teaching staff, arranged for a public gathering when the national event could be brought prominently to the attention of the children. From 2 to 3 the gathering took place. A platform had been erected on the east side of the building, and seats laid out for the pupils and visitors. Quite a large number of citizens assembled at the hour arranged and watched the proceedings.

Upon the arrival of the visitors the pupils were marched out under their teachers, passing a saluting point where the Union Jack floated from an improvised pole. As the scholars passed they saluted the flag and proceeded to their places opposite the speaking platform.

D. G. Stewart, the energetic chairman of the board of school trustees, presided and with him on the platform were the other two members of the board, C. V. Bennett and O. H. Nelson. There were also Mayor Manson, Rev. C. R. Sing, Rev. Dr. McLeod, Rev. W. G. Kerr, Rev. Mr. Du Barries and Rev. Mr. James.

Opening with the singing of "God Save the King" by the pupils under the leadership of Miss Johnston, short speeches were given by all those on the platform, with patriotic songs by the children interspersed, including the "Maple Leaf," "Rule Brittania."

With the singing of "God Save the King," the exercises closed and the pupils marched back to their rooms, saluting the flag again as they passed.

The school has closed for the week and will resume on Monday again.

GRAND CELEBRATION

Preparations are Under Way for a Full Day's Sports in the City.

July 1 Will Be Observed in a Most Fitting Way by the Citizens of Prince Rupert

The preparations that are under way for the sports in the city on Dominion day assure citizens of the best celebration that Prince Rupert has ever seen. The committee is energetically at work and have the arrangements well in hand.

It has been decided this year to hold the races, etc., on Sixth avenue near the corner of McBride street. A stand will be put up for the convenience and comfort of spectators, and with a long stretch of level street there the races can be in full view of the crowd all the time.

Already the local athletes are busily training for the land sports and on the waters of the harbor the oarsmen and power boat owners are getting ready.

The aquatic sports will be put on on the harbor, commencing at 9:30 in the morning. The power boat contest, always an exciting one, is for a cup at present held by the Ka Yex, owned by J. H. Kugler. Entries are to be in for this not later than the evening of June 28. These entries should be made to W. A. Pettigrew.

The other aquatic races are—Skiffs (single), skiffs (double), mixed (doubles), canoes (single), canoes (double), four-crew canoe race, six-oared gig race, mixed double canoes, crab race.

The land sports start at 1 in the afternoon and include the following—100 yards, 220 yards, 440 yards, 880 yards, 1 mile, 3 miles, 10 miles, tug of war, running broad jump, running high jump, hop-skip-and-jump, pillow sparring, obstacle race, boxing in barrels, tilting the bucket, sack race, walking race, fat man's team race, business man's race (100 yards).

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O. H. NELSON,
Editor.

Friday, June 23, 1911

ILL-ADVISED MOVE

The proposition that Ald. Hilditch and Ald. Newton should resign and enter the electoral lists again in order to test the question as to whether the people endorsed the move for the dismissal of the chief of the engineering staff, is not calculated to attain the ends sought. It is idle to think that should the two aldermen enter a fight that the votes polled would represent the views of the citizens on this question of the engineering department. There would undoubtedly be many votes cast for and against Ald. Hilditch that were cast from altogether different reasons to those connected with his stand as to the engineering department. The same would apply to Ald. Newton. The result could in no sense be a test of public sentiment on the subject. No good purpose could thus be afforded by a move like that.

We believe the element in the city council who seek the head of the city engineer are exceedingly ill-advised. No more inopportune time could be selected for this. No city has been placed in such a peculiar position with respect to engineering as has Prince Rupert. It has been planned and platted for a large population to be on the ground in a very few years. From an engineering standpoint the work is difficult and costly. For several years to come the city must of necessity be in the hands of the city engineers to a very large extent.

Colonel Davis has shown ability, and has the work well in hand. His dismissal would mean a very heavy loss to the city at this time. He has the water works in hand and is also grappling with the sewer question. Reports from the east where he has before been engaged, show that he is regarded as an expert on sewer systems and sewerage disposal. His services should, therefore, be of great value along that line in this city.

It is unreasonable to suppose that Mr. Thomson, of Seattle, who offered his services in connection with the hydro-electric system, would give his time to that work in other than a consulting capacity.

Colonel Davis has shown himself to be a safe man. He is not given to advising works along any extravagant line so that the services he is able to render the city are doubly valuable for this reason.

UNWISE WORDS

Even his own party organs, says the Winnipeg Telegram, are finding it difficult to explain Sir Wilfrid Laurier's statement at the Imperial Conference to the effect that Canada did not propose to be committed to Great Britain's wars. One of them suggests that the cables have misrepresented Sir Wilfrid's words.

This is a highly charitable view of the situation created by a virtual declaration of Canadian independence, but it will be found that the fault is not with the cables, but with Sir Wilfrid Laurier himself. The fact is that there is nothing very surprising in the words that have been credited to the Canadian Premier. He has said nothing that he has not said before, though it must be admitted that the time and place of his remarkable utterance could not have been more unhappily chosen.

Canadians would gladly believe that the words credited to Sir Wilfrid Laurier were not spoken, but recent events indicate a strong probability that they were actually spoken. When provision was made for the organization of a Canadian navy it was stipulated in the first place that the Canadian ships should in the event of war be placed at the disposal of Great Britain only on the authority of the Dominion Parliament. It was explained in defence of this condition that Great Britain might engage in a war in which Canada would not desire to participate. Sir Wilfrid Laurier himself laid down the principle that Canada was not necessarily at war when the Empire was at war. Canada, he declared, could exercise her own discretion in the matter, and he illustrated his argument by pointing out that his country would not be disposed to co-operate with Great Britain in a war similar to that which was waged in the Crimea.

The energetic protests of the Conservative Opposition forced the Government to revise the provision of the Naval Bill undere which th authority of Parliament was necessary to place the Canadian ships at the disposal of the British Government. That authority was finally vested in the Governor-in-Council, but Sir Wilfrid Laurier made it quite clear that Canada retained the right to co-operate or not co-operate with Great Britain in the event of war according to her own sweet will.

The same principle has now been asserted at the Imperial Conference. It says with blunt directness that Canada is of the Empire in peace, but not necessarily of the Empire in war. It declares that while Canada desires to receive the protection of the Empire under any and all circumstances she is prepared to contribute to the Empire's defence only when the humor suits her.

An intimation to the world at large that Great Britain need not rely on Canada in the event of war can only be regarded as mischievous and dangerous. It conveys the unmistakable inference that destructive forces are at work within the British Empire and to that extent must supply encouragement to the nations which are directing their energies against the supremacy of British sea power.

Such a relationship cannot, of course, have anything but a short and precarious existence, and if carried to its logical conclusion it must, as the London Times asserts, detach Canada from the Empire.

FRUIT PRODUCTION

The statement appearing in the news columns of The Journal on the authority of a dealer in this city, that there is expected to be 10,000 cases of strawberries marketed from the plantations of the Skeena valleys this season in Prince Rupert, is most gratifying information. It is an assurance that the fruit areas of the adjoining sections of the province are well adapted for production on a large scale. It is only within the past season or two that there has been any attenton paid to this industry. The ground has been tested and the evidence is forthcoming that the country is well adapted to the growing of the small fruits.

A visit to the districts which can now be made by rail with little loss of time is sufficient to warrant the belief that it is only a very few years until among the largest producing areas for small fruits in the province will be the Skeena. The question of clearing the land in the most of instances is costly and the best methods of grappling with this question must be found.

The demand for timber is increasing at such a rate at present that there is likely to be a lucrative market found for the mill timber on the lands in the district. This will develop with the building of the line of railway through to the prairies. In the meantime large sections of the land have to be cleared in order to afford an opportunity for orchard planting and other lines of horticulture. Those interested will have to turn their attention to the work at once.

News of the Province

UNEXPECTED MEETING

VANCOUVER — Running against a man in the street, Mrs. Hargreaves, a resident of this city, was stricken dumb with astonishment to recognize her husband, Frank St. Amour, whom she had last seen in Kamloops in 1908, and on a story of whose death in eastern Canada, she had married a man named Hargreaves, a roomer at her boarding house. St. Amour, hearing his wife's tale began proceedings for divorce, and Mr. Justice Morrison, with the consent of both parties, dissolved the matrimonial tie, although he confessed doubt whether there were legal grounds against the wife, who had only remarried in the belief that her husband was dead. The parties had lived unhappily.

CHANGE IN FIRM

VICTORIA—In the course of a few days the old established and well known firm of Messrs. Peter McQuade & Son will change hands, the purchasers being Messrs. Leon J. Camsusa, William J. Christie and Arthur J. Peatt, all well known citizens of Victoria. The business of this well known firm was established as long ago as the year 1858, and it has gone on augmenting in strength and stability through the intervenings years, owing to the business ability and enterprising spirit of the late proprietors, Mr. Peter McQuade and his two sons, Edward A. and Louis G., all now deceased. The firm are large importers and dealers in ship chandlery, steamboat, launch, yacht, mill, mine and logging. and fishermen's supplies, paints, oils and varnishes—wholesale and retail. The late proprietors built up the business on the solid foundation of integrity and fair dealing and the new firm settles down to work with the determination to live up to the example set in the past. Th old firm name of Peter McQuade & Son will be used for the present.

IN POLICE COURT

Attempted Suicide Charge Is Heard —Indians Celebrate Coronation

Coronation day had its temptations for two Indians in the city and they had to answer before Police Magistrate Carss this morning. Eli Fawsut, who lives here, had a brother visiting him from Ketchikan. The evidence went to show that the brother was very much intoxicated and that Eli, who was alleged to have been in a drunken condition also, got into a row with him. The police were sent for and Sergeant Phillipson answered the call.

The men resisted arrest and assistance had to be called. Fred Peters, K. C., prosecuted for the city, while L. W. Patmore appeared for Eli.

The police magistrate found the two men guilty and fined them, the fine and damage to clothing consequent on the fight bringing the amount up to $36.

Tom Wilson, also charged with breaking a window, was fined $4 or seven days' imprisonment.

Frand Strig, on a charge of careless blasting, had to pay a fine of $10.

Homer Wood, charged with attempted suicide as a result of the shooting affair at the Cold Storage building a week or more ago, was given his preliminary hearing preparatory to the case being heard in the county court.

FOR PLAINTIFFS

Plumber's Torch, It Is Held, Caused Loss of Property in the City

In the Supreme Court this morning, Chief Justice Hunter, heard the case of Heibrower et al. vs. Hacker & Jackson. A. M. Manson represented the plaintiff and C. V. Bennett the defendant.

The case arose out of the fire in the Angle building some months ago. The plaintiff, an occupant of the building claimed damages against the defendants on the ground that the loss of property to him was caused from the use of a plumber's torch used by the defendants.

The chief justice decided in favor of the plaintiffs.

EXTENDING BUSINESS

The Continental Trust Company Is Opening a Branch at Kitselas

The Continental Trust Company, a local monetary institution, finds it wise to extend its operations for the convenience of its patrons. It has been decided to open a branch office at Kitselas. It will be under the charge of George E. Angell, who is well known in the city.

In Mr. Angell the company has a careful business man who may be depended upon to look well after the interests of the company in his new post.

ROADS ON ISLANDS

C. J. Gillingham, road superintendent, arrived at Queen Charlotte after inspecting the various road camps between Masset and Skidegate Inlets, says the Queen Charlotte News. This season fifteen camps, employing 130 men, are at work building bridges, roads and trails on the Islands. Mr. Gillingham reports that the work is proceeding very satisfactorily and with the splendid weather of the past few weeks good progress has been made.

The camps at Mayer Lake and Kundis Slough are making a wagon road 20 feet wide to connect with Masset Inlet. Four bridges on this road have been built. Work on the Nadu River road is being pushed ahead and a little is being done at the Woden River.

On the north end of the Island the wagon road between Masset and Cape Fife is going ahead and a wagon bridge, 220 feet long, across the Saugun River has already been built. A new trail is being put in from White Creek to the country back of Tow Hill, where a new settlement has sprung up of between thirty and forty settlers. A bridge is being built across the Hi-Ellen River and the trail from that point to Cape Fife has been put in good shape.

On the east coast of the Island at the Oeanda River, a new bridge has been erected and one at Cape Ball Creek. A new trail from the Tl-El to connect with Gold Creek, Cape Ball Creek and the Oeanda is being made. Work on the Skidegate-Tl-El road is progressing in good shape and by the end of the season it is expected that the major portion of this road will have been completed. The north settlement road at Lawn Hill is finished for the season and good work has been done on this trail. The west settlement trail is now being improved and also the one at Honna River. At the Sand Spit a good wagon road has been built around Shingle Bay and extending towards Copper Bay.

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TIDES AT PRINCE RUPERT, JUNE, 1911

	DATE AND DAY	HIGH WATER				LOW WATER			
		Time	Ht	Time	Ht	Time	Ht	Time	Ht
1	Thursday	3:58	20.9	17:24	18.5	10:44	2.6	23:00	8.8
2	Friday	4:58	19.5	18:27	18.0	11:40	4.0	.....	....
3	Saturday	6:08	18.0	19:30	17.8	0:10	9.2	12:41	5.3
4	Sunday	7:24	16.9	20:30	17.9	1:25	9.1	13:46	6.4
5	Monday	8:40	16.4	21:24	18.2	2:40	8.4	14:50	7.2
6	Tuesday	9:50	16.4	22:11	18.7	3:48	7.2	15:48	7.7
7	Wednesday	10:49	16.8	22:52	19.3	4:44	6.0	16:35	7.9
8	Thursday	11:38	17.2	23:28	19.8	5:29	5.0	17:17	8.1
9	Friday	.....	....	12:22	17.5	6:09	4.1	17:56	8.3
10	Saturday	0:02	20.2	13:01	17.8	6:46	3.5	18:34	8.4
11	Sunday	0:35	20.5	13:39	17.9	7:20	3.1	19:11	8.5
12	Monday	1:09	20.7	14:16	18.0	7:53	2.9	19:47	8.6
13	Tuesday	1:44	20.7	14:53	18.0	8:26	3.0	20:23	8.7
14	Wednesday	2:20	20.5	15:31	17.9	9:00	3.2	21:00	8.8
15	Thursday	2:58	20.1	16:10	17.7	9:36	3.7	21:40	8.9
16	Friday	3:38	19.5	16:51	17.5	10:15	4.3	22:25	9.0
17	Saturday	4:23	18.6	17:36	17.3	10:58	4.9	23:18	9.1
18	Sunday	5:15	17.7	18:26	17.3	11:48	5.7	.....	....
19	Monday	6:20	16.9	19:20	17.6	0:22	8.9	12:43	6.4
20	Tuesday	7:33	16.4	20:16	18.1	1:32	8.2	13:43	6.9
21	Wednesday	8:49	16.4	21:13	19.0	2:42	7.1	14:46	7.1
22	Thursday	10:02	16.9	22:07	20.1	3:49	5.5	15:48	7.1
23	Friday	11:06	17.7	22:58	21.3	4:48	3.9	16:46	7.0
24	Saturday	12:01	18.5	23:46	22.3	5:40	2.2	17:39	6.8
25	Sunday	.....	....	12:52	19.3	6:30	1.0	18:30	6.5
26	Monday	0:33	23.0	13:41	19.8	7:19	0.2	19:20	6.4
27	Tuesday	1:21	23.2	14:29	20.1	8:07	—.2	20:10	6.5
28	Wednesday	2:19	23.0	15:17	20.1	8:54	0.1	21:01	6.7
29	Thursday	3:00	22.2	16:06	19.9	9:40	0.9	21:54	7.0
30	Friday	3:51	21.1	16:56	19.5	10:27	2.1	22:49	7.3

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

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

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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

THE TARIFF QUESTION

How British Shipping is Being Affected by the Free Trade Policy of Britain.

Mr. Welsford, Who Has Become Interested in Coast, Reviews Subject as It Affects Trade

In English politics the prime issue if Imperial Preference has been somewhat obscured by other issues, but the question of free trade continues to be a burning question. Especially has it been argued by free importers that shipping would be adversely affected by any alteration in the fiscal system, therefore upon this question the views of a practical shipowner such as Mr. J. H. Welsford, may be read with interest. Mr. Welsford prepared an article upon the subject which lately attained much prominence in England.

Mr. Welsford has acquired a large interest in the Union Steamship Company of Vancouver. In England he twice contested Crewe and was one of the original members of Mr. Chamberlan's Tariff Reform league.

In an introduction to that article Rt. Hon. George Wyndham, M. P., states that in his opinion Mr. Welsford destroys the only free trade argument that can still be called specious. Although it was no longer possible to maintain that employment by agriculture and manufacturing industries had kept pace with the growth of population, it was still possible to assert that British preeminence in banking and shipping depended on adhering to the fiscal system associated with the name of Mr. Cobden. Those best qualified to speak for bankers had disproved that assertion as far as they were concerned, and Mr. Welsford had effectively dealt with the declaration that shipping would suffer from the adoption of tariff reform.

Mr. Welsford, continued Hon. George Wyndham, established five propositions. First, that it was necessary to study the conditions of the present time, so as to decide whether protection or free trade was the best for shipping. Secondly, that the system of free imports could only be the best for shipping under circumstances which no longer exist. Thirdly, that Great Britain could obtain countervailing advantages to replace those she has lost, if she reserve the carrying trade of her own Empire, or at least, take the steps that are necessary to secure an overwhelming preponderance for ships carrying her flag in the traffic between all the ports over which that flag flies. Fourthly, that he demonstrated this cannot be effected by any other device than the adoption of Imperial preference, and finally, that Mr. Welsford gives many sound reasons for believing that shipping, by accepting this policy, and so leading Great Britain's great industries, as ever in the past, would derive an advantage from that communion which could never accrue to isolated efforts divorced from the general trend of national welfare.

In the opening of his article, Mr. Welsford states that England's shipping trade and commerce was being excelled because of the organized scientific competition of foreign nations.

"If England had a free market for her shipping all over the world, and if the trades and ports of the world were open, the case would be different. As it is, however, the governments of a large portion of the civilized world have closed their trades to British shipping, and, consequently, our pre-eminence as carriers is materially affected. Rightly or wrongly, foreign nations, under protective systems, have developed mercantile marines which in the aggregate are today in excess of our tonnage. The British shipowner, therefore, unless the sea coast of the British Empire is similarly secured to him, can never be on equal terms with the foreigner in the free markets.

"We are living in an age when the conveyance of produce, manufactured goods or raw material, from the producer to the consumer, is reduced to a scientific art. If the producer in any nation is to have the best yield of his production his government must see that his means of communication to his markets are not only the cheapest but the best." The writer maintains that the cheapest and most effective shipping transport can be best assured to the nation which develops national production.

Mr. Welsford points out that in the sixteenth and seventeenth centuries the Dutch occupied practically the leading position in the world's commerce, being then the commercial shipping and banking power of the world. They observed the policy of free trade to its fullest extent—going so far as to make their ports free. England wrested their position from them under ya system of protection. Today history repeats itself. Under conditions similar to those which beset the Dutch, England's manufactures, commerce and shipping, even her banking, were seriously menaced by the intelligent scientific tarffs which Germany and America adopted. Both these countris, in common with every other civilized nation, including the Over Seas Dominions, had adopted protective tariffs, under which their populations and commerce had vastly prospered. All the principal foreign maritime countries of the world had enacted coasting laws founded upon those which Great Britain abandoned, and thereby developed mercantile marines. Today British shipowners were confronted with the fact that France, Germany, Russia, Italy, Spain, Portugal and the United States had all reserved for their own flag and their own vessels the trades of their coasts.

No argument in favor of a reconstructed fiscal policy was more important than the fact that the mercantile fleet was out of all proportion to the present requirements of the actual trade. The wise course therefore, was for the latter to cultivate trade with the Over Seas Dominions, and the time had undoubtedly come for a decision to be made whether Great Britain should fall back upon the commercial "cul-de-sac" into which she was fast being driven, or whether she would consolidate the British Empire by federation with the Over Seas Dominions, and retain those markets and ports under commercial union.

The writer maintains that national production is a better safeguard for any nation's welfare than cheap consumption, that welfare and strength depending on the physical well-being and happiness of the greatest number. Thus was maintained the commercial credit of the nation, so essential to success. "To sustai nthis there must be earnest co-operation of all classes, and confidence and security. The three principles of success must be—fair interest for capital, fair wages for labor and fair prices for the consumer. That hse can be obtained under the suggested process has been demonstrated in our own Over Seas Dominions, as well as other countries. Protect the market from unfair foreign competition, and then the individual in that market must stand or fall on his merits."

Urging that the Over Seas Dominions are wishful of closer commercial union with the Mother Country, Mr. Welsford goes on to state that "the time has come to consolidate imperially, by a scientific tariff, Great Britain with the self-governing Dominions and Crown Colonies. By this means we would then keep and develop our British market, the greatest by far in all the world."

"We could grow in one part or another of the Over Seas Dominions everything we need and everything we purchase today from foreigners, and send our capital and surplus population to deve op and strengthen our own Empire instead of building foreign states as we have done."

The preference given to the foreigner in British markets amounted to $800,000,000 annually without reckoning municipal taxation, which came to a further similar sum, and the amount of wages paid annually to foreign labor in imported goods was $400,000,000, all for the insane craze of seeming cheapness. Great Britain could do equally well under scientific tariffs with Canada. Much of the trade done with Russia could be transferred to India. Part of the trade with South America could be gradually distributed between Canada, Australia, New Zealand and South Africa. Certain it is we have the markets, the money, the men, the ships and everything essential, except, apparently, action and decision. Up to the present time there has been great resistance on the part of Canada against commercial union with America, but, unless we take action, that cannot last. If we give Canada a preference, and we have it in our power to do so, in return for the preference she has given us, we can keep th market for British trade and British ships, and the same applies to all our other Over Sea Dominion markets. They have stated that, in such case, they will increase their preference. Therein is a good bargain for both.

"No free importing nation can or ever has been able successfully to sustain an effective mercantile marine. The flag may be better said to follow the trade. The nation with the largest commerce will develop the largest mercantile marine. History proves that this happened in the case of England; first the commerce, hen the shipping. It is proved today in the growth of German shipping and shipbuilding; American shipping and shipbuilding will likewise follow. It is the inevitable corollary of national sentiment.

"The question of tariff reform is neither academic nor economic; it is a question of business common sense. The true and best solution for the future of Great Britain and the self-governing Dominions beyond the seas, is a proper and well-conceived scientific tariff to divert and extend all possible trade within the Empire, in conjunction with a modified re-enactment of the navigatio nlaws. Their future depends upon this."

—o—

River Mail Service

Postmaster McIntosh is able to announce that from now on there will be three mails a week to Hazelton and intermediate points on the Skeena. The mail is to be carried by the Inlander in addition to the Hudson's Bay Company's steamers.

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

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RESIGNATIONS AT CITY COUNCIL BOARD

(Continued from Page One)

the mayor interpreted the words as applying to errors made in other work.

Ald. Newton contended that the plans for work in Section 1 were estimated to cost $366,000. They cost $530,000. Referring to the conference with the city engineer when retaining walls came up, he stated that the engineer figured on retaining walls at $8,000, $25,000 or $228,000, according to the estimates of the engineer. In those days, Ald. Hilditch was the only critic of the engineer. The engineer agreed that the cost should not be greater than $25,000. Yet a late estimate contained in the mayor's financial statement showed that these retaining walls were to cost about $86,000. Then the culverts and storm drains cost $35,000. This would not be so bad were they properly put in but he did not believe they would stand the strain. The culvert on Eighth street was attacked. The retaining wall on First street had become a subject of ridicule.

Electric Lighting

The electric light system, he believed was a botch. The city engineer had not a grasp of the engineering problems of the city. As an instance of this he had discussed the proposed replanking of the streets again. He (Ald. Newton) expressed a pity that such a system should be adhered to. Since the new council came in the engineer was waking up to the situation and was endorsing the undertaking.

When he (Ald. Newton) had brought up the Acropolis Hill reservoir proposition the city engineer had said that this was of no pressing need now.

It was absolute nonsense for the head of the department to make the statement he did a short time ago, when he said that the pole lines, the sewers, etc., should not be placed in the lanes.

Ald. Morrissey contended that a professional man stood by his record. The city had engaged a high-priced man. He pointed out that the engineer stated in his own report that there should be detailed plans prepared for every part of Section 1 before the work was proceeded with. The citizens' money was at stake and they should not have been recommended by the engineer until the plans were prepared.

Council Responsible

Ald. Hilditch continued the report of the city engineer in which it was set forth that in view of the wishes of the council and the people generally it was deemed wiser to proceed with the work without these plans. No one howled louder than Ald. Newton and his paper for the work commencing.

Ald. Hilditch said that the estimate for rough grading was put at $400,000. It was known to all that retaining walls and the culverts would have to be met in addition to this. The council preferred to have the work go on and take care of the retaining walls as they came to them. He firmly believed that Ald. Newton understood that the estimate did not include the retaining wall.

As to the matter of the estimates of the engineer for retaining walls, Ald. Hilditch produced the reports and asked them read. They showed that the first style of wall asked for was a solid wall. It was to cost over $200,000. This was deemed too high and was sent back to the engineer three times before a final decision was reached on a dry wall.

Defended Engineer

As to the culvert on Eighth street, Ald. Hilditch pointed out that the cedar culvert was put in on instructions from the council through the chairman of the streets committee, ex-Ald. Lynch.

In the matter of the McMordie contract under force account, Ald. Hilditch said he had always opposed it. The engineer, it had been shown, was not responsible for it. It had been decided upon by the council of last year.

Ald. Newton complained of going on with work on the streets without definite plans. Yet his proposition was to go ahead with a reservoir to cost $30,000 or $50,000 on Acropolis Hill without plans and without knowing at the time where the money was to come from. This was inconsistent on the part of Ald. Newton

As to the point of putting pole lines on the streets, Ald. Hilditch read from the reports of the engineer's department to the effect that as pavements were laid conduits would be laid and the wires put underground.

Howling for Work

When the work of improving Section 1 was discussed, Ald. Newton's paper was not opposed to the local improvement plan. It was decided to adopt that system by last year's council before Colonel Davis reached here. In two months the engineer had to get his plans and specifications prepared for this. The Empire was howling for the work starting.

"That is untrue," said Ald. Newton.

When he (Ald. Hilditch) was advocating the day labor system it was mighty little help he got from Ald. Newton.

In not one single instance did he know where muskeg had been dumped to the property line as alleged. He did not approve of dumping muskeg on muskeg, but what was the engineer to do. He had to get rid of it. It was childish to make such charges. He denied that Colonel Davis was ever discourteous. He had been in his office when two nearly had a fight and yet the engineer was courteous to both. He regarded this criticism as a joke.

Saw Whitewashing

Ald. Newton could not see much use in going on with this. It was clear this was to be voted down and the department was to be whitewashed. He was satisfied there had been a line-up on this question.

Ald. Smith said he would take exception to that statement. He had not lined up with anyone. The statement was untrue. He was sorry to see so much unfair criticism of Colonel Davis. He had been associated in such work for many years. Colonel Davis was carrying on this work, he believed, as efficiently as any other engineer could do it. It would be unwise to change now. He was brought here as an expert particularly on a water system. That his plans had been passed on so favorably by Engineer Thomson supported the view that Colonel Davis was all right.

There was no collusion in his case with other members of the council.

Denied Line-up

Ald. Kerr then denied any line-up. He voted independently. There was a point with which he differed particularly from the engineer's department; that was, on the size of the sewers.

Mr. Thomson congratulated Colonel Davis when he was here upon his report upon the water system.

Ald. Newton on the point of the two reports contended that if the engineer's report had been accepted, the city would have been committed to $500,000 for water alone. If the finacial situation was such as represented there would have been a tie-up.

He took exception to the view, although expressed by His Worship, that the two engineer's agreed. He was of the opinion that huge sums of money were being wasted and he could not sit at the council and see it pass. He objected to this "boosting" of the department.

Question of Population

Ald. Smith pointed out that the difference in cost between the two reports was upon the point that Mr. Thomson based his upon a 30,000 population and Colonel Davis upon a population of 60,000. Colonel Davis was asked to prepare his report upon that basis. When Colonel Davis prepared his report, the matter of the electrical end was not settled and he was not asked to pass upon it. If Ald. Newton objected to "boosting" Colonel Davis, it was really objectionable to take the course of continually knocking Colonel Davis. He believed in treating every man justly.

Ald. Douglas said that Ald. Hilditch had that day showed lack of confidence in the engineer by proposing to have the committee go out and visit work reported upon by Colonel Davis.

"I did that to keep you busy," said Ald. Hilditch. It was the only way to keep some out of other trouble.

Retaining Walls

Ald. Morrissey said he first took exception to the engineer in the matter of the retaining walls. The engineer's report first brought in specified no figure.

Objection was raised to this by Ald. Hilditch, who contended that this applied only to specifications for private owners who were going to put in walls.

Further, Ald. Morrissey contended that the engineer specified that $8,000 would build the retaining walls and it was now shown to have cost $86,000.

Ald. Hilditch thought that any one who thought that the walls could be built for that sum was not fit to sit at the board. He contended that a wall was being built for $1.44 a yard under day labor that would stand for all time. Ald. Morrissey had been concerned because they were getting a wall built under the day labor system instead of by paying $5 for contract work.

Ald. Morrissey denied this.

The section was voted down.

Urged Claims of Mr. Lucas

Proceeding then to the appointments, Ald. Newton strongly urged Mr. Lucas for the position of head of the department. He was thoroughly competent he believed and was led to believe that many of the recommendations were referred to that engineer. If it was found that he was not able to do all the work he felt confident that an engineer could be got at the salary fixed.

Ald. Smith was glad to hear Mr. Lucas eulogized. He was all right, he felt, on the street work and on the plans. He was without experience on water works, he believed. He did not think that Mr. Lucas was quite the man for that position at the present time. Colonel Davis had prepared these plans and it was but reasonable to have him carry these out. In so doing he felt it was doing the best for the citizens of Prince Rupert.

Ald. Morrissey had been somewhat surprised to see Mr. Lucas put in at the head of the department. He had confidence enough in Mr. Lucas to know that he would make good and fill the position. He had been associated with many important works. He had nothing personal against Colonel Davis, but he objected to the method in which he conducted his department. When were young engineers to be given a chance if they were to be turned down in their own town. The plans had been prepared by Mr. Lucas largely.

Ald. Hilditch's View

Ald. Hilditch had as much respect for Mr. Lucas as had Ald. Newton and Ald. Morrissey. The most of the mistakes that had been made in the city were made, he felt, by those in whom he placed confidence. These were naturally Mr. Clements and Mr. Lucas. Mr. Lucas was a first-class draughtsman. He was in favor of his being assistant chief. He was not heavy enough for the position. It was sometimes said that Colonel Davis was not heavy enough, and he felt sometimes that that was right. He was prepared tomorow to resign his position at the council board together with Ald. Newton and go to the people and stand the test of who was standing by the people's interests.

Ald. Newton said he was ready to do this. There had been a disposition for some time to burk his quiet attempts to effect changes that he felt this council was elected for. He had no desire to continue at the board if there was no likelihood of his gaining his ends. There had been a studied effort to prevent this. He did not come into the council to be a dictator or agree with all that the majority introduced.

Willing to Retire

Ald. Hilditch felt that Ald. Newton was sincere. In fact that was about all he gave Ald. Newton credit for. The engineering department and the public works department were in such a state of efficiency that it could never be improved upon he felt. He was personally not anxious to stay on the council board. He had private business to attend to and would be satisfied to drop off the board if it would put a stop to the bickerings which seemed always to prevail between Ald. Newton and himself. He was well satisfied to retire rather than continue to put up with the constant trouble from his two colleagues on either side, indicating Ald. Morrissey and Ald. Douglas.

Ald. Douglas said he started off actively. Whenever he went to the engineer he found that the engineer always backed up Ald. Hilditch. He was under the thumb of Ald. Newton and they worked together all the time.

Ald. Newton said he took no part in the early criticisms of the department, while Ald. Clayton, Ald. Hilditch and others were criticising the department. Later he felt there was something in it and he tried to bring it an intelligent head. He found that Ald. Hilditch had turned a somersault.

Ald. Morrissey asked Ald. Hilditch to name wherein they had disagreed in committee. Where they failed to be unanimous a minority report was brought in.

Report Defeated

The proposed changes in the staff consequent upon the dismissal of Colonel Davis were then voted down.

Ald. Morrissey pointed out that there had been inconsistency inasmuch as some councillors said they did not disagree with all the findings, yet the vote on each was the same.

Ald. Kirkpatrick moved, seconded by Ald. Hilditch, that the report be filed.

Ald. Newton said that in view of Ald. Hilditch's challenge, he tendered his resignation. He would not run again, for he intended to wash his hands of the business.

He did it because he felt that his time was wasted in trying to introduce changes where there were combinations to burk such moves against existing evils. He would not sit and endorse any such proposition. He never sought assistance from any one for any of his motions. He made his motions in the public interests.

Before retiring he desired to return thanks for kindness shown on numerous occasions. He had the kindliest feelings to the members of the board.

His Worship regretted that Ald. Newton should take the step he did. If he finally determined to do so it would be necessary to put in his resignation in writing. He would prefer to see the members of the board remain in their positions, howevber. It was not always possible to get all that might be wished for.

Would Retire from Office

Ald. Newton said he intended to do as he said. Had Ald. Hilditch not thrown out the challenge, he did he would have remained.

Ald. Hilditch said that his challenge was thrown out in a friendly way. He would not conduct a campaign. He had no time to do so. It was a public question for the citizens to decide whether they had confidence in their engineering department. If a contest were entered into he would agree to conduct no campaign but leave it to the citizens to decide.

Ald. Newton said he only came into the council to overcome what he considered the most damnable system that had been introduced into the city. If Ald. Hilditch wished the contest along the lines indicated he would agree to offer himself again.

The mayor suggested that the aldermen do nothing rashly but take time to consider the situation carefully before deciding, and the matter dropped.

———o———

Mrs. A. M. Manson is entertaining at a bridge party this afternoon at her home on Fifth avenue.

* * *

Mr. and Mrs. Henry Reifel, of Nanaimo are in the city. Mr. Reifel is the head of the Nanaimo Brewing Company and is here in connection with his business.

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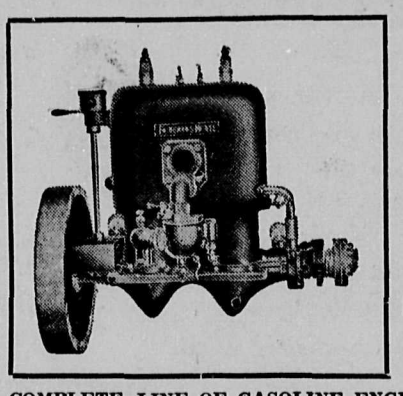

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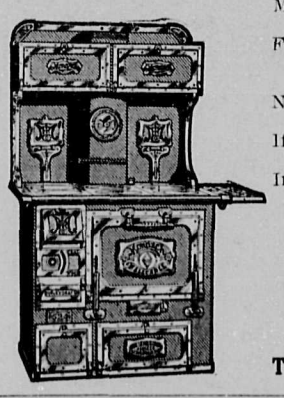

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