Subscription During July $1.50 a Year

Prince Rupert Journal

High-Class Job Printing In all Lines

VOLUME 1 | Published Twice a Week | PRINCE RUPERT, B. C., FRIDAY, JULY 22, 1910. | Price, Five Cents | NO. 11.

Library Legislative Assembly JUL 27 1910 VICTORIA, B. C.

FIRES STILL RAGING

Sandon Has Not Been Destroyed But Place is in Great Danger.

Three Forks Near New Denver Suffers Loss—Large Force Now Fighting the Flames

(Special to The Journal)

Nelson, B.C., July 22.—The latest reports from the fire swept district of interior British Columbia is that Sandon has not been destroyed by forest fires as was reported, but the place is in imminent danger, being surrounded by flames.

Three Forks has not been burned outright but a number of mine buildings between that point and New Denver have been destroyed.

A bush fire is raging near Rossland.

Along the Crow's Nest line of the C. P. R. there are many fires raging. The worst of these is near Moyie. A large force of fire fighters are at work but the loss will be exceedingly heavy.

Local News

The G. T. P. has given the city permission to make copies of certain maps of Prince Rupert and a draftsman will be employed at once to do the work.

* * *

The I.O.O.F. have organized in the city with the following officers: C. Bennet, G.M.; G. R. T. Sawle, D.G. M.; G. W. Arnott, secretary-treasurer.

* * *

Dr. J. A. Stewart, late of the Kenora General hospital, has arrived in the city and has joined the staff of Dr. Ewing, who has the local hospital and the care of the men in the various camps along the line of the G. T. P.

* * *

As a temporary means of protection, a system of fire alarms is being installed on telephone posts in the city. The fire and light committee, after consulting in the matter, came to the conclusion that this was the best action to take.

* * *

A general meeting of the Prince Rupert Liberal Association will be held in the Presbyterian church this evening at 8 o'clock. All affiliated Liberals will be made heartily welcome. The meeting is an important one to deal with the question of the reception to Sir Wilfrid Laurier.

* * *

A few evenings ago at the council board, Ald. Barrow called attention to the practice of using the city streets as free stabbling for vehicles. He thought these would be exceedingly dangerous in case of a run away or in case of a fast run to a fire.

* * *

G. A. Fraser, of Victoria, formerly a member of the provincial legislature and a general all round good fellow, was among the passengers on the Prince Rupert. He is making the round trip and is delighted with the north. Prince Rupert was a grand surprise to him and he was quite enamored of the place.

* * *

The contract has been let to Gillett & MacDonald, at Stewart, for 2,472 feet of approach to the government wharf, of the necessary 3,000 feet to bring the same up to Vancouver street. The contract calls for a completion of the job in sixty days. The approach will be 16 feet in width and will be built at an approximate cost of $15,000.

MINING PROPERTY

C. N. Delgrove Has Offer From Victoria Syndicate to Buy

C. N. Delgrove, one of the prospectors who located the famous Bitter Creek properties near Stewart, left by the Prince Rupert for the mining camp again. He was accompanied by C. N. Tubman, who will look over the property and other prospects in the camp.

Mr. Delgrove has just returned from Victoria where he was called to consult with a syndicate there in the matter of the property.

No deal has yet been completed.

D. D. MANN COMES NORTH TO INVESTIGATE

"It will become the greatest tourist route in the world." These were the words of D. D. Mann, of the Canadian Northern aRilway company, in describing hie impressions of the trip up the coast to this city. Mr. Mann arrived on the Prince Rupert on Wednesday evening accompanied by Mrs. Mann and their son an' daughter. They went on to Stewart, where Mr. Mann has heavy interests. Mrs. Mann and the family returned by the same steamer, while Mr. Mann expects to spend about two weeks in the mining centre, studying conditions thoroughly and laying plans for the future.

The great railway builder had never before made the trip along this coast, although for years he has been a frequent visitor to the Pacific, and has had heavy interests in the north. He had never been north of Vancouver before. It is not long ago that Mr. Mann in conversation regarding the north, expressed the opinion that the G. T. P. had gone too far north in locating its terminus. That was before the rich discoveries had been made here and the views that the railway magnate expressed with respect to this port on Wednesday would indicate that he has changed his opinion entirely in that respect.

He was delighted with the trip and says there will within a very few years be a tremendous rush of tourists along it. As stated above he predicts that it will be the most frequented route for pleasure seekers in the world. Along the route, he says, there were passed ideal spots in plenty for summer resorts, where the best of fishing and hunting could be enjoyed. These places will be taken advantage of and there will be a wonderful trend of travel this way.

In the short time at his disposal here, Mr. Mann, piloted by an old friend in the person of Thomas Dunn, made a tour of inspection about the city. He was surprised at the development and it was quite evident that he was quite taken with the city, especially with its harbor. Those who have had an acquaintance with Mr. Mann know that they need not expect any great effervescence in the way of praise for any place. He is a man of action and not of sentiment. He is a man that does little talking and prefers to keep his own counsel in these matters. When he expressed himself as well pleased with what he saw in this city to a Journal representative, there was no question that he was delighted.

Discussing the plans which he had in view in visiting Stewart, Mr. Mann said that he was simply going to study the whole situation as it presented itself and on the results of his investigations on the ground would depend the future plans with respect to the work there. "We are rather heavily interested there," he said, "and I want to go over the ground myself." With regard to the report that his company was getting a charter from the Dominion government to build from Edmonton to Bear River, he said there was some mistake about that. His company were not seeking any charter from the Dominion.

Mr. Mann was asked if his company intended to construct a line of railway eastward from the present short line being constructed at Stewart to open up the more northern portion of the province. He said that that had not been decided upon yet. He had no settled plans with respect to it and upon the results of his present investigations much in that connection would depend. From the trend of Mr. Mann's remarks upon the outlook in the northern mining camp, one would be inclined to believe that he has in view the possibility of constructing in a more northerly direction towards Whitehorse. He says that the information available points to the mineral zone which has been discovered at Stewart extending away north in that direction as well as coming south to the Naas and the Babine.

Questioned as to the intentions of his company with respect to erecting a smelter at Stewart he said that they had not considered it yet. He was interested in the mining and the providing of rail carriage for the ore that was all in view at present.

In British Columbia Mr. Mann has the greatest faith. When he speaks of its immediate future it is in the most optimistic way. He has shown his faith in the province by heavy investments and there is no question that he intends to take his full share in developing every part of it.

GREAT TOURIST ROUTE TO BE DEVELOPED.

Speaking of the coast trip from the south to Prince Rupert, D. D. Mann, one of the heads of the Canadian Northern Railway company, says: "It will become the greatest tourist route in the world. I saw lots of places along the route where ideal summer resorts could be located. These will be developed and an immense traffic will be attracted to the coast."

TO TRAVEL OVERLAND

Ross Sutherland of Winnipeg, Well Known Capitalist, is on Visit to Prince Rupert.

He Will Return By Route of Grand Trunk Pacific Across This Province

Mr. and Mrs. Ross Sutherland and their young son are visitors in the city. They are the guests of Dr. and Mrs. Ewing at the hosiptal. Mr. Sutherland represents ocnsiderable capital and on his visit to the coast is taking the opportunity of looking over the field that offers here and elsewhere. He is agreeably surprised at the conditions in the city of Prince Rupert and recognizes that it must be a great city in a short time.

An interesting trip will be made by Mr. Sutherland and his fifteen-year-old son on their way back to the prairies. It will be a trip across the province of British Columbia along the route of the Grand Trunk Pacific. Mr. Sutherland will in this way have an excellent opportunity to study conditions in the interior before the railway line is built and will in addition to making it a pleasure tour, have his eye open for investment.

On the first section of the trip he will be accompanied by his wife and Dr. and Mrs. Ewing and Miss Farran. They will all go up to Hazelton by one of the river steamers, and at the head of navigation, Mr. Sutherland and his son will part company with the rest of the party, making the tour overland. Mrs. Sutherland will return to Winnipeg by the ordinary routes going south to Vancouver by steamer.

VENTURE ARRIVES

The new Venture of the Boscowitz line, arrived in port on Wednesday, after calling at all the canneries with heavy supplies on the way north. She had on board quite a number of passengers, all of whom were enjoying a delightful trip along the coast.

TO RUSH WORK

Water Pipe Will be Put in on Congested Section at Once

The city engineer has reported against the use of wooden stave pipes in the water distribution system in the city.

There has been ordered 3,000 feet of six inch pipe from Peck & Moore, and, as this is now ready to put in, work will be rushed on installing it on Second and Third avenues. This will relieve the danger from fire. The orders are to put the pipe in, even if it is laid on the surface of the ground.

HARBOR ATTRACTS SHIPPING FIRM

Alfred Holt & Co., of Liverpool, Will Probably Make Prince Rupert a Port of Call for Blue Funnel Lines---Special Representative of Company Makes Examination of Facilities Offering Here.

This week the city has been visited by the representative of the world-known shipping firm of Alfred Holt & Co. Capt. Bartlett, of the steamer Bellerophon which reached Vancouver a few days ago, made the round trip by the steamer Prince Rupert. His trip was made upon cabled instructions from his home company that operates the Blue Funnel Line, to proceed to Prince Rupert and investigate the prospects for putting on a service to this city as soon as the opportunities present themselves.

Capt. Bartlett, who is accompanied by A. F. Haines, the general agent for the company on the North Pacific Coast, will cable his report to the home office at Liverpool as soon as he returns to Vancouver.

The Holt steamers are among the heaviest carriers in what is designated the round-the-world service. The Blue Funnel liners belonging to this company make the run from the Old Land by way of the Suez, taking feight to Indian and the Orient, making calls at Chinese and Japanese ports and doing an immense trade not only direct from Liverpool to America, but also between intermediate ports.

The company has now in view the making of Prince Rupert a regular port of call for the steamers. If this is done as the nearest port to the Orient and the first port of call on the American continent, a very large amount of the freight carried will be landed here thus saving time in forwarding to its destination inland. This, of course, would not be fully developed until the G. T. P. finishes construction of its line, although it is probable that owing to the fact that the Blue Funnel liners, in common with other trans-Pacific vessels, come comparatively close to Prince Rupert on the way to the more southern ports, the vessels will make this a port of call at a very early date and cater to the local trade.

The instructions to Capt. Bartlett were to make full investigations as to the harbor here and as to the wharf facilities. This he has done, and will acquaint the home company with the results.

MINE IN TOWN SITE

Properties Being Developed Right on City Property at Stewart.

Local Man Intrested in This Latest of Moves in Northern Mining Camp

Among the latest sensations from the new mining centre at Stewart is the announcement that an excellent prospect is being developed right on the town-site. Among those interested are J. Fred Ritchie, of this city, who has always had great faith in the camp.

The values are excellent in gold and silver and a force of men are at work on city lots taking out ore.

The promoters of the proposition have every faith in making it a good paying mine, especially in view of the fact that transportation will be so easy of solution.

FISHING PLANTS BURNED

(Special to The Journal)

Nanaimo, July 22.—A Japanese fishery plant and that owned by Green & Murray have been gutted, and another plant damaged by fire. The loss will be about $15,000.

BIG GUN EXPLODES

Many Killed in Mimic War at United States Fortress Manoeuvres.

Proper Precautions Were Not Taken by Soldiers in Adjusting Cannon

(Special to The Journal)

Washington, July 22.—Ten have been killed, two are dying, and five slightly injured by a premature explosion of a 12-inch gun at Fortress Munro, Va., in a mimic warfare which was being carried out there.

The explosion is believed to have been caused by the closing of the breach before the firing pin was drawn back. One commissioned officer is among the injured.

PROPOSES ARBITRATION

Hon. W. L. Mackenize King Making Efforts to Settle G. T. Strike

(Special to The Journal)

Ottawa, July 22.—Hon. W. L. Mackenzie King proposes arbitration in an effort to settle the Grand Trunk strike. He proposes that the government pay the expenses. The minister urges that an effort be made to settle the trouble in the interest of the public.

MAY BUILD ON ALLEY

Mayor Believes in Quick Action and Suggests Taking Street Ends for Fire Hall

He Does Not Believe in Being Held Up By Little Obstacles And So Expresses Himself

Mayor Stork and other members of the city council manifest a disposition to wait for nothing in providing for the needs of the city in the matter of public buildings.

When the question of providing additional accomodation for the fire apparatus came up on Wednesday evening in a report of the engineer, the suggestion was made that it would require a very considerable sum to strengthen the present fire hall to render it safe for accommodating the new automobile chemical engine. It was represented, in fact, that it would need to be practically a new building.

The suggestion that a temporary site be obtained was raised.

"We will just take the end of some street that is not in use and crack up a building. There seems to be so much red tape about these things that this will be necessary," said the mayor. He adds that he did not favor renting lots and putting up buildings temporarily. This ran away with money.

Ald. Mobley did not approve of doing anything to strengthen this building. It could not be done without a lot of expense.

Ald. Pattullo said that in view of this, he thought the only thing to do was to take a street end.

His Worship suggested that an alley end near the hall be used now. He did not believe in being stuck by these obstacles.

The subject will be looked into.

In the matter of the site for the city hall on the Market Place, a letter was read a few evenings ago in reply to one sent to Hon. W. J. Bowser which said that the minister would not be home until about the end of the month.

Ald. Pattullo suggested communicating with the Premier and seeing if things could not be hurried up a little.

FIRE IN TACOMA

Rooomers in High Building Had Narrow Escape From Being Burned

(Special to The Journal)

Tacoma, July 22.—Thirty horses were burned, a large livery stable and a number of shops were destroyed by fire here yesterday. The loss will amount to fifty-five thousand dollars. A number of people rooming in an eleven story building narrowly escaped.

CONFESSES TO CRIME

G T. Williams Admits That He Set Fire to the Talbot House Tuesday Morning.

The Preliminary Hearing of Charge Against Him is Postponed Until Monday Morning

G. T. Williams, proprietor of the Talbot House, is in custody, charged with arson in connection with the fire in his house last Tuesday. The prisoner has confessed that he committed the crime which will materially simplify the case.

The conduct of the case leading up to the confession which has been made reflects a large share of credit upon Chief McCarvell of the police department. Without resorting to any of the obnoxious methods employed by the police in some cities, especially on the other side of the boundary line and known now under the name of the "third degree," the Chief proceeded with his detective work along a line that accomplished its end and at the same time was in no wise unfair to the accused.

Chief McCarvell had his suspicions aroused on the morning of the fire which was fortunately brought under control with small loss conined largely to one bed room. These suspicions were held by the fire chief, also, and on this an investigation was promptly started.

As a result of the investigations the arrest of Williams was made late Wednesday night and when he was brought before the chief and Magistrate Carss the next morning, preparatory to a formal charge being laid, he admitted the crime saying, "I did it." He broke down weeping like a child and said he could not understand why he did the deed unless it was that his mind was affected.

The case was adjourned until this morning and this morning a further adjournment was taken until Monday morning.

The absence of any motive in firing the building somewhat baffled the police and others. Mr. Williams has borne a good character and did a good business. He built the Talbot House and it not known to be financially in trouble. The morning before he set fire to his own place the house took fire from the conflagration that destroyed other buildings in the vicinity. Williams, who had a splendid fire equipment in connection with his place, worked hard to save it and was successful in putting out a fire that started there. That he should within twenty-four hours of that time attempt to destroy his building appears very strange.

Various reports are about the city that the accused at times acts in a peculiar manner, and it is suggested that his own remarks about being out of his mind may have some foundation.

Before his trial he will probably be examined medically. His confession leaves the way clear to his being committed for trial at the preliminary hearing.

FIRST MONEY BYLAW

The first money bylaw to be voted upon by the property-owners of this city will be the Telephone Bylaw. The vote will take place at the City Hall on August 8, with the city clerk as returning officer. The bylaw has passed the council providing for the raising of $40,000 by debentures covering twenty years for taking over the telephone system as a public asset and operating it by the city.

The property owners in the city must now by a three-fifths vote of those cast at the election declare in favor of it, after which the council will finally pass the bylaw and execute the agreement with the present telephone company. The agreement is ready for signature and has been approved of by the council.

Voting will be from 9 to 7 in the city hall on August 8.

OBSERVATORY INLET

Rich Territory Awaits Fuller Development According to J. McGrath.

Well Known Mining Man Predicts a Big Rush Into That Territory At Early Date

Among the visitors to Prince Rupert this week has been Joseph McGrath, a prospector who has tramped the hills in nearly every country in the world, and who is still as keen on the scent of minerals as a man twenty years younger. He came to the city to outfit again for the Observatory Inlet country.

Of the future of the northern part of British Columbia as a mining country, Mr. McGrath has the utmost faith. It is, according to his views, the best offering anywhere in the world at the present time and he has made up his mind to stay with it. In common with the most of the practical mining men who have been over the ground, he believes that the whole north extending from Stewart and the headwaters of the rivers that drain into Portland Canal to the Naas Valley and possibly beyond is all included in one vast mineralized section.

It was he who located the Portland Canal mine in which C. [illegible] is interested and which is now on the eve of starting its concentrator. Mr. McGrath still believes that the Portland Canal will be a great producer and he has likewise unbounding faith in the whole of the Stewart district.

Observatiry Inlet, he believes, is destined to be a marvellous producer however. M. K. Rodgers, who is developing the Hidden Creek, has spent about $400,000 on the mine and has a marvellous showing. About this mine little is given out as the policy of Mr. Rodgers has always been to say little about his properties.

At the present time the great drawback to that section of the country is the lack of transportaion facilities. The steamers all go to Stewart and Observatory Inlet is left without any regular mail or supplies. When a mining man wants supplies he must get a launch or some other kind of craft and get out and secure his own outfit. This is a costly undertaking and Mr. McGrath thinks that if the merchants of Prince Rupert would only look a little ahead it would pay them to make arrangements for a steady service and the opening of stores in the district. The whole of that section of country must eventually be tributary to this port and derive its supplies wholesale from here. He looks for a great rush into the district at any time and then there will be a scramble to meet the demand.

Another need of the district, he says, is better police protection. The Indians of the Naas have become very arrogant and have an impression that they control the situation and that the whites are but intruders. Before things go too far it would be well to show the Indians that they must conform to the laws of the land. Unfortunately they are being encouraged in their arrogancy by whites, in some cases.

Mr. McGrath has located some most promising properties in the district. They are in general of the same character as the Hidden Creek mine operated by Mr. Rodgers One group has already been taken by option by the well known mining experts, Brewer and Parker.

The timber wealth of the district is also another valuable asset and one that will bring it into prominence at an early date. Mr. McGrath expects that there will be erected there mills that will have their part in supplying Prince Rupert and also shippers to other points in the north.

PRESENTS GUN CARRIAGE

Hidden from the eyes of the curious behind the high walls and green trees of Marlborough House, King George the other day performed what might be called the last of the funeral ceremonies of King Edward—the presentation of the famous gun-carriage to the bluejackets of H. M. S. Excellent, who drew the late King's remains to their resting place.

Very simple, yet very picturesque was the scene. Just before twelve o'clock the men, to the number of 138, with five officers and three petty officers, under the command of Captain Reginald Tupper, marched from Victoria station to Marlborough house, and on the stroke of noon they were drawn up in two lines on either side of the gun-carriage which, grim, solitary, and unadorned, stood in the centre of the lawn.

Shortly after twelve King George, attired in the full uniform of admiral of the fleet, emerged from the house and accompanied by Queen Mary, passed quickly through the sailors' ranks and inspected the men, after which they were formed into single line and marched past a little table, where his Majesty presented them with the medal of the Royal Victoria Order. As the men filed back to their places it was amusing to observe them "double" behind a tree and hastily pin the medals to their breasts.

The presentation concluded, the two lines of men were turned inwards to form three sides of a square around the gun-carriage, and the King then advanced and in a brief speech gave the gun carriage into their care. The officer in command made a brief reply, and the men were then marched quickly off to Buckingham Palace, where they were given lunch. Immediately after lunch they returned to Marlborough House for the gun-carriage.

DEVELOPING MASSETT

Vancouver Company Invests in Rich Agricultural District Near Prince Rupert.

Money Will Be Spent in Preparing Area for Inrush of Settlers Who Will Make Homes There

Masset, one of the rich districts tributary to Prince Rupert is coming into its own. The Natural Resources & Investment Company of Vancouver one of the strongest firms in that city, has directed its attention to this new area and will carry out the work of development on a large scale. At the head of the company is Mr. G. J. Hammond, who has had plenty of experience in this line of work, and will undoubtedly induce a considerable influx of settlers into the district,

In this connection the recent visit of P. N. Smith of Vancouver to that district had considerable to do with the investment which the new company has made. Mr. Smith is very closely identified with the company and his report on the prospects there was of the most optimistic character.

The Vancouver company has taken over a large interest in the townsite at Masset. An early start will be made in reclaiming areas that will be converted into rich meadow lands, capable of supporting a large population and furnishing Prince Rupert with a steady supply of vegetables and dairy produce.

The company has other important development schemes in view in connection with the Masset district, and will give it a thorough advertising to the world as a farming centre.

NEWS OF THE PROVINCE

Items of General Interest From Centres in British Columbia.

Branch Lines

Kamloops.—The construction by the Canadian Northern Railway of a branch into the Okanagan Valley from a point on the main line of the company at or in the vicinity of Kamloops is indicated by reports. It is declared that in all probability work on the building of this branch will be started next year and that it is one of the railway lines which Premier McBride had in mind when at the last session of the provincial legislature he prophesied for British Columbia great railway development on the heels of the construction of the main line of the Canadian Northern.

It is stated that an arrangement has been suggested between the city of Kamloops and the Canadian Northern by which construction of the branch to the Okanagan will be commenced next year and pushed to completion.

A reconnaisance survey of the route proposed for the Okanagan branch is reported to have been made by railway surveyors last year. Generally the route will, it is said, follow the old stage route between Kamloops and the Okanagan, traversing the Grand Prairie district, Campbell Creek and the upper Salmon River valley. The construction of a railway through this territory would open up an immense tract of very valuable agricultural land.

A Rich Producer

Nelson.—It is claimed that the last statement made by the Nugget gold mines of Sheep Creek shows that in twenty-eight months the property has yielded twenty-six gold bricks of an average value of $9,000 each, and in addition shipments to the Trail smelter have returned $150,000 in the period mentioned. This has been accomplished by a four-stamp mill and a comparatively small force. The advent of electrical power into the Sheep Creek camp should mean a boom in that locality this season, declare the mining men.

New Westminster. — St. Paul's church schoolhouse will be the scene of a unique gathering in the history of this city next Monday afternoon, when the Primate of all Canada, four bishops, a large concourse of Anglican clergy and representatives of every denomination in this city will gather around the same board, at the luncheon to be held after the consecration of Rev. A. U. DePencier as Bishop of New Westminster. The diocesan board of the women's auxiliary has the arrangements for the luncheon in hand and others invited to be present, besides those already named, will be the wives of the city clergy, the officials of the city and their wives, the officials of the women's auxiliary and members of the congregation of St. Paul's church. The luncheon will be served at 2 p.m.

B. C. Packers Meet

Vancouver—The first annual meeting of the shareholders of the British Columbia Packers' Association since the company aws incorporated under the laws of British Columbia occurred last week. Till March of the present year, when incorporation was secured in this province, the association operated under a charter procured in New Jersey to which state there was annually contributed a percentage of the net earnings of the company. The New Jersey charter was secured at the time of the formation of the association but experience showed an annual outlay to that state for which no privileges were obtainable which could not be secured under the laws of British Columbia in which province the operations of the company are still conducted.

The passing of reports and other routine business occupied the attention of this morning's meeting. Officers and directors were elected as follows, the officials and the board being practically the same as last year: President and general manager, W. H. Barker; vice-president, Aemilius Jarvis of Toronto; secretary and treasurer, R. J. Ker; assistant secretary, J. M. Whitehead; directors, Campbell Sweeney, William Murray, E. E. Evans, Robert Kelly, William Braid and R. J. Ker.

TOWN BUILDING

How the Work of Populating Western Canada is Going Forward

It is expected that the next eighteen months will see the culmination of one of the greatest colonization movements in history, for during that time it is schemed to build and populate 220 towns in the Dominion of Canada, an average of one town for every other weekday in the year and a half. By the middle of 1911, if Canadian Government officials are not wrong in their estimate, these 220 towns will have their official places and names on the map of Canada, populations of from one hundred to a thousand each, and they will have been made largely by good American citizens from over the border, says the Technical World Magazine.

Never has a more interesting or a more unusual scheme for the development of a country been undertaken than this. That it will undoubtedly succeed is assured by the fact that both the government and the great railroad interests of the Dominion are behind it. Recently Andrew D. Davidson, one of the big men of the Canadian Northern, said: "I will show you how towns and cities are born, as they have never been born in any country in the world before; I will show you how within a year or two a vast wilderness, a thousand miles in width, is to be populated, so that from one town you will almost be able to see the smoke of the next."

On the Grand Trunk Pacific westward from Winnipeg, a distance of 960 miles, a new town is to be located during the next year and a half at a distance of every eight miles, or 120 towns for the total distance. Most of these towns are already marked on the construction maps and the majority of them are named. On the mountain division of the same road, which is to terminate at Prince Rupert on the Pacific, 35 new towns are to be planted. On the main line and branches of the Canadian Northern in Saskatchewan and Alberta 30 new towns are to be brought into existence, and on the Canadian Pacific, in the same provinces, 35, a total of 220 in all.

The history of these towns is to be unlike that of any other in existence. They are not to be merely platted and named, and then left to vegetate. They are to be forced into life. That is the remarkable thing about them. And this is neither a guess nor a hope. It is the result of a "game of town building," which has been played out by the government as carefully as one might play a game of chess.

Peat will be the only fuel used in a great German electric power generating station.

HAYNOR BROS.

House Furnishers. Located temporarily, since the fire, in Dunedin Block, corner of Second Avenue and Eighth Street.

Some snaps in slightly damaged goods which we want to clear out before moving into new quarters in Manson Blk., Third Ave.

FUNERAL FURNISHERS

Grand Trunk Pacific Steamships

For VANCOUVER, VICTORIA, SEATTLE.

Connecting with Eastbound Trains

"Prince Rupert" sails every Thursday, 8.30 p.m., and after July 25

"Prince George" sails every Monday 8.30 p.m.

FOR STEWART:

"Prince Rupert" sails Wednesdays 8 p.m., and commencing July 24

"Prince George" sails Sundays at 8 p.m.

Steamer for Port Simpson, Kincolith, and Masset, Sundays, 3 p.m.

For Skidegate, Queen Charlotte City, and other Moresby Island points, Wednesday at 3 p.m.

Tickets, reservations and information from

A. E. McMASTER

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

RENEWING HIS YOUTH

Sir James Grant is a Surprise Even to Himself

The Pall Mall Gazette had the following in a recent issue: Staying in one of the Westminster hotels is one of the most remarkable men in the world—Sir James Grant, the eminent Canadian physician, who declares he has made himself young again. He will be seventy-seven years of age in August, but he looks no more than fifty, and his activity is something phenomenal. In fact, it takes his secretary, who is a young man, all his time to keep up with him.

Sir James Grant is the physician who two years ago created a great sensation at the meeting of the British Assocation by reading a paper in which he spoke of the wonderful rejuvenating powers of electricity. Since then he has not only treated himself, with wonderful results, but also many eminent men on the American continent, including, it is understood, some of the great financial magnates of the United States.

His prophylactic aganist old age is quite different from that of Metchnikoff, though it is identical in the one respect that it aims at improving the standard of digestion. Sir James Grant's treatment consists of electrical applications by means of a special battery and systematized massage. Both of these, he declares, assist towards the perfect assimilation of food.

I walked with him the other day writes a Pall Mall Gazette correspondent, a distance of half a mile, and could not help commenting on his vigor and energy. I asked him whether he wore spectacles, and his answer was, "Yes, I do wear spectacles. I have worn them for forty years—until such time as I began to treat myself with electricity and massage; today I do almost the whole of my reading and writing without using any spectacles at all. My hearing is as good as ever, and I feel that I have the energy of a man of forty."

"I notice that your city is full of taxi-cabs, but so far as I am concerned I never ride where I can walk, and indeed if I were challenged I would undertake to run a mile any day. I can hardly believe that I will be seventy-seven in August next; certainly I feel not more than forty-five, and for this happy state of affairs I thank my electrical treatment. My motto is 'Early to bad, and early to rise.' I get up at seven o'clock in the morning, and go through a heavy day's work. I do not believe in either alcohol or tobacco—they give no support to the human system, and undoubtedly diminish vitality."

ARTIFICIAL RUBBER

German Has Discovered What Will Take Place of Natural Product

Quite recently one of the great German aniline dye concerns, employing some 7,000 work people, and having a capital of over £2,500,000, submitted to a German chemist samples of rubber which they had manufactured by a secret process, with the request that he would test them in every way. He applied the most stringent tests, and established beyond a doubt that these samples were in every way identical with natural rubber. Continuing his experiments, and starting from isoprene as a base, finding that natural rubber dissolves when heated with glacial acetic acid, he treated isoprene (derived from turpentine oil), and observing certain conditions with the same substance, ascertained that rubber could be produced in this way. The artificial rubber is as elastic as the natural product and is of a brownish white color. It appears to be an established fact that the problem of manufacturing synthetic rubber has been solved. Of course, it is not intended to imply that the death knell of natural rubber has been sounded, and some time will necessarily elapse before the artificial product is likely to flood the world's markets. But the death of the natural indigo industry, as the result of the invention of a German professor is an example it is well to keep in mind. Once a flourishing native industry in India, the production of natural indigo is absolutely decaying, the synthetic preparation having captured about four-fifths of the world's market. Camphor is another instance. A few years ago a German chemical concern placed on the market a synthetic product, identical for all chemical purposes with the natural product, in which Japan had enjoyed practically the monopoly, and while here the artificial product has not driven the natural one right out of the market, it has most effectually kept down the price, this being perhaps the lesson that had best be impressed on those who constitute the driving force in the rubber market.

Brilliant Reception

Victoria.—The preparations being made for the reception of Sir Wilfrid Laurier in Victoria are on a more brilliant scale than for any like event in the history of that city, which intends to eclipse any ovation tendered the distinguished gentleman anywhere on his trip.

Corner 2nd Avenue and 6th Street — Corner 2nd Avenue and 6th Street — Corner 2nd Avenue and 6th Street — Corner 2nd Avenue and 6th Street

We Are Busy Arranging Our 5c and 10c Tables

We have sold the bulk of some patterns of Dinner Sets, and we are almost giving the rest away. Just selling an article for 5c or 10c that may be worth as much as 40c or 50c.

IF YOU ARE SHORT OF ANYTHING IN THIS LINE IT WILL PAY YOU TO STOCK UP

Bric-a-Brac

This is where we shine. There are Figures of many kinds, Vases, in variety, Iridescent Glass Trays, Cups Mugs, all of which we are marking down.

REMEMBER
WE ARE
COMPLETE HOUSE FURNISHERS

Glassware

We are cutting these on some lines we don't intend to carry and some broken sets.

There are WATER SETS and GOBLETS, and about 26 kinds of **TUMBLERS**. We carry so many and sell them so cheap that you can't help but buy when you see them.

WE ARE CUTTING THE CUT GLASS DEPARTMENT. **WE OFFER CUT GLASS AT CUT PRICES**

Opposite the Theatre **THE BIG FURNITURE STORE** **Opposite the Theatre**

CANADA'S WHEAT

The News-Advertiser in a recent issue deals with the question of wheat exports and the part it may be called upon to play in the affairs of Empire. The editorial gives food for thought. Is says:—

The agricultural industry in the three prairie provinces has assumed such an important position in the economy of the country that everything connected with it has come to be a matter of national interest and concern. At the present time the prospects of this year's crop in the North-west is one of the subjects most discussed not only in Western Canada, but in the great commercial centres in Eastern Canade. For it is realized that the wheat crop in the West has come to be the greatest factor in the commercial and industrial life of the country. A good crop is the foundation of active trade in the ensuing months; it means a great demand for the productions of eastern shops and factories; a great addition to the financial resources of the country and the distribution through direct and indirect channels of a large amount of money among the masses of the people. Under the conditions that we find today it is difficult to recall the fact that scarcely a quarter of a century has elapsed since the time when those who were regarded as an authority on the subject expressed grave doubts as to whether the severity of the climate in the North-west and the danger of early frosts would not make it unlikely that in that part of the Dominion the cultivation of cereals would ever become an important industry and the country be capable of supoprting a large population.

Just as improbable would the suggestion have been regarded then that the prairies of the North-west would come to furnish a large part of the food supplies of the people of the United Kingdom. In the discussions on the policy of Sir John A. Macdonald to aid in the construction of a Canadian transcontinental railway to bind together the different parts of the Dominion, little or nothing was heard about the transportation of grain from the West to the eastern seaboard being likely to become an important item in the traffic of such a railway, although in the fierce controversy that raged over the proposal in Parliament almost every conceivable argument was adduced either for or against the project. Now we have three great railway companies competing for a share in the grain traffic, each of them spending millions of dollars in adding hundreds of locomotives and thousands of freight cars to their rolling stock in order that they may have motive power and equipment adequate to meet the demands for transportation that the movement of the grain eastward annually brings upon them. Yet the development of that traffic in the near future seems likely to be so great, in the view of business men of experience, that plans are being matured for the carriage of part of the crop westward to the Pacific Coast for transportation by water to the great markets of the world. In justification of such projects we have the fact that large comparatively as is the area under grain in Saskatchewan and Alberta, it is but a small part of the land suitable for the growth of cereals.

In connection with the position that the Dominion occupies in the Empire, and how important under certain contingencies it might be that the latter should be self-contained and not dependent on foreign countries for the food supplies of the teeming population of the British Isles, the question of what proportion of the grain consumed in the United Kingdom can be supplied by Canada is one of no little interest. In the discussion which is going on in the Mother Country on the subject of tariff reform, and the granting to her dependencies of preferential arrangements on the importation of grain from the latter, one argument used by Free Traders (or, more correctly Free Importers) is that Great Britain must depend on foreign countries for the greater part of her supply of grain, and it would, therefore, be impolitic to discriminate against them. But the expansion in the area under cultivation in our North-west territories bids fair before long to change very considerably the proportion of her grain supply for which Great Britain must rely on foreign countries as compared with that from her overseas dependencies. According to statistics prepared by the British Board of Agriculture in the four years, 1905-8, Canada furnished 101,000,000 bushels of grain out of a total of 840,000,000 bushels received from all outside sources, or less than one-eighth of the total imports. But already Canada has largely increased her actual and relative amounts in the imports into the United Kingdom, since in 1909 the latter received 77,000,000 bushels of whaet, or their equivalent in flour from Canada. As the average annual requirement of imported grain is about 210,000,000, Canada last year furnished the British market with more than one-third of its necessary supply. Mr. Balfour's proposed tax on imports of foreign wheat would undoubtedly operate in increasing still more rapidly the imports from the colonies and particularly from Canada. But in any case we may look forward with confidence to Canada being able to supply the larger proportion of Great Britain's imports of grain within a few years, since the settlement of our North-west in going on so rapidly and the area under grain being greatly enlarged with each succeeding year.

CARBONIC ACID GAS

Medical Men Correct Wrong Ideas in Connection With its Danger

The danger of an excess of carbonic acid gas in the air, the property which makes an overcrowded, stuffy room so unpleasant, has been robbed of all its terrors as the result of an experiment carried out at the London hospital, says the Daily Mail's medical correspondent.

To eight perspiring, shirt-sleeved students, crowded in an airtight box five feet long, five feet wide and seven feet high, breathing their own expired air over and over again, at a temperature of 85 degrees Fahrenheit, is due the proof that carbonic acid gas, formerly considered such a deadly poison, can be breathed with impunity in doses forty times as large as the law allows.

In their hermetically sealed box the eight students experienced all the sensations of gradual suffocation for three-quarters of an hour, until the carbonic acid gas rose to four per cent. A stuffy theatre atmosphere might contain one-thirtieth of one per cent. Peering through the large glass windows in two walls of their prison we could note their perspiring, flushed cheeks, quivering nostrils and general air of physical discomfort.

When the air temperature from their breathing and the radiations from their bodies drove the thermometer up to 88 degrees Fahrenheit (most people keep their rooms at about 68 degrees Fahrenheit), Professor Hill shouted: "Are you ready for the fans?" A chorus of "Yes" from the prisoners, and three electric fans were turned on from the out side. No fresh air was admitted, the fans simply stirring up the moist carbonic-acid-laden atmosphere.

The effect was little less than magical. The students immediately stood more erect, breathed more easily and deeply, and began once again to chat and joke with one another. On coming out none of the men showed any signs of the trying ordeal he had just gone through.

"The experiment," Professor Hill stated, "proves conclusively that the carbonic acid present in a stuffy, over-crowded and ill-ventilated room is not the cause of the unpleasant symptoms we formerly associated with these conditions. It is the moisture, high temperature and stagnation of the air which gives us the headaches and dulness."

THE BRAVE BLACK WATCH

Widow of General Wauchope Overcome at Memoral Ceremony

An affecting scene was witnessed at a luncheon given in Edinburgh to the Black Watch (Royal Highlanders) after a formal presentation to the city council of a memorial to officers and men of the regiment who fell in South Africa. Mrs. Wauchope, widow of General Wauchope, who was killed while leading the Highland brigade at Magersfontein, was asked to say a few words. In tremulous tones she was only able to say: "I think you all know what the Black Watch means to me, and I will just thank you." On sitting down Mrs. Wauchope was overcome with emotion, and the incident had a marked effect upon all present. Colonel Grogan, in formally handing over the memorial erected at the Mound—said that the fame of General Wauchope and his comrades did not rest alone in the records of marble and bronze. Their memory would be revered and honored in the Black Watch as long as the regiment was in existence.

LAND PURCHASE NOTICE

Skeena Land District—District of Cassiar.

TAKE NOTICE that John Cherry, of Victoria, B. C., occupation mattress maker, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the north-east corner and about 14 miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence west 80 chains, thence south 80 chains, thence east 80 chains, thence north 80 chains to point of commencement, and containing 640 acres, more or less.

JOHN CHERRY.
James W. Smith, Agent.
Dated June 3, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Brenton Brown, of Vancouver, B.C., occupation insurance agent, intends to apply for permission to purchase the following described lands in the vicinity of the Kitwancool or Chean Wein Valley:—Commencing at a post planted at the north-east corner and about ten miles distant in a north-westerly 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 containing 640 acres, more or less.

BRENTON BROWN.
James W. Smith, Agent.
Dated June 1, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Jessie Steadman, of Victoria, B. C., occupation married woman, intends to apply for permission to purchase the following described lands, in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the north-east corner and about 6¼ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence south 80 chains; thenee west 80 chains, thence north 80 chains, thence east 80 chains to point of commencement, and containing 640 acres, more or less.

JESSIE STEADMAN.
James W. Smith, Agent.
Dated May 31, 1910. Jy8

Skeena Land District—District of Cassia

TAKE NOTICE that Bruce Oldershaw, of Victoria, B. C., occupation jeweller, intends to apply for permission to purchase the following described lands in the vicinity of the Kitwancool or Chean Wein Valley:—Commencing at a post planted at the north-west corner and about 7½ miles distant in a north-westerly direction from the north end of Kitwancool Lake; thence south 80 chains, thence east 40 chains, thence north 80 chains, thence west 40 chains to point of commencement, and containing 320 acres, more or less.

BRUCE OLDERSHAW.
James W. Smith, Agent.
Dated May 31, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Echo Dudgeon, of Vancouver, B. C., occupation assistant dentist, intends to apply for permission to purchase the following described lands in the vicinity of the Kitwancool or Chean Wein Valley:—Commencing at a post planted at the north-east corner and about 7½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence south 80 chains, thence north 80 chains, thence east 80 chains to point of commencement, and containing 640 acres, more or less.

ECHO DUDGEON,
James W. Smith, Agent.
Dated May 31, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that William Simpson, of Lindsay, Ont., occupation hotel-keeper, intends to apply for permission to purchase the following described lands in the vicinity of the Kitwancool or Chean Wein Valley:—Commencing at a post planted at the south-east corner and about 7½ miles distant in a north westerly direction from the north end of Kitwancool Lake, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to point of commencement, and containing 640 acres, more or less.

WILLIAM SIMPSON.
James W. Smith, Agent.
Dated May 31, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that George Tutt, of Vancouver, B. C., occupation dentist, intends to apply for permission o purchase the following described lands in the vicinity of the Kitwancool or Chean Wein Valley:—Commencing at a post planted at the north-east corner and about 8½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence west 40 chains, thence north 40 chains, thence east 40 chains to point of commencement, and containing 640 acres, more or less.

GEORGE TUTT.
James W. Smith, Agent.
Dated June 1, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Lorne Thompson, of Vancouver, B. C., occupation dentist, intends to apply for permission to purchase the following described lands in the vicinity of the Kitwancool or Chean Wein Valley: Commencing at a post planted at the south-west corner and about 8½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence north 80 chains, thence east 40 chains, thence south 80 chains, thence west 40 chains to point of commencement, and containing 320 acres, more or less.

LORNE THOMPSON.
James W. Smith, Agent.
Dated June 1, 1910. Jy8

LAND PURCHASE NOTICES

Skeena Land District—District of Cassiar.

TAKE NOTICE that Sarah Ward, of Victoria, B. C., occupation married woman, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the S. E. corner and about 22 miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to the point of commencement, and containing 640 acres, more or less.

SARAH WARD.
James W. Smith, Agent.
Dated June 6th, 1910 Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that George McBain, of Vancouver, B. C., occupation merchant, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the S. W. corner and about 26½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement, and containing 640 acres, more or less.

GEORGE McBAIN.
James W. Smith, Agent.
Dated June 8th, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Catherine Welsh, of Vancouver, B. C., occupation married woman, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley: — Commencing at a post planted at the S. E. corner and about 17½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to point of commencement, and containing 640 acres, more or less.

CATHERINE WELSH.
James W. Smith, Agent.
Dated June 4, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Edward Caspell, of Cayley, Alberta, occupation merchant, intends to apply for permission to purchase the following described lands in the vicinity of the Kitwancool or Chean Wein Valley:—Commencing at a post planted at the N. W. corner and distant about 15½ miles in a north-westerly 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 containing 640 acres, more or less.

EDWARD CASPELL.
James W. Smith, Agent.
Dated June 3, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Charles Geiger, of Victoria, B. C., occupation clerk, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the S. E. corner and about 19 miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to the point of commencement, and containing 640 acres, more or less.

CHARLES GIEGER.
James W. Smith, Agent.
Dated June 4th, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Sarah Cox, of Monarch, Alberta, occupation married woman, intends to apply for permission to purchase the following described lands in the Kitwancool or Chean Wien Valley:—Commencing at a post planted at the N. W. corner and about 4½ miles distant in a north-westerly 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 containing 640 acres, more or less.

SARAH COX.
James W. Smith, Agent
Dated May 31st, 1910.

Coast Land District—District of Skeena.

TAKE NOTICE that I, George A. Poole, of Prince Rupert, occupation printer, intend to apply for permission to purchase the following described lands:—Commencing at a post planted on the north-east shore line of Smith Island, distant about one mile south-east from Lot 38, and marked "G. A. P.'s North-west Corner Post," thence 20 chains south, thence 80 chains east, thence north to shore line, thence following shore line to point of commencement, containing 160 acres, more or less.

GEORGE ARTHUR POOLE.
Dated Saturday, July 2, 1910.
(First insertion July 5.)

LAND PURCHASE NOTICES

Skeena Land District—District of Cassiar.

TAKE NOTICE that Frederick Tutt, of Selkirk, Manitoba, occupation merchant, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the S. W. corner about 14½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence north 40 chains, thence east 40 chains, thence south 40 chains, thence west 40 chains to point of commencement, and containing 160 acres, more or less.

FREDERICK TUTT.
James W. Smith, Agent.
Dated June 3, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Henry Van Wyck, of Vancouver, B. C., occupation hotel keeper, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley: — Commencing at a post planted at the north-east corner and about 20 miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to point of commencement, and containing 640 acres, more or less.

HENRY VAN WYCK.
James W. Smith, Agent.
Dated June 6th, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Minnie Clarke of Vancouver, B. C., occupation married woman, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the N. W. corner and about 28½ miles distant and in a north-westerly direction from the north end of Kitwancool Lake, thence south 40 chains thence east 80 chains, thence north 40 chains, thence west 80 chains to point of commencement and containing 320 acres, more or less.

MINNIE CLARKE.
James W. Smith, Agent.
Dated June 8th, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Samuel John McDiarmid, of Monarch, Alberta, occupation farmer, intends to apply for permission to purchase the following described lands in the Kitwancool or Chean Wein Valley:—Commencing at a post planted at the N. E. corner and about 4½ miles in a north-westerly direction from the north end of Kitwancool Lake, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to point of commencement, and containing 640 acres, more or less.

SAMUEL JOHN McDIARMID.
James W. Smith, Agent.
Dated May 31st, 1910. Jy8

Skeena Land District—District of Cassia.

TAKE NOTICE that Thomas Sills, of Vancouver, B. C., occupation machinist, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the N. W. corner and about 26½ miles distant in a north-westerly 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 the point of commencement, and containing 640 acres, more or less.

THOMAS SILLS.
James W. Smith, Agent.
Dated June 8th, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that William Wallace, of Toronto, Ont., occupation insurance agent, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Comencing at a post planted at the N. E. corner and about 26½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to the point of commencement, containing 640 acres, more or less.

WILLIAM WALLACE.
James W. Smith, Agent.
Dated June 8th, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Annie Gowan, of Victoria, B. C., occupation married woman, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the N. W. corner and about 23 miles distant in a north-westerly 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 the point of commencement, and containing 640 acres, more or less.

ANNIE GOWAN.
James W. Smith, Agent.
Dated June 7th, 1910. Jy8

LAND PURCHASE NOTICES

Skeena Land District—District of Cassiar.

TAKE NOTICE that John Grieve, of Vancouver, B. C., occupation agent, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wien Valley:—Commencing at a post planted at the S. E. corner and about 20 miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to point of comemncement, and containing 640 acres, more or less.

JOHN GRIEVE.
James W. Smith, Agent.
Dated June 6th, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Leihi Cherry, of Victoria, B. C., occupation married woman, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the S. E. corner and about 21 miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to the point of commencement, and containing 640 acres, more or less.

LEIHI CHERRY.
James W. Smith, Agent.
Dated June 6th, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Alfred E. Parkington, of Vancouver, B. C., occupation broker, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the S. E. corner and about 15½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to the point of commencement, and containing 640 acres, more or less.

ALFRED E. PARKINGTON.
James W. Smith, Agent.
Dated June 3, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that George Williams, of Winnipeg, Man., occupation clerk, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the S. W. corner and about 16½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence north 40 chains, thence east 40 chains, thence south 40 chains, thence west 40 chains to the point of commencement, and containing 160 acres, more or less.

GEORGE WILLIAMS.
James W. Smith, Agent.
Dated June 4, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that John Reid, of Vancouver, B. C., occupation broker, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the S. W. corner and about 15½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence north 40 chains, thence east 40 chains, thence south 40 chains, thence west 40 chains to the point of commencement, and containing 160 acres, more or less.

JOHN REID.
James W. Smith, Agent.
Dated June 3, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Grace Cessford, of Victoria, B. C., occupation married woman, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the N. E. corner and about 23 miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to the point of commencement, and containing 640 acres, more or less.

GRACE CESSFORD.
James W. Smith, Agent.
Dated June 6th, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Henry Hemming, of Victoria, B. C., occupation hotel keeper, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the N. E. corner and about 21 miles distant, in a north-westerly direction from the north end of Kitwancool Lake, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to the point of commencement, and containing 640 acres, more or less.

HENRY HEMMING.
James W. Smith, Agent.
Dated June 6th, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Nelson Gowen, of Victoria, B. C., occupation mining engineer, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the N. E. corner and about 19 miles distant in the north-westerly direction from the north end of Kitwancool Lake thence south 80 chains, thence west 40 chains, thence north 40 chains, thence west 40 chains, thence north 40 chains, thence east 80 chains to point of commencement, and containing 480 acres, more or less.

NELSON GOWEN.
James W. Smith, Agent.
Dated June 4th, 1910. Jy8

JOB PRINTING

LETTER HEADS ENVELOPES
BUSINESS CARDS
VISITING CARDS STATEMENTS

Prince Rupert Journal

Prince Rupert Journal

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

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

Advertising rate furnished on application.

O. H. NELSON,
Editor.

Friday, July 22, 1910

VOTE FOR BYLAW

On August 8 the property-owners of the city will have an opportunity of expressing approval of the proposition for taking over the telephone system by the city. There has been a good deal of discussion on the question and some little ill feeling engendered as a result of the preliminary steps which were taken in connection with this. The citizens who believe in the public ownership of the telephone system will now have an opportunity to express approval of the scheme of public ownership and should make the vote a substantial one. It would thus show the city council exactly the mind of the people on such a question.

It is an opportunity to register a decision which the property-owners should all embrace.

IMPORTANT PORT

There is no place in Prince Rupert today for the pessimist. The attention which the place is attracting from the outside world is sufficient to make everyone who has an investment in the city congratulate himself. The outlook is nothing if not promising. D. D. Mann is enamored of the northern country on this, his first visit to it, and will assist in the work of bringing it to the attention of the investing world.

The visit of Mr. Mann is but one of the evidences this week that the north is prominently in the public eye. Capt. Bartlett of the Holt liner Bellerophon was also a guest here and his visit is if anything of greater importance than that of the railway magnate. Capt. Bartlett comes as the representative of one of the greatest shipping houses in the world. He comes as the special emissary of the Holts to examine into the possibilities of this port, the object in view being the placing of this port among those to be catered to by the company in its carrying trade around the world.

There can be little question that the Holt liners, in common with the vessels of all the big companies operating on the North Pacific Coast, will arrange for trade here. As the nearest port of call on the route from the Orient, there will be a decided advantage in the steamers calling here and transhipping their cargo for interior points over the present system of hauling it all the way to Vancouver as the Holt liners do. In point of time there would be a vast saving. By unloading at this port the goods would be in Winnipeg possibly as soon as they would be in Vancouver or Seattle by the present routes. There is also the saving in fuel and other advantages that in these days of keen competition are watched closely by the big companies.

It is idle to expect that the port of Prince Rupert will put shipping ports like Seattle and Vancouver out of business. With the rapid development on the coast these ports will not be appreciably affected by the rise of the new port in the north. Prince Rupert will rise to a shipping point ranking with these without at the same time appearing to hurt the rivals.

THE WATER PROBLEM

Prince Rupert has its water problem to solve. There are no citizens who realize this more than the members of the city council. According to present indications there is no danger of the council wasting any time in solving the question. It is being grappled with in a decisive way. In the meantime the public are asked to co-operate in avoiding any unnecessary waste of water so that there may be no danger of any serious shortage. With the present dry weather the lack is aggravated and the citizens should show public spirit in dealing with a situation which could not well be avoided.

In the matter of a water supply, no time is being wasted to secure for the city an adequate service. The engineering department is at work on the proposition and according to all indications, Col. Davis will not allow any time to be lost in delivering the Woodworth Lake supply to the city.

On the recommendation of the city engineer the council has decided to grant no further extensions of the redistribution system in the city and to limit the further connections for houses to what is absolutely essential. This is a step that is rendered absolutely necessary in the city to cope with the situation as it exists.

The city is meeting a situation for which no one, perhaps, is to blame. It is the penalty of a quick growth on the part of the place. The council had to start with a community developing very fast, with all the needs that goes with that condition. To provide for the situation requires a lot of careful thought and also requires time. Citizens should not be unreasonable.

THE PRINCE GEORGE

The new steamer Prince George which should reach here on Sunday will be as heartily welcome to the port as her sister ship, the Prince Rupert, although there will not be the same pomp and splendor in connection with her reception here. It was but fitting that the first of the G. T. P. steamers should be given a hearty reception. That reception was as much intended for the Prince George as for the Prince Rupert and the officers of the newer steamer may so accept it.

In connection with the naming of steamers, it is remarkable how a sentiment is engendered as a result of the simple naming. Thus it will be no surprise if on the part of residents here a little warmer feeling is always felt towards the Prince Rupert on account of its bearing the name of the city. This has been observed in connection with the C.P.R. steamer Princess Victoria. Bearing the same name as the capital city of the province the people of Victoria always show a warm feeling towards that vessel. The arrival of the Princess Charlotte, a larger and in some respects better steamer than the Princess Victoria, failed to win the general public in Victoria away from the first steamer. When tests of speed were made it was always more popular in the capital for the Princess Victoria to be the victor.

A similar sentiment may attach to the Prince Rupert in this city. Other vessels may come better equipped and faster probably, in the years to come but the first steamer of the G. T. P. coasting service bearing the name of the terminal city will always find a warm place in the hearts of residents here.

Published Twice a Week — **Third Avenue and McBride St.**

In the development of a city or a district the newspaper plays a most important part. The Journal is prepared to take its full share in building up Prince Rupert and giving publicity to the resources and riches of the country which is being opened up by the G. T. P., and of which the city must be the great distributing centre. As a means to this end a special offer is made:

Prince Rupert ..Journal..

Advertisers

will find the Journal the best publicity medium in the new B. C. All eyes are at present turned towards this part of the Province. Keep your business before the public by advertising in the Journal. It will bring you quick returns

$1.50 Per Year

You Can Aid

Do you wish to keep some friends informed as to the development of Prince Rupert? Place their names on the mailing list of the Journal at the low subscription rate and keep them interested in Canada's greatest port on the Pacific.

During July a special rate of **$1.50** for the year will be charged for the Journal. Subscriptions must be received at the office of publication before July 30, in order that advantage may be taken of this offer. This rate is applicable to subscribers outside of Prince Rupert as well as residents of the city. Remember this is only for July.

Subscribe early and take advantage of the low rate.

A Great Canadian

Goldwin Smith was seventeen years past the Psalmist's limit, and he died because he was just tired, says Collier's Weekly. He lost part of his grip on life when he laid down his pen as "The Bystander" a year ago, and a still more vital part of it when his wife, his faithful companion for forty years, died last September. To the last he was surrounded by friends, but the dear ones of his bosom had all gone before. The accident by which he broke his thigh may have hastened his end, but his chief disease was old age. He met death like a philosopher, adding nothing to those wistful doubts of a hereafter which he had written in many books and pamphlets. Toronto will miss the tall bent figure in the family barouche, behind the sleek horses, with the gray old family coachman on the box, which was Goldwin Smith's picture when he took an outing on an afternoon. Everybody knew by sight the sad old gentleman with the dropping mouth and the wan, inscrutable eyes, and some wondered why, with all his honors and riches, he should not look happy. They did not understand, perhaps, that the riddle of existence weighed heavily on him. Those in his circle will dwell on his old-fashioned courtesy and his delightful table talk, in which wit and learning and comradeship with the great men and great events of three countries came as naturally to the surface as bubbles on a deep pool. He conferred distinction on Toronto by setting aside all the English and American cities he might have chosen from to live in it. His home, The Grange—it becomes now, by his gift, the property of the city he loved—was a fitting frame for a fine old English gentleman who was also a scholar and a historian. It seemed only right that a house which had seen a hundred years of history and made some of it should harbor a man who could interpret history undistracted by the clamor of the times Anyone who has examined Goldwin Smith's lighter efforts will regret that he did not do more for belles lettres. Like Macaulay, he could have been a great novelist or a great poet, but, like Macaulay, his sense of duty called him to sterner work. He wrote history and political economy because he thought he could do more good that way, and, at that, he sacrificed part of his fame by writing on topics of purely current interest.

A present wrong to be righted, a present error to be combated, a present cause to be helped—any of these called more loudly to Goldwin Smith than the far-off tributes of posterity. But what he could do in the way of a monumental work he showed in "The United Kingdom." Although his fancy leaned to the primrose path of literature, he put it away from him and, of late years, did not even read the rising authors of fiction. To a reporter who asked him if he liked William de Morgan, he said: "Who is William de Morgan? You see, we're a little bit out of the world here." And he was vastly curious about the old man of seventy who could write four three-deckers all in a row. But otherwise the facts of a long life spent in observing provided his mind with what comedy and tragedy it needed to feed on, as indeed it does most old men's.

Goldwin Smith spent most of his literary energy on journalism. He had to have a paper or a magazine as other rich men have to have a yacht or a shooting preserve. The paper was the quickest, surest way of reaching the people. Being an eager champion ow what he thought right, Goldwin Smith took the short cut. He did not wait to publish his views on a live question in a book, six months after the subject might be dead. His career as a publicist in Canada is bound up with five papers in which he was the leading spirit. The last one was the "Weekly Sun," a high-class farmers' paper, in which Goldwin Smith's "Bystander" column was the front-page feature. Surely never did the farmers of Canada have such a guide before! George III wrote for an agricultural paper on farm topics as Mr. Robinson, but Goldwin Smith, applying the philosophy of history to the events of today, is even more notable. Another reason why Goldwin Smith had to have a newspaper of his own was that many of the things he thought he could not get into the Canadian newspapers. It was his fate to hold many opinions which ran counter to popular feeling. The trouble was that he was a philosophical historian, using cold, white logic, and the other people were patriots or politicians, swayed by interest and sentiment. Without going back one iota on his spoken views on any of the great questions, Goldwin Smith outlived the rancor he had aroused and won the love and esteem of those who had once made his name a hissing. There was no strife or bitterness to mar his sunset. He came to be regarded as the Admirable Crichton of Canada, but not as a political influence. He did much to dignify and elevate the newspaper profession in Canada. He practised courtesy of debate, and that, in time, had its effect. With the ease and money to follow a writing itch, he never wronged the workers in hodden gray by doing anything for nothing. He asked and took the market price for his output and then gave it away royally in charity. Goldwin Smith was a champion of liberty and democracy. It will stand to him for more merit that he was the champion of the oppressed, the life-long friend of the "under-dog." He was the greatest citizen of Canada. It is a pity that so much wisdom, learning and high character should be hid away in the grave.

RICE RECIPES

Some of the following recipes are rather new and some are old:—

Rice Pudding Without Eggs—Four tablespoonfuls of rice, four tablespoonfuls of sugarfi one quart of milk, one cupful of raisins. Bake rice, sugar and milk for one and one-half hours, then add raisins and bake another half hour Stir occasionally.

* * *

Cream of Rice Pudding—Three cupfuls of milk, thre tablespoonfuls of rice, one-half cupful of sugar, and nutmeg or vanilla flavoring. Wash the rice, put it with two cupfuls of cold water on back of stove until it comes to boiling point, then add the three cupfuls of milk, the sugar, and flavoring, and place pan in slow oven for three or four hours. Every time a crust forms on top stir it until just before taking from the oven. Eat hot or cold and without sauce.

* * *

Rice Snow Ball.—Cook six tablespoonfuls of rice until tender. Sweeten with two tablespoonfuls of sugar and add a pinch of salt. Pile on a low, flat dish. While hot have the white of one egg beaten with one tablespoonful of sugar. Spread over the rice. Set in the oven to glaze but not brown. The sauce: Stir together the yolk of one egg, one teaspoonful of flour, two tablespoonfuls of sugar thinned with one tablespoonful of water, then beat to a cream. Stir this into one cupful of boiling milk and flavor to taste.

* * *

Poor Man's Pudding.—One-half cupful of boiled rice, two eggs, one-half cupful of sugar, one tablespoonful of butter, two cupfuls of milk. Place butter in pudding dish and melt it. Beat eggs, sugar and salt together, add milk and rice, mix thoroughly, pour into pudding dish, and bake until firm and browned slightly. Serve warm or cold as preferred.

Refuses Rhodes' Bequest

The old adage that you may lead a horse to the water, but cannot make him drink, recurs as one reads the news that General Botha, the first premier of the United Colonies of South Africa, has refused to avail himself of the bequest which was made by Cecil Rhodes of a mansion at Cape Town to be occupied by the holder of this office. Possessed of an intense desire to see the map of the sub-continent tinted red, and to link up the Cape and Cairo under British influence, Rhodes foresaw the union of the four colonies, and anticipating that which today is an for an official residence at Cape-accomplished fact, made provision town.

In one of the prettiest suburban districts in Cape peninsula, over all of which towers the majestic Table Mountain, lies the estate of Groote Schuur, skirting the slopes of the mountain. The name (meaning "large granary") and the style of architecture of the house are both Dutch. The homestead, with its picturesque, red-tiled roof, its curiously shaped chimneys and white gables, its cool tesselated stoep, and dazzling white pillars, captivated the fancy of the great South African magnate and statesman, who after renting it for some time, acquired it for his permanent use when at the Cape.

Bit by bit, the Hon. Cecil Rhodes added to the estate, until at the time of his death, it comprised the finest part in South Africa. Inspired at all times by a sense of his stewardship, Rhodes shared his estate with the people and gave free access thereto. When the estate was being laid out he issued two thousand keys which were to be presented to reputable citizens, but when the gates and locks were all provided, he issued a yet more generous order, to the effect that the gates were not to be lockd. So the inhabitants of the Cape came into the enjoyment of pleasure grounds which meant as much as Regent's Park with its zoo to the Londoner, or the Park of St. Cloud to the Parisian. Stalking about on the slopes, separated from the visitor only by wire fences, are to be seen the zebra, the giraffe, the ostrich, the eland, and other animals which are there on their native heath; in fact the only caged one is the king of beasts.

The residence is situated near the entrance from a main road and, traversing a magnificent avenue of stately pines, the gables of the building are visible between the trees.

The mansion is not large as compared, say, with the White House, but it is of that solid type such as many a "Mynheer" of the Dutch East India Company would have built. It possesses that necessary adjunct to all South African homes, stately or humble, a stoep—a word which is retained by the English colonists. This stoep is tiled and columned, and being deep, affords a cool retreat when the sun's rays beat down pitilessly.

The interior of the house suggests the individuality of its founder. Everything is substantial; halls and corridors are flagged; the ceilings, beams and panels are mostly constructed in teak, and the furniture includes old Dutch "kists" (chests) for which Mr. Rhodes paid fabulous prices.

Amongst many interesting souvenirs of the history of the land are to be seen relics from the famous Zimbabye ruins, the elephant seal used by Lobengula, the Chartered Company's flag that Dr. Jameson carried through the first Matebele campaign, and an old drinking cup used by the directors of the Dutch East India Company.

Unfortunately, in 1896 a fire broke out and destroyed a portion of the house, as well as some valuable oil paintings, and Mr. Rhode's chest of papers. However, the damaged portion was re-constructed and the original scheme of design was adhered to, and now the roof has been tiled instead of thatched.

Over the portals of Goote Schuur is a striking bronze panel representing in relief, the arrival of Van Riebeck, the first Governor of the Cape. The entrance of the first Premier—also a Dutchman—would then have proved a happy association of ideas, and it is to be hoped that General Botha will allow wiser counsel to prevail.

KING GEORGE'S ALLOWANCE

Parliament has been considering alterations in the civil list of His Majesty King George. It is customary at the beginning of a new reign for a select committee of parliament to consider the financial needs of the Crown. This has just been done and the outcome of deliberations is given in the announcement made that the sum of $3,170,000 yearly will be provided for the maintenance of the royal family. This is an increase of $65,000 over the allowance made for King Edward for his household.

The report also recommends an appropriation of $275,000 to be spent in placing the royal palaces in a fit condition for the occupation of the king and queen.

Atlantic Steamship Agency

Through tickets and excursion rates to

England, France, Germany,
and all
Scandinavian Ports.

Call or write for rates to any part of the world. I am also agent for all American steamers to and from Prince Rupert; Northern Pacific Railway; Alaska Pacific Express.

J. H. ROGERS
General Steamship and Railway Agent, Prince Rupert, B.C.

Canadian Pacific R'y

Steamers leave Prince Rupert for Vancouver, Victoria, Seattle

Princess Beatrice, every Monday at 1 p.m.

Princess May or Princess Royal every Saturday morning.

Steamers leave Vancouver

Princess Beatrice every Thursday night.

Princess May or Princess Royal every Saturday night at 11 o'clock.

Union Steamship Co'y of B.C. Ltd.

The new Steel Passenger Steamer

"Camosun"

PRINCE RUPERT every Sunday at 9 a.m. for Vancouver, arriving Monday afternoon.

For Stewart City on arrival from Vancouver Friday night.

Northbound, leaves Vancouver Wednesdays at 9 p.m.

Steerage Fare $5.00

The "Camosun" is the only steamer on the run having water-tight bulkheads and double bottom, thus ensuring safety of passengers in case of collision or wreck.

J. H. ROGERS, Ticket Agent

HAYNOR BROS.
FUNERAL DIRECTORS
and
PROFESSIONAL EMBALMERS

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

WM. S. HALL, L. D. S. D. D. S.
:-: DENTIST :-:
Crown and Bridge Work a specialty. All dental operations skillfully treated. Gas and local anaesthetics administered for the painless extraction of teeth. Consultation free. Offices: Rooms 19 and 20, Alder Block, Prince Rupert.

J. H. PILLSBURY
CIVIL ENGINEER
Surveying, Designs, Estimates, etc.
Room 7, Exchange Block, Corner Third Ave and Sixth Street Prince Rupert

G. W. NICKERSON & CO.
CUSTOMS AND MERCHANDISE
Brokers, Forwarding Agents, Storage, etc.

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

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

The Thompson Hardware Co.

—SECOND AVENUE—

Paints. General Hardware, Oils, Stoves and Ranges.

Fred Stork

General Hardware

...Complete Line of...

VALVES

Pipe and Pipe Fittings

The Washington Cafe

A PLACE TO EAT

Seats For Ladies
Everything Clean and Tasty
Prices Reasonable

W. F. CARPENTER, PROPRIETOR
Second Avenue, rear Seventh Street

Some Rock Bottom Prices

See Us For Investment

Rupert City Realty & Information Bureau, Ltd.
PRINCE RUPERT, B. C.

CANCELLATION OF RESERVE

NOTICE is hereby given that the reserve existing on Crown lands in the vicinity of Babine Lake, situate in Range 5, Coast District, notice of which was published in the British Columbia Gazette, dated December 17, 1908, is cancelled in so far as said reserve relates to lots numbered 1519, 1518, 1517, 1516, 1515, 1510, 1507, 1506, 1506A, 1503 1501, 1502, 1512, 1511, 1505, 1504, 1513, 1514, 1509, 1508, 1530, 1527, 1528, 1529, 1531, 1532, 1533, 1534, 1535, 1537, 1539, 1536, 1538, 1540, 1541, 1544, 1543, 1545, 1546, 1542, 1547, 1548, 1549, 1550, 1520, 1521, 1522, 1523, 1524, 1525, 1526, and 1551.

ROBERT A. RENWICK,
Deputy Commissioner of Lands.
Lands Department,
Victoria, B. C., June 16th, 1910.
(First insertion July 5.)

DISSOLUTION OF PARTNERSHIP

TAKE NOTICE that the verbal partnership heretofore subsisting between the undersigned, Arthur F. Rowe who was to furnish the Planer, and F. E. Cowell who was to furnish the Power, at the site of the B. C. Tie & Timber Company's saw mill at Seal Cove, in the town of Prince Rupert, B.C., has this day been mutually dissolved, A. F. Rowe collecting all accounts and paying only expense of labor since installation of plant.

Dated this ninth day of July, 1910.

ARTHUR F. ROWE
FRED E. COWELL.

For Diamonds,

Wedding Rings, Wedding Presents, High-Class Jewelry, and all makes of High Grade Watches, go to

C. B. WARK

The Reliable Jeweler.

Watch Repairing a Specialty

Municipal Notice

TAKE NOTICE that the Council of the Municipal Corporation of the City of Prince Rupert, intends to make the following local improvement:—

A sixteen-foot plank roadway along Hays Cove Avenue, from its intersection with Sixth Avenue, thence along Eighth Avenue to Kelliher Street.

Also

The necessary grading to reduce cut between Immanuel and Kelliher Streets to sub-grade; and to assess the final cost thereof upon the property fronting or abutting thereon, or to be benefitted thereby, and that a statement and diagram showing the lands proposed to be so especially assessed for the said improvements, or work, is now filed in the office of the City Clerk, and is open for inspection during office hours.

The estimated cost of the worn is $31,600.00.

Dated at Prince Rupert this 22nd day of July, A.D. 1910.

ERNEST A. WOODS,
City Clerk.

Jy22

HON. L. P. BRODEUR, MINISTER OF MARINE AND FISHERIES

PRINCE GEORGE NOW

New G.T.P. Steamer to Leave Vancouver Tonight for This Port.

Vessel is Close Copy of the Prince Rupert Now on the Run From the South

The Prince George, the sister ship to the Prince Rupert, will leave Vancouver tonight on her initial run to what will be regarded as her home port, Prince Rupert. With two steamers like those of the G. T. P. service on the run from the south, the residents of Prince Rupert should feel grateful. Never in the history of the world has there been provided for the convenience of a city the size of this port anything like the service that the G. T. P. is putting on in these two vessels.

It shows the faith the company has in the future of this as a shipping centre and likewise is a promise of a most progressive policy on the part of the company.

The Prince George is expected to reach here Sunday at noon.

Like her sister ship, the Prince George is one of the handsomest vessels which will ply on this coast.

She is a twin screw steamship and is rigged after the fashion of a fore-and-aft schooner with three smokestacks, straight stem, and cruiser stern.

On the shelter and shade decks are long steel houses, giving accommodation for first class passengers, along with elaborately decorated public rooms, which are a special feature of the vessel. The upper deck house is designed so as to give ample space for promenading at the sides and around the ship.

The hull is fashioned with remarkably fine lines forward and a clear run aft so as to obtain the highest speed commensurate with the power of the engines.

A cellular double bottom is fitted for a considerable distance amidships, divided into eight compartments, and these, together with the specially arranged triming tanks of large capacity, enable the vessel to carry more than 600 tons of water ballast, besides affording increased security against grounding.

The hull is diveded by watertight bulkheads into nine compartments so that the safety of the vessel in the event of any compartment being damaged is assured. Steel bulkheads, extending to the main deck, completely separate the freight space from the parts of the ship occupied by the passengers and crew.

There are five decks, lower, main, shelter, shade and boat decks. The main and shelter decks are of steel sheathed with wood for a considerable length amidships, the other decks are of wood with steel tie plates.

A complete instalaition of an ice and refrigerating plant is fitted in conjunction with cold storage chambers of about 4,500 cubic feet capacity for carrying ship's provisions.

The life saving aquipment and fire fighting apparatus have received special attention.

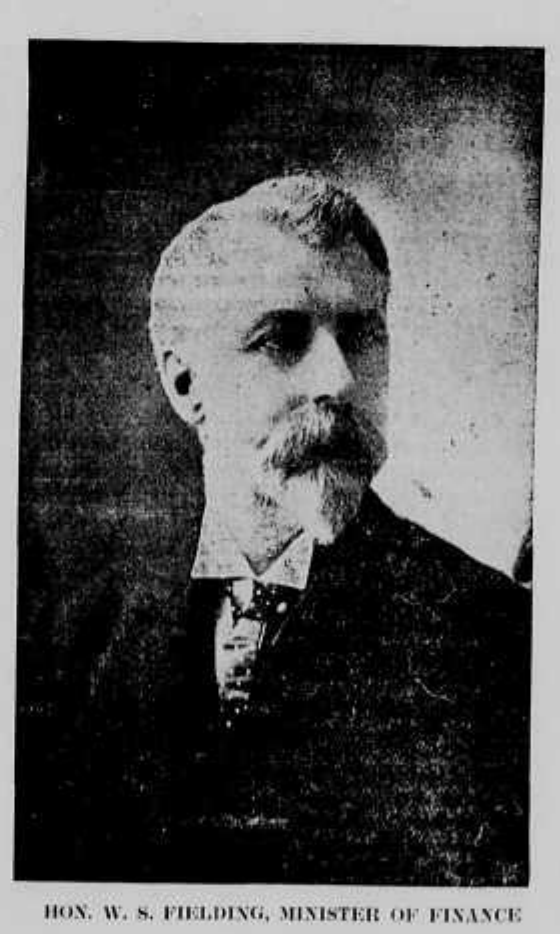
A system of wireless telegraphy capable of being operated from storage batteries independent of the dynamos also has been installed, so that constant communication can be kept up with stations on the shore.

The length of the Prince George over all is 320 feet; breath, extreme 42.3 feet; depth molded to shelter deck, 25 feet; gross tonnage, 3,380 tons; deadweight carrying capacity 1,100 tons; water ballast, 606 tons She is equipped with twin screw engines, triple expansion four cylinders and cranks, balanced on the Yarrow Schilick and Tweedy system to ensure smooth running without vibration. Her indicated horsepower is 6,000.

The Prince George has two large double-ended and two large single-ended boilers of 180 pounds working pressure. The speed derived from the engines is eighteen and one-half knots. Her passenger accommodations are [illegible] and 152 second-class, [with promenade space for 1,500 excursionists.

Universities to Confer

Oxford, Cambridge and London universities are inviting representatives of several universities of the empire to join them in a conference in London in 1912.



HON. W. S. FIELDING, MINISTER OF FINANCE

TITLE OF PEACEMAKER

It Was First Bestowed on Edward VII. by Alder Anderson in 1904

The title of "Peacemaker," which so advirably synthetizes the late King Edward VII's beneficent influence on the march of human progress—a title by which there is no doubt he will be remembered as long as history lasts—appears to have been first bestowed upon him by Alder Anderson, late editor of the Grand Magazine, who came into intimate contact with His Majesty during the memorable visit to Paris in May, 1903.

In an article in the London Windsor Magazine for February, 1904, by Alder Anderson, on "The Millinery of the Law," there is the following sentence:

"When King Edward, the Peacemaker, paid the first of that historic round of visits last year, the Portuguese court, in order to do honor to its great, decided to put all the coastmen into curly white wigs, and no less than forty-four of these aids to dignity were dispatched in hot haste to Lisbon from Star Yard."

Mr. Anderson can flatter himself that his trouvaille did not fall upon deaf ears.

For Job Printing of all kinds see the Journal man.

Personals

Mr. and Mrs. George Morrow and family returned from Vancouver on the Prince Rupert.

* * *

Mr. Cue, a well known mining engineer of Victoria, is in the city. He has been up the Skeena as far as Hazelton looking over the prospects.

* * *

W. J. Goepel, inspector of offices under the provincial government, was in the city this week. He has now gone to the Queen Charlotte Islands.

* * *

Judge Young has gone to Hazelton to hold court. W. E. Fisher, crown prosecutor, and Chief Constable Wynn of the provincial police, are also in attendance.

* * *

J. A. Anderson, auditor general of the province, reached the city by the Prince Rupert on a tour of inspection. He will, after inspecting the books at Stewart, return to this city.

* * *

Mr. and Mrs. Jack Chisholm left for the south is morning on the Prince Rupert. They will spend several weeks vacation with friends in Washington and Oregon.

* * *

Miss Warren, daughter of Capt. Warren, the founder of the Boscowitz Steamship company, was a passenger on the Venture on her last trip.

* * *

Mrs. (Dr.) Ernest Hall, of Victoria, accompanied by her two sons, was a passenger on the Venture this week. She will pay a visit to Port Simpson and later spend some time with friends in Prince Rupert.

* * *

William Stevenson, pastor of the Emmanuel Baptist church in Victoria, was a visitor in Prince Rupert for a few hours Wednesday evening. He was a passenger on the steamer Venture and continued on the trip north from here. Mr. Stevenson is a very matter of fact clergyman. He has broad views and takes an intense interest in the affairs of the world. Prince Rupert was full of interest for him and he covered as much of the place as he could in the limited time as his disposal. He is full of faith regarding the future of this city and the whole of Northern British Columbia.

REPRESENTS CANADA

Hon. W. S. Fielding Will Attend International Congress on Navigation in Brussels.

Hon. L. P. Brodeur Finds it Impossible to be Present—Will Visit the Great Lakes

Ottawa, July 22.—Hon. L. P. Brodeur will leave early next month on a tour of inspection of the Great Lakes, going as far as Port Arthur.

He will thus be unable to attend the International Congress on Navigation which is to meet in Brussels at the end of July.

Hon. W. S. Fielding will attend the convention as the representative of Canada and will support the delegates from the United States to have the next congress held in Philadelphia in 1912. He will also extend an invitation to the congress to visit Canada's maritime navigation channels.

SPORTS

SHOOTING SEASON

A little over a month and the hunting season will be on. According to the 1910 game laws the first legal day of shooting ducks, geese and snipe will be on September 1. This regulation refers to the mainland, but on Vancouver Island the season will not open until two weeks later.

Except in the Cowichan electoral district and in the Islands electoral district, with the exception of the municipality of North Saanich, it is against the law to shoot cock pheasants throughout the province.

Columbian or coast deer shooting will be legal on the mainland on and after September 1, but in some portions of Vancouver Island the season will open two weeks later.

Following are the regulations under the Game Act for the open and close seasons during 1910:

Grouse of all kinds may be shot on Vancouver Island, the islands adjacent thereto, and the Islands electoral district, between 15th September and 31st December, both days inclusive, with the exception of willow grouse in the Cowichan electoral district. Blue and willow grouse in the Richmond, Dewdney, Delta, Chilliwack and in that portion of the Comox, electoral districts on the mainland, and islands adjacent thereto, on Texada island, and in that portion of Kent municipality situate in Yale electoral district, between the 15th October and 31st December, both days inclusive. All kinds in the Fernie and Cranbrook electoral districts may be shot only during the month of October. Blue and willow grouse and ptarmigan may be shot throughout the remainder of the mainland between 1st September and 31st December, both days inclusive.

Prairie chicken may be shot throughout the province during the month of October.

Ducks, geese and snipe may be shot throughout the mainland and the islands adjacent thereto between 1st September and 28th February, both days inclusive. Duck of all kinds and snipe may be shot on Vancouver Island and islands adjacent thereto, and in the islands electoral district, between 15th September, 1910, and 28th February, 1911, both days inclusive, the geese at any time.

Columbian or coast deer may be shot on Vancouver Island, the Islands adjacent thereto, and the Islands electoral district, between September 15th and December 15th, both days inclusive. Throughout the remainder of the province, except the Queen Charlotte Islands, they may be shot between September 1st and December 15th, both days inclusive.

Wapiti are not allowed to be shot anywhere in the province.

Sale of game—Columbia or coast deer may be sold on the mainland only between September 1st and November 15th, both days inclusive.

Ducks, geese and snipe may be sold throughout the province during the months of October and November only.

Nothing contained in the regulations affects Waien Island, the Yalakom game reserve in the Lillooet district or the Elk river game reserve in the East Kootenay district.

PROVINCIAL TAXES

Victoria.—Provincial taxes paid before the expiration of the special discount period amounts to nearly $1,500,000. The receipts from Victoria alone amounted to $332,000.

A NATIONAL DANGER

Sir Byron Walker Sounds Warning to People of Canada.

In a message to the people of Canada in the Toronto Globe, Sir Byron E. Walker, president of the Canadian Bank of Commerce, says:

We are becoming accustomed to the idea that we possess the area of cultivable soil and other natural resources necessary to support one of the largest of the nations in the western half of the world. We are receiving new population at a rate quite as large as we can care for, having regard to those already in Canada.

We are told that we are to feed nations whose food supply will become exhausted, and we are to supply, if we will, raw materials in order that the wheels of other countries may not be idle. We also have the water power, the raw material and the quality of labor which will make us one of the greatest of the manufacturing countries in the western world. We have a climate fit to produce a great race physically. We are rapidly conquering the difficulties of transportation on our own land and water, and we are linking ourselves with the rest of the world across the various oceans. We have a sound system of law, a system of education doubtless inadequate to our needs, but improving, an excellent banking system, and our national credit is so great as to be a possible source om danger. If we can but conserve our resources we are, therefore, assured of material prosperity. Indeed, it seems so sure that we shall be one of the richest of the newer nations that we are rapidly becoming a vain and self-satisfied people.

But while these brilliant prospects are well founded, is it all right with us as a nation? I am sure that all is not right. We have seen a democracy which began with almost the noblest principles ever declared in a national manifesto, and which certainly was far from believing that money was a measure of national greatness, become by too much devotion to money making, a vast nation of discontented people ruled by a few plutocrats.

Is this to be our future? Is not our measure of success today largely one of money? What is the use of denying that we are at present too much in love with material prosperity? But we are not so grossly in love with it as our friends to the south. We can still recall the time when a large part of our people had other ambitions. We still recognize that no nation built on material prosperity alone can endure.

When we find a man who has devoted his life only to making money, and who has not created anything worth while in doing so, who cannot read books, enjoy beautiful things or indulge in sport, we know that he has thrown his precious life away. What, then, must be the fate of a nation which does not give due place to the intellectual and the artistic in life?

The writer has spent nearly fifty years in a business in which money is the chief concern. He has spent much of his life in the study of our industries and in the acute study of the balance sheets of industrial concerns. He certainly does not undervalue industrial effort of the money arising from it. It was Kate Greenaway in one of her poems for children who said the wise think about money "It's bad to have money; it's worse to have none"—bad to have too much and worse to have too little.

One of the greatest aids in our nation-building will be our industrial prosperity, but let us remember that this prosperity should be like three meals a day to a workingman. It should merely give us a basis on which to do the real work of the nation. And the real work is to build up the intellectual life of our people; to create teachers, jurists, legislators, philosophers, scientific investigators and artists; military leaders and soldiers for our national defence; great administrators of public trusts; and generally, men who whether on the platform, in the counting house, or in the market place, are not ashamed to urge the supreme importance of character.

TAKING THE CENSUS

The next census of Canada will be taken under date of June 1, 1911, and will embrace the subjects of population, mortality, agriculture, manufactures, mineral, fisheries and dairy products.

Population will be recorded under the heads of residence and personal description; citizenship, nationality and riligion; profession, occupation, and trade or means of living; wage-earning and insurance; education and language spoken, and infirmities.

Every person living on June 1 will be entered on the schedule of population by name, as member of a family, institution or household, together with place of habitation, sex relationship to head of the family or household, and whether single, married widowed, divorced or legally separated. The month of birth, year of birth and age at last birthday will also be recorded.

Entries will be made for each person to show the country or place of birth, year of immigration to Canada if born elsewhere, year of naturalization if formerly an alien, and also racial or tribal origin, nationality and religion. Every person of alien birth who has become a naturalized citizen is a Canadian by nationality, and every British subject with residence in Canada, as well as every native of Canada who has acquired citizenship by birth or naturalization is also a Canadian by nationality. But there is no Canadian by racial or tribal origin, unless the Indians are so counted.

Every person having an occupation or trade will be entered for it, but if employed in the census year at some other occupation for part or whole time he will be so recorded also. If the person is working on his own account, the entry will be so made. An entry is also required to be made showing where the person is employed, as on farm, in woolen mill, at foundry shop, at drug store, etc.

Wage-earners are entered to show the number of hours employed in 1910 at chief occupation or trade; at other than chief occupation, if any; the hours of working time per week at chief occupation, or at other occupation, if any; the total earnings in 1910 at chief occupation; the total earnings at other than chief occupation, and the rate per hour when employed by the hour.

Entries are required to be made for each person showing the amount of insurance held at date of the census upon life, as well as against accident or sickness, together with the cost of such insurance in the census year.

Under the heading of education and language records will be taken for every person of five years of age and over, showing the number of months at school in 1910, and if the person can read and write, and the language commonly spoken by each person. The cost of education in 1910 for persons over 16 years of age at college, convent or university it also called for.

The last question on the schedule of population relates to infirmities. It calls for a record of each person having an infirmity. If blind, deaf and dumb, crazy or lunatic, idiotic or silly, a record thereof will be made in the proper column, and the age at which the infirmity appeared is required to be specified.

Increasing Navy

During the next few weeks a large number of ships will be added to the effective strength of the British navy, and many others will pass important stages in their construction.

The sixteen torpedo-boat destroyers of the Beagle type are confidently expected to be in commission by the end of August. Several have already run their preliminary trials. These vessels vary in displacement from 890 to 940 tons (that is to say, from 220 to 270 tons larger than the heaviest German destroyer yet commissioned).

The contract speed is 27 knots, but swiftness has been deliberately sacrificed in order to secure good seakeeping qualities and long staying powers. They will carry 160 tons of fuel, compared with the 75 to 100 tons of the 33 knot Tribe class.

Five new fast protected cruisers are also nearing completion, these being the Newcastle, Liverpool, Glasgow, Gloucester and Bristol. The first-named will be commissioner in August and the others will before the end of the year. They are the first protected cruisers to be added to the navy since 1902.

On July 20 the unarmored cruiser Blonde will be launched at Pembroke dockyard; on August 6 the great Dreadnought cruiser Lion will be launched at Devonport dockyard; and it is believed that the battleship Orion—the first British ship to have all her turrets on the center-line—will be launched on the same day at Portsmouth. She will certainly be launched in the first fortnight of August.

Further towards the end of the year the battleship Neptune and the Dreadnought cruiser Indefatigable will be passed into commission. We shall then have a complete squadron of Dreadnoughts in home waters.

All previous records at Messrs. John Saul White & Co.'s yard at Cowes have been beaten by the rapid building of the new ocean-going destroyed Redpole, which was launched yesterday. Despite the fact that the firm are busy with two similar vessels, it has been completed in a little over six months.

—o—

Thomson—I see that some genius has invented a musical motor car.

Robinson—I wonder what tunes it will play?

Thomson — Oh, breakdowns, I think.

TO SCALE MOUNT ROBSON

Messrs. Mumm and Collie, of London, Eng., will make a second attempt to scale Mount Robson, the highest peak in the Rockies, this sumemr. They reached Edmonton with a Swiss mountain guide and will go west on the G. T. P. They expect to be away seven weeks. Mount Robson is in the heart of the Yellowhead Pass, and the undertaking is beset with dangers.

Only one successful attempt has been made to scale the peak and that by a Canadian, Rev. Mr. Kinney, of British Columbia, last year, who risked his life many times and nearly starved, taking two days to make the trip to the summit and back.

Mount Robson can be easily seen from the projected line of the G. T. P., and according to Mr. Kinney and others who have so examined it, is a magnificent sight. It will be one of the many scenic attractions along the line of the G. T. P. through British Columbia.

LAND LEASE NOTICE

Skeena Land District—District of Coast.

TAKE NOTICE that The Canadian Fish & Cold Storage Company Ltd., of Vancouver, occupation Mercantile and Manufacturing, intends to apply for permission to lease the following described land:—Commencing at a post planted at high water mark on the westerly side of Prince Rupert Harbor and distant about 110 chains from the north-east corner of Lot 443, thence west 20 chains, thence south 20 chains, thence east 5 chains, more or less to high water mark, thence following along the high water mark to the point of commencement and containing 20 acres more or less.

The Canadian Fish and Cold Storage Company, Limited.
J. H. Pillsbury, Agent.
Dated June 20th, 1910. Jy12

LAND PURCHASE NOTICES

Skeena Land District—District of Cassiar.

TAKE NOTICE that Reginald Davey, of Vancouver, B. C., occupation machinist, intends to apply for permission to purchase the following described lands, in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the north-west corner and about 6¼ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence south 80 chains, thence east 80 chains, thence north 40 chains, thence west 40 chains, thence north 40 chains, thence west 40 chains to a point of commencement, and containing 480 acres (more or less).

REGINALD DAVEY.
James W. Smith, Agent.
Dated May 30, 1910. Jy8

Coast Land District—District of Skeena.

TAKE NOTICE that Elijah Rounds, of Victoria, B.C., occupation stewart, intends to apply for permission to purchase the following described lands:—Commencing at a post planted one-half mile north, and one-half mile east, of Nettie A. Lairds N. E. corner of application to purchase, and 300 feet east of Anaham Lake trail, marked E. R.'s south-west corner, thence 40 chains east, thence 40 chains north, thence 40 chains west, thence 40 chains south to point of commencement, and containing 160 acres, more or less.

ELIJAH ROUNDS.
Vincent M. Schibner, Agent.
Dated May 25, 1910. jn25

LAND PURCHASE NOTICES

Skeena Land District—District of Cassiar.

TAKE NOTICE that Phillip Williams, of Sydney, Nova Scotia, occupation accountant, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein ley:—Commencing at a post planted at the S. E. corner and about 16½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to point of commencement, and containing 640 acres, more or less.

PHILLIP WILLIAMS.
James W. Smith, Agent.
Dated June 4, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Annie Grieve, of Victoria, B. C., occupation married woman, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the N. W. corner, and about 17½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence south 40 chains, thence east 40 chains, thence south 40 chains, thence east 40 chains, thence north 80 chains, thence west 80 chains to point of commencement, and containing 480 acres, more or less.

ANNIE GRIEVE.
James W. Smith, Agent.
Dated June 4, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that John Cox, of Monarch, Alberta, occupation farmer, intends to apply for permission to purchase the following described lands, situated in the vicinity of Kitwancool or Chean Wein Valley:—Comencing at a post planted at the north-west corner and about five and one-quarter miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence 80 chains south, thence 80 chains east, thence 80 chains north, thence 80 chains west to point of commencement, and containing 640 acres, more or less.

JOHN COX.
James W. Smith, Agent.
Dated May 30, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that James Alexander McDonald, of Monarch, Alberta, occupation farmer, intends to apply for permission to purchase the following described lands, situated in the Kitwancool or Chein Wein Valley:—Commencing at a post planted at the N. E. corner about five and one quarter miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to point of commencement, and containing 640 acres, more or less.

JAMES ALEXANDER McDONALD
James W. Smith, Agent.
Dated May 30, 1910. Jy5

Coast Land District—District of Skeena.

TAKE NOTICE that I, Ernestine A. Roney, of Prince Rupert, occupation married woman, intend to apply for permission to purchase the following described lands:—Commencing at a post planted on the north bank of the Skeena River about half a mile south of Geo. T. Church's pre-emption, thence west 10 chains, thence north 40 chains, thence east to the Skeena River; thence south-west following the bank of the Skeena River to the place of beginning, and containing about 80 acres.

ERNESTINE A. RONEY, Locator.
W. A. Roney, Agent.
Dated July 7th, 1910. Jy22

Coast Land District—District of Skeena.

TAKE NOTICE that I, J. Adolph Perry, of Vancouver, B.C., occupation book-keeper, intend to apply for permission to purchase the following described lands:—Commencing at a post planted on the north bank of the Skeena River, about a mile west of Lot 31, thence north 40 chains, thence east 80 chains to lot 31, thence south 40 chains to bank of Skeena River, thence west about 80 chains following north bank of Skeena River to point of commencement, and containing about 320 acres.

J. ADOLPH PERRY, Locator.
Wm. A. Roney, Agent.
Dated July 16th, 1910. Jy22

Coast Land District—District of Skeena.

TAKE NOTICE that I, Mary M. Roney, of Stillwater, Minnesota, U. S.A., occupation married woman, intend to apply for permission to purchase the following described lands. Commencing at a post planted on the north bank of the Skeena River at the south-east corner of Geo. T. Church's pre-emption, thence north 40 chains, thence east 40 chains, thence south to the bank of the Skeena River, thence south-west following the Skeena River to the place of beginning and containing about 120 acres.

MARY M. RONEY, Locator.
W. A. Roney, Agent.
Dated July 8th, 1910. Jy22

Skeena Land District—District of Cassiar.

TAKE NOTICE that Violet Geiger, of Victoria, B. C., occupation married woman, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the N. W. corner and about 23½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence south 80 chains, thence east 40 chains, thence north 40 chains, thence east 40 chains, thence north 40 chains, thence west 80 chains to point of commencement, and containing 480 acres, more or less.

VIOLET GEIGER.
James W. Smith, Agent.
Dated June 7th, 1910. Jy8

LAND PURCHASE NOTICES

Skeena Land District—District of Cassiar.

TAKE NOTICE that Pearl Caspell of Cayley, Alberta, occupation married woman, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the N. E. corner and about 15½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence south 80 chains, thence west 40 chains, thence north 40 chains, thence west 40 chains, thence north 40 chains, thence east 80 chains to point of commencement, and containing 480 acres, more or less.

PEARL CASPELL.
James W. Smith, Agent.
Dated June 3, 1910. jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Mary Brown, of Vancouver, B.C., occupation married woman, intends to apply for permission to purchase the following described lands in the vicinity of the Kitwancool or Chean Wein Valley:—Commencing at a post planted at the North-east corner and about ten miles distant in a north-westerly direction from the north end of the Kitwancool lake, thence south 80 chains, thence west 40 chains, thence north 40 chains, thence west 40 chains, thence north 40 chains thence east 80 chains to point of commencement, and containing 480 acres, more or less.

MARY BROWN.
James W. Smith, Agent.
Dated June 1, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that John Henderson, of Vancouver, B. C., occupation agent, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the S. W corner and about 25 miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence north 80 chains, thence east 40 chains, thence south 80 chains, thence west 80 chains to point of commencement and containing 320 acres, more or less.

JOHN HENDERSON.
James W. Smith, Agent.
Dated June 7th, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Laura Gordon of Victoria, B. C., occupation married woman, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the N. E. corner and about 18 miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence south 40 chains, thence west 40 chains, thence north 40 chains, thence east 40 chains to the point of commencement, and containing 160 acres, more or less.

LAURA GORDON.
James W. Smith, Agent.
Dated June 4, 1910. jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Walter Marke of Toronto, Ont., occupation traveller, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the N. E. corner and about 27½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to the point of commencement and containing 640 acres, more or less.

WALTER MARKE.
James W. Smith, Agent
Dated June 8th, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Richard Howie, of Vancouver, B. C., occupation dentist, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the N. E. corner and about 24½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to the point of commencement, and containing 640 acres, more or less.

RICHARD HOWIE.
James W. Smith, Agent.
Dated June 7th, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Sandford Burton, of Vancouver, B. C., occupation mining engineer, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley: — Commencing at a post planted at the N. E. corner and about 23½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to point of commencement and containing 640 acres, more or less.

SANDFORD BURTON.
James W. Smith, Agent.
Dated June 7th, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Norman Cleland, of Vancouver, B. C., occupation printer, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Comencing at a post planted at the S. E. corner and about 26½ miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to the point of commencement, and containing 640 acres, more or less.

NORMAN CLELAND.
James W. Smith, Agent.
Dated June 8th, 1910.

LAND PURCHASE NOTICES

Skeena Land District—District of Cassiar.

TAKE NOTICE that Ethel Welsh, of Vancouver, B. C., occupation married woman, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the south-east corner and about 10 miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to point of commencement and containing 640 acres, more or less.

ETHEL WELSH.
James W. Smith, Agent
Dated June 1st, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Henry Welsh, of Vancouver, B. C., occupation printer, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the S. E. corner and 11 miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to point of commencement, and containing 640 acres, more or less.

HENRY WELSH.
James W. Smith, Agent.
Dated June 2, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Frederick Welsh, of Vancouver, B. C., occupation clerk, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the north-east corner about 11 miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence south 80 chains, thence west 40 chains, thence north 80 chains, thence east 40 chains to point of commencement, and containing 320 acres, more or less.

FREDERICK WELSH.
James W. Smith, Agent
Dated June 2, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that James Welsh, of Vancouver, B. C., occupation machinist, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the N. W. corner and about 12 miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence south 80 chains, thence east 20 chains, thence north 80 chains, thence west 20 chains to the point of commencement and containing 160 acres, more or less.

JAMES WELSH.
James W. Smith, Agent.
Dated June 2, 1910. Jy8

Skeena Land District—District of Cassi.

TAKE NOTICE that Marguerette Burns, of Vancouver, B. C., occupation married woman, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the N. E. corner and distant about 12 miles in a north-westerly direction from the north end of Kitwancool Lake; thence south 80 chains, thence west 20 chains, thence north 80 chains, thence east 20 chains to point of commencement, and containing 160 acres, more or less.

MARGUERETTE BURNS.
James W. Smith, Agent.
Dated June 2, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that Charles F. Burns, of Moncton, New Brunswick, occupation auditor, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley: — Commencing at a post planted at the south-west corner and about 12 miles distant in a north-westerly direction from the north end of Kitwancool Lake; thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement, and containing 640 acres, more or less.

CHARLES F. BURNS.
James W. Smith, Agent.
Dated June 2, 1910 Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that James Jardine, of Vancouver, B. C., occupation merchant, intends to apply for permission to purchase the following described lands in the vicinity of Kitwancool or Chean Wein Valley:—Commencing at a post planted at the N. W. corner and about 13 miles distant in a north-westerly direction from the north end of Kitwancool Lake, thence south 80 chains, thence east 80 chains, thence west 80 chains to point of commencement, and containing 640 acres, more or less.

JAMES JARDINE.
James W. Smith, Agent.
Dated June 2, 1910. Jy8

Skeena Land District—District of Cassiar.

TAKE NOTICE that John McDiarmid, of Lucknow, Ont., occupation farmer, intends to apply for permission to purchase the following described lands in the vicinity of the Kitwancool or Chean Wein Valley:—Commencing at a post planted at the S. W. corner and about 13 miles distant in a north-westerly direction from the north end of Kitwancool Lake; thence north 80 chains, thence east 40 chains, thence south 80 chains; thence west 40 chains to point of commencement, and containing 320 acres.

JOHN McDIARMID.
James W. Smith, Agent.
Dated June 2, 1910. Jy8

THE ELECTRIFICATION OF RAILWAYS

"The Electrification of Railways," is the title of an exhaustive and valuable paper by Mr. George Westinghouse, which, as president of the American Society of Mechanical Engineers, he has prepared for the joint meeting of that body and the British Institution of Mechanical Engineers, to be held in England during the present month. The purpose of the paper is to recommend to the consideration of railway engineers and those in authority, the pressing need of a prompt selection of those standards of electrification which will render possible a complete interchange of traffic in order to avoid difficulties and delays declared to be certain to arise unless some common understanding is arrived at very shortly.

"Having been identified with railway operations for over forty years, and with the development of the electrical industry for twenty-five years, I feel the time is ripe for the selection of an electrical system for universal application," says Mr. Westinghouse.

"But the great difficulty in the electrification of standard railways is no longer the engineering problem, it is the financial question, requiring a combination of the highest engineering and commercial skill.

"To insure interchange of traffic, the fundamental requirements so far as the operation of a steam railroad is concerned, with full regard for safety, speed and comfort, are few in number, and are covered by the following: A standard gauge of track; a standard of interchangeable type of coupling for vehicles; a uniform interchangeable type of brake apparatus; interchangeable heating apparatus; a uniform system of train signals. The additional fundamental requirements for electrically operated railways are: A supply of electricity of uniform quality as to voltage and periodicity; conductors to convey this electricity so uniformly located with reference to the rails that, without change of any kind, an electrically fitted locomotive or car of any company can collect its supply of current when upon the lines of other companies; uniform aparatus for control of electrically fitted locomotives or cars from different lines can be operated together from one locomotive or car.

Different Systems

Three important electrical systems for the operation of railways have been put into practical operation, all using alternating current in whole, or in part. These systems are: The continuous or direct current system, usually spoken of as the "third-rail" system, which employs alternating current for transmitting power when the distance is considerable: the three-phase alternating current system with two overhead trolley wires, and the single phase, alternating current high tension system with a single overhead trolley wire.

"The complete electrification of a railway will necessitate a rearrangement of ideas and practices in regard to operations. Coaling and watering places will not be needed; passenger trains will be differently composed, some classes being of less weight; and will operate more frequently, thus promoting travel; other trains will be heavier than at present, or will operate at higher speeds; and branch lines, by the use of electrically fitted cars, can be given a thorough service not now enjoyed.

"The movement of freight will undergo great chances, due to the fact that electric locomotives can be constructed with great excess of capacity enabling them to move longer trains at schedule speed on rising gradients.

"The large percentage of shunting operations due entirely to the use of steam locomotives will not longer be required.

Co-operative Plan

"The railway companies can combine upon some co-operative plan for the generation of electricity, thereby effecting large savings in capital expenditures; and can utilize their own rights-of-way for the transmission of the current, not only for the operation of trains, but for many other useful purposes.

"Notwithstanding the fact that great strides have already been made in cheapening the cost of generating electricity by steam engines, I foresee, from the progress made in the development of gas and oil engine power, a still further reduction in cost which will accelerate the work of electrifying existing railways.

"One important aspect of this great question will engage the thoughtful consideration of every government, namely, the military necessity for uniform equipment in time of war.

"The most important installation of the single-phase system is that of the New York, New Haven & Hartford railway, leading out of New York city. Practically all the railroad service between New York and Boston, as well as the New England States, is over the four tracks of this railroad. The trains pass into the Grand Central station in New York over the lines of the New oYrk Central & Hudson River railroad, which is electrically equipped with the third rail system for operation by direct current at 650 colts. Selection of the system for the New Haven railroad was restricted by the necessity of operating the New Haven trains over the New York Central tracks, but the decision was in favor of the single-phase system, nothwithstanding the limitation that the locomotives must operate successively both by single phase current and direct current.

Now in Use

"The trains of the New Haven system leaving the Grand Central station pass over twelve miles of the tracks of the New York Central system, operating from the third rail by direct current. They then pass to the New Haven tracks at full speed, receiving alternating current at 11,000 volts from the overhead trolley wires which extend twenty-one miles to Stamford, a total distance of thirty-three miles from New York, this being the end of the initial installation of the single-phase system.

"The power house is located near the Stamford end of the electrified section, and contains four 11,000-volt turbo-generators, having an aggregate capacity of over 16,000 kw. The current passes directly from the generators to the trolley wires.

"There are forty-one locomotives in regular operation, and also four motor cars, with trail cars operating on the multiple unit system in suburban service. The alternating current is taken from the overhead trolley wire by a pantagraph, which presses a shoe against the wire. The direct current on the New York Central zone is obtained from the third rail by means of ordinary sliding contact shoes. Both the pantagraph and the contact shoes are manipulated by compressed air.

"For reasons of economy in operation the locomotives were built under the requirement that each should be capable of hauling a 200-ton train from New York to New Haven, making all station stops in accordance with the regular schedules, or an express train of 250 tons, and that the locomotives should be so arranged that two or more could be operated by a single engineer for the movement of heavier trains. The particular size selected permits about 75 per cent of the trains to be operated by a single unit.

Difficulties Overcome

"The early fears as to difficulties in commutation of current have been dispelled by the records of performance, as many of the motors have operated over 100,000 miles without turning or even sandpapering the commutators and the brushes show an average life of 40,000 to 45,000 miles. These locomotives have been making regularly an average of about four and one-half trips of thirty-three miles per day, hauling trains twenty-five to fifty per cent heavier, or even more in the case of express trains, than the locomotives were guaranteed to handle. Most of the locomotives have run about 100,000 miles, but there is seldom more than one out of service for repairs, a record said by the officials of the company to be much better than for the steam locomotives which were replaced. These officials also say that the cost of maintenance per mile and the number of miles run per electric locomotive are far more favorable than with steam locomotives, even with the present very short run of thirty-three miles.

"The cost of maintenance of the distribution system is relatively small compared with that of the low-voltage third-rail system. The delays due to the transmission lines and overhead construction, though few in number, include those brought about by extraordinary conditions, such as steam from switch engines and by wrong operation of switches.

"In considering the capability of the single-phase system for continuous performance the record of the six single-phase locomotives in service at the St. Clair tunnel of the Grand Trunk railway is worthy of mention. These locomotives have now been running two years and have made about 70,000 miles each averaging about 100 miles per day, or twenty-five trips of four miles. It has not been necessary to use a steam locomotive since the regular electric service was started (May, 1908) and during the last twelve months the service has been responsible for but one train delay—of eight minutes."

FIELD FOR STUDY

Many Species of Lower Life Are Not Fully Understood

Considering the number of species of animals, A. E. Shipley, in a British Association paper, has pointed out that most species of large animals—especially of mammals—are probably now known, but that insects and small animals in general still offer a vast field for exploration. A few years ago, Guenther showed that the number of known species of all kinds had increased from 73,588 in 1830 to 311,653 in 1881, in the half century, the known species of mammals had grown from 1,200 to 2,300, birds, from 3,600 to 11,000; reptiles, 543 to 3,400; fishes, 3,500 to 11,000, mollusks, 11,000 to 33,000; moss animalcules, 40 to 120; crustacea, 1,290 to 7,500; arachnida (spiders, etc.), 1,048 to 8,070; Myriapods (centipedes, etc.), 480 to 1,300; insects, 49,100 to 220,150; echinodermata (sea urchins, star fishes, etc.), 230 to 18,043; worms, 372 to 6,070; coelenterata, 500 to 2,200; foraminifera, 50 to 400; and protozoa, 305 to 3,500. The new species discovered since 1881 have probably averaged 12,000 annually, making the total number now known by Sharpe in 1895 at a quarter of a million species, and he concluded that ten times as many remained to be found.

PRAYED AGAINST TIME

Humorous Story Regarding United States House of Representatives

Speaking against time is common enough in most parliaments, but praying against time is something new. The Washington Times, however, tells of such an occurrence, which once happened in the United States capital:—

Members of the House, who had congregated in the cloak room during the general debate on the tariff, were discussing the recent prayer of the Rev. Mr. Coudrey, the House chaplain, deploring muckraking.

"For some reason," said one of the veteran members, "the chaplain's prayer reminded me of the most amusing incident I ever saw during my entire service in the House of Representatives. The incident occurred many years ago, so I have forgotten the names of the actors, but there are still members of the House who recall it.

"One day the journal clerk rushed into the House while the chaplain was praying. He looked through the drawers of his desk in a hasty manner and then hustled to the side of the chaplain.

" 'Keep on praying,' he urged earnestly. 'We can't find the journal.'

"Mr. Chaplain was so startled that he faltered in his prayer, but after a moment he seemed to grasp the situation. He bowed his head still lower and continued to pray. The usual time devoted to prayer in the House is about a minute. Members began to shift uneasily on their feet, to look at their watches, and, instead of bowing their heads in reverence, they looked at the Speaker, pleadingly. The Speaker, evidently had been informed of the difficulty and, realizing that the business of the House could not proceed without the journal, he was willing that the members get plenty of prayer. After ten minutes' solid praying the preacher showed signs of getting nervous. He knew the members were getting restive and he looked down to one of the clerks.

" 'Don't stop,' pleaded the clerk, 'We haven't found it yet.'

"The preacher did not stop until he had been praying for fifteen minutes, at the end of which time the journal clerk rushed into the House bearing the precious book under his arm.

" 'Amen,' said the chaplain with a sigh of relief, and the Speaker promptly ordered the clerk to read the journal of the preceding day's business."

GEOLOGICAL SURVEY

Staff is Too Small For the Work Required of It

That the staff of the geological survey branch of the department of mines is too small to cope with the pressing work waiting for it, is one of the statements made in the annual report of Director Brock, which has just been issued. To overcome this difficulty outside experts had to be engaged.

The geological division is stated to be scarcely larger than that assigned by the United States to cover Alaska alone, and the topographical division is too small to allow of satisfactory work being done. Great difficulty is being experienced in procuring properly qualified men.

Some discoveries made by members of the staff of the survey during the year are reported. During the past season Mr. D. D. Cairnes discovered a new occurrence of coal in the White Horse district in British Columbia, and Mr. D. R. Dowling found a new and apaprently important coal basin in Alberta, reaching north from the Saskatchewan to the sources of the McLeod River. Mr. W. H. Collins has reported on the Montreal River district, which includes the Gowganda and Maple Mountain districts. He states that the outlook of the district as shown by recent work appears to be satisfactory, though not equal to sanguine expectations. The widespread distribution of ore offers serious disadvantages to economical mining.

In regard to the Larder Lake district, Mr. M. E. Wilson reports that the gold values are confined almost entirely to stringers of quartz, which in many instances contain no gold or too little for profitable mining.

Mr. W. R. Brock, the director, also reports on visits made by him during the year to British Columbia and the Klondike, as well as Prince Edward Island, while the possibilities of oil deposits in Alberta, of interest in connection with the recent exposure of two alleged mining companies operating there, are stated.

F.B. Deacon Real Estate

WE ARE OFFERING SOME SPECIAL SNAPS ON 8TH AVE, SECTION 5. ALSO IN SECTION 7 AND 8.

INSURANCE

Life. Accident, Health and Fire

See Us For Rates.

F. B. DEACON

OPEN EVENINGS **Centre Street**

LEATHER MERGER

Eastern Firms of Canada Join Interests to Control Canadian Trade

The organization of a leather merger that will control 75 per cent of the leather used in Canadian boot and shoe, bag and trunk and harness trades, will be announced shortly. Its capital will be $15,000,000 stock and $5,000,000 bonds of 6 per cent, or $20,000,000. There is to be an immediate issue of $13,500,000 stock and $4,000,000 bonds by this new concern, which is to be known as the Canadian Leather Company, Ltd.

There is to be $8,500,000 cumulative preference share , per cent stock of which the immediate issue is to be $7,500,000. The common stock will amount to $6,000,000, with an immediate issue of $6,000,000. There is to be 150,000 shares at $100 par value, out of which this $13,500,000 is to be secured. There is to be $5,000,000 first mortgage bond 6 per cent sinking fund gold bonds due in 1940, of which $4,000,000 is to be issued immediately.

Seven of the houses interested in the merger have branches in Montreal and five in Quebec. Among the houses in the merger are: Anglo-Canadian Leather Company, Limited Huntsville, Bracebridge, Toronto and Montreal; Charles S. Hyman & Co., London; Robson Leather Company Ltd., Oshawa and Montreal; C. Galibert, Son & Co., Montreal; A. Pion & Co., Quebec; Duclos & Payan, St. Hyacinthe and Montreal; Wickett & Craig, Ltd., Toronto; and Paul Galibert, Montreal. There are also seven smaller concerns, whose identity will be lost in the consolidation. The turnover of the firms interested is said to have been last year close upon $10,000,000 and the net earnings approximately $1,000,000. Under the saving effected by the merger and the financial arrangement, there will easily be $250,000 available for dividends on the ordinary shares.

Rudolph Forget, of Montreal, will have charge of the financial arrangement, and Edmund Bristol, M.P., Toronto, the legal end of it.

Subscribe for The Prince Rupert Journal now.

SURVEYS COMPLETED

Gangs Are Now Working on the Main Road And up Bitter Creek

Sometime next week the surveys for the roads and trails covering the appropriations for the Stewart section now being made for the government by W. C. Casey, of this city, will be completed. To date the survey of the main road up the Bear River is finished as far as the forks of American Creek, with a three mile stretch up Bitter Creek, making a total of sixteen miles.

As far as Bitter Creek the route laid out by the engineer is practically the old road and trail. From Bitter Creek the road follows a tangent to Bear Lake, thence again following the old trail to Muddy Gulch, which will be corduroyed and put in first class condition. From this point the survey is through new country to Bear River following the east bank of the river to the forks of American Creek. Here a bridge crosses the Bear River, and another crosses American creek, completing the route laid out for the season.

Foreman J. N. McPhee has some 60 men working under him on the roads and trails and has completed the new trail on Glacier Creek. He is now building the road up Bitter Creek and has camps at both the mouth of this stream and at Bear Lake. Good headway is being made, notwithstanding adverse climatic conditions.

It is understood that the government has appropriated an additional $4,000 for expenditure on the roads.

Oatmeal Recipes

Oatmeal Nectar—To one-fourth pound of finely ground oatmeal add three tablespoonfuls of sugar, the juice of half a lemon, and mix to a paste with a little warm water, then pour over it two quarts of boiling water and stir well together.

Oatmeal Jelly—Boil one-half cupful of Scotch oatmeal in one quart of salted water, adding more water as it boils away. Boil all day in a double boiler, and at night strain through a sieve. It should be as stiff as will go through a sieve. Mold it in glasses that have been wet in cold water, and serve when firm, with cream and sugar, or with a sauce made of melted fruit jelly.

Oatmeal Blanc Mange—Add a pinch of salt to one pint of boiling water, and sprinkle in slowly one-half cupful of oatmeal; let it boil for three-quarters of an hour, stirring occasionally with a fork. When done, add sugar to taste, and the juice of half a lemon, if it is liked. Pour it, boiling hot, upon a well-beaten egg, beating with a fork until thoroughly mixed. Return to the saucepan and let it come to a boil, then pour into individual molds wet with cold water When firm turn out on a glass dish and serve with whipped cream.

Oatmeal Fluff—Oatmeal may be eaten by one with a very weak stomach if cooked in this way. To one quart of hot but not quite boiling water, add a little salt and sift in one cupful of finely ground oatmeal or rolled oats. Stir for a few minutes without its boiling hard, that the flour of the oats may be soaked out into the water as much as possible. Let cook thoroughly then stir through a wire strainer to remove the hulls. The resulting light, fluffy article is delicious served with sugar and cream.

—THE—

Oliver Typewriter

—FOR—

Seventeen Cents a Day

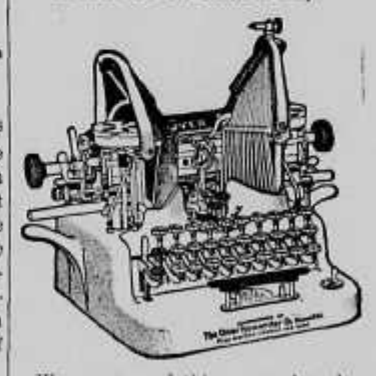
Please read the headline over again. Then its tremendous significance will dawn upon you.

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

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

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

Yours For 17 Cents a Day



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

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

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

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

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

A Quarter of a Million People are Making Money With

The OLIVER Typewriter

The Standard Visible Writer

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

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

"An Oliver Typewriter in Every Home!"

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

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

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

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

R. C. BEAN

Prince Rupert Agent

General Offices: Oliver Typewriter Building, Chicago, Ill.

CANCELLATION OF RESERVE

NOTICE is hereby given that the reserve existing on Crown lands in the vicinity of Babine Lake, and situate in Cassiar District, notice of which bearing date June 30th, 1909, was published in the British Columbia Gazette, dated July 2nd, 1908, is cancelled.

ROBERT A. RENWICK,
Deputy Commissioner of Lands.
Lands Department,
Victoria, B. C., June 16th, 1910.
(First insertion July 5.)

SEEKING POWER FOR PURPOSES OF CITY

Council and Engineer Will Make Trip to Hocsall River and Wolf Creek in Effort to Solve Question of Supplying City With Light Plant This Winter---Discussion Develops Opposition to Gasoline as Means of Providing for Light.

The city council has turned its attention to the power question in a concrete form. Tomorrow the members of the council, accompanied by the city engineer, will visit prospective sites for water power to supply the city's needs. Early in the year the subject of steam power as a temporary means of supplying light in the city was investigated. This proved too expensive a method and other and more permanent systems are being investigated.

There has been urged upon the council that a pressing need exists for the initiation of a power system that will meet the immediate needs of the city in the matter of light. This was made all the more pressing in view of the fact that it is felt in the city by many that the system of lighting by gasoline it attended with danger.

A proposition has been made to the council to furnish power from two separate sources. These are the Hoesall River which enters the Skeena near Port Essington, and the other is the Wolf Creek, which, while much smaller, has the advantage of being very much closer to the city and could be made, it is reported, to serve the needs of the city for some little time to come. In connection with both of these streams there is a considerable power capable of being developed. The capacity of each has been investigated by the interests that control them and a concrete proposal is ready to be put forward.

Tomorrow the members of the council will investigate both of the power sites and will then be in a better position to intelligently discuss them when they come up for consideration.

At Tuesday evening's meeting of the city council, when the subject of the visit to the Hoesall River and Wolf Creek was suggested a very free discussion followed.

Ald. Hilditch thought it was a very wise move on the part of the engineer to visit the places and go into this question. He had reasons for believing that if the city got right to work it a plant could be installed to supply light in Prince Rupert by November. It might cost a little more to hurry the work so, but the citizens wanted it and they should have it.

Ald. McIntyre was also strongly in favor of acting as quickly as possible.

Ald. Pattullo said that if any one could show how they could get the light, it was his duty to do so. What was wanted was action and not merely talk. If it could be shown how the light could be got here by November he would like to hear it.

Ald. McIntyre felt that the turning down of the original proposition was a wise move. Two months had been wasted since that time, however, and an early start should be made so that electric light could be introduced and the gasoline systems done away with.

Ald. Lynch could not see how they could hope to have the work done before the first of the year.

Ald. Naden could not see why the council should be rushed off its feet in connection with these matters. They should be carefully considered. They should not be rushed into schemes that they would repent of later.

Ald. Pattullo said there was no use generalizing. If there was any scheme to put forward it should be done.

Ald. McIntyre believed that a system could be put in for about $5,000 that would supply a temporary lighting system in the business sections and thus put away the danger of loss from fire. There had been a lot of time occupied with the consideration of bylaws which had prevented the consideration of these other matters.

His Worship objected to aldermen using the expression "if the council was in earnest." The council was working hard to provide for the needs of the city. He lamented the fact that the city had allowed so much time to go by in considering a scheme of lighting that was later found to be impracticable.

Ald. Hilditch was perfectly satisfied that the light could be in here by November 1. It might entail a little heavier expenditure, but it was a matter for the council to consider whether this was worth while. The discussion would do good, he believed, as it might bring forward action. The engineer, he felt, could get the power by November 1, provided no special machinery was needed.

Ald. Mobley held that there had been no loss of time. The second tenders were called for in connection with the steam proposition in an effort to spar for time. The question of the rate of taxation had a bearing on this. There had really been no loss of time. To instal temporary plants would be only adding additional danger.

Mayor Stork said that although the insurance companies tolerated these gasoline lighting plants, he believed they were dangerous. He would head a movement to have them removed. These plants, in some cases, had been allowed to stand unused during the summer and had corroded. As they were lighted up additional danger would follow.

Ald. Naden was afraid of gasoline plants. If the council was of the opinion that these were a menace to the community, the council could shut them off.

Ald. Lynch thought that the fire insurance companies had made a study of the subject and should be better qualified to judge of these matters than the council.

Ald. Pattullo did not believe that the rules laid down by the insurance companies were complied with.

His Worship thought there were some machines that were perfectly safe. The necessary competition had resulted in cheaper machines being made that rendered the situation dangerous. He did not lige to take such a drastic step but he would be prepared almost to abolish the gasoline system of lighting in the city.

Ald. Pattullo suggested that the engineer be asked to give an estimate of the cost of putting in a light system which found general favor.

Ald. Barrow thought that instead of considering the question of a substitute system of lighting the propositions should be considered independently.

Ald. Lynch thought the council should proceed slowly before refusing to allow a system that was allowed in Vancouver and other cities.

INDIA'S TAXES

Sir Guy Fleetwood Wilson on the Conditions in That Colony

"I did not sow the storm, but I am reaping the whirlwind" is the concluding sentence of Sir Guy Fleetwood Wilson's introduction to the financial statement and budget of the Government of India. "No right-minded man," he says, in the Blue-book just printed for the House of Commons, "can impose additional taxation on India with a light heart, a large proportion of its people being poor and an appreciable proportion very poor."

The "whirlwind" referred to above means extra taxation to the amount of £1,133,000. The loss owing to the gradual diminution of the export of opium to China, amounting to £871,000, accounts for a large portion of this increase.

Mart J. Stewart was among the arrivals on the Prince Rupert this week on his way to Stewart.

RIVER REPORT

Foley, Welch & Stewart's report from Kitselas today is as follows:—At 8.00 a.m. it is cloudy, cool and calm. The water is one foot, eleven inches above zero. The river is rising.

The Inlander is at Kitselas, and leaves for Hazelton at 9.30 a.m.

The Skeena is by Clearwater at 8.15 a.m., en route to Kitselas.

The Hazelton is at Kitselas en route to Prince Rupert.

The steamer Operator is by Sheady's at 6.10 a.m., en route up the river.

The Conveyor is en route to Prince Rupert.

The Distributor is by McHugh's camp, en route to Kitselas.

The Omineca is about at Bostrom's en route up the river.

Mr. Vaughan, representing Wilson Bros., of Victoria, has returned to the city after a trip up the Skeena river.

Marine News of the Coast

TELEPHONES TO SUBMARINES

The French minister of marine has requested the port authorities of Toulon to draw the attention of the local shipbuilders to the question of finding out without loss of time whether it is possible to equip submarines with an apparatus which shall enable them to detach telephone buoys at will from the outside of the boat when it is submerged, and even when the boat is inclined in either direction to an angle of forty-five degrees.

If such an apparatus can be devised it is to be attached to the submarine boats now being built at Toulon, Bizerta and Rochefort. It is intended to introduce three telephone buoys complete, with their posts; one buoy will be amidships and one of the other two will be placed fore and the other will be placed aft.

JAPANESE AGGRESSIVE

Anticipating the opening of the Panama Canal, the communications department of the Japanese government will shortly send representative to investigate proposals for the extension of subsidized lines on the Pacific to the eastern coast of the United States and Brazil, the Argentine and other South American countries. The department has also in view proposals for a subsidized service to South Africa via Honghong and India.

LAST DECORATION

Captain A. O. Cooper, R.N.R., chief officer of the R.M.S. Empress of China, was the last man upon whom his late Majesty King Edward conferred a decoration. This was the medal for long service in the Royal Naval Reserve and the presentation was made on behalf of the late king by Rear Admiral Lyon on board H. M. S. Tartar at Hongkong.

PRINCE RUPERT'S TRIP

The G. T. P. steamer Prince Rupert reached port late on Wednesday evening with a large number of passengers on board, including quite a few distinguished travellers. There were about 180 passengers and the prospects are very bright for an increased travel for this route.

The delay in reaching port was due to the Prince Rupert having to lay off Rivers Inlet on account of a dense fog. This was early Wednesday morning. Otherwise the trip was a delightful one, all the passengers being in ecstacy over the scenery of the route.

ENTERS PRIVATE BUSINESS

C. S. Munroe, who for the past two years has been a member of the G. T. P. staff here, has entered private business, resigning his position with the G. T. P.. He has joined Harry B. Rochester in a general steamship agency, brokerage and manufacturers' agency business. Already Mr. Rochester has a large business developed and needed assistance to properly carry it out. By the entry of Mr. Munroe into partnership with him the firm gains two most popular citizens who are most favorably known on the waterfront.

In the resignation of Mr. Munroe the G. T. P. loses an efficient and obliging member of its staff.

PEACE RIVER DISTRICT

Millions of Canadian farmers will in the future locate in the thousand miles of country that stretches from Fort Vermilion to the Rockies and that embraces the Grand Prairie and Paddle River districts. This is the opinion of W. G. Ibbotson, of Edmonton, who has been trading there, his post being located twenty miles from Fort Rae on the north arm of the Great Slave lake. He has been al lover the Peace River valley and states from personal observation that this country, for a thousand miles east and west, presents the best stretch of mixed farming land that has ever been opened to agricultural industry in Canada.

Mr. Ibbotson is convinced that the three great railway systems of Canada—tne C.P.R., the C.N.R., and the G.T.P.,—will all eventually have branches in that rich valley. One railway no doubt will strike the valley by way of the Little Slave lake, while a second will start northward from one of the main lines nearer the Rocky mountains. He did not think that the main lines of the transcontinental systems were more than three hundred miles at any point west of Edmonton from the Peace River valley, and no very great engineering difficulties would have to be overcome.

Regarding the proposed railway from Edmonton to Fort McMurray which caused the fall of the Rutherford government, Mr. Ibbotson said that although a great blunder had been committed, he thought the project would still be carried out under a new form, as a great deal of the country through which the proposed railway will run is already settled, especially for the first hundred miles north of Edmonton, and probably the rest was rich in minerals as well as oil.

"Of course," said Mr. Ibbotson, "when all that country is taken hold of by the public works department at Ottawa the question of improving the waterways so as to make navigation possible almost without interruption down the Athabasca and up the Peace for two thousand miles and more, will be a very interesting study. but in the meantime the railways will be extended across country, touching the Peace at different points and bringing the district into direct railway communication with the older sections of the Dominion."

As for the thousand mile stretch west of Fort Vermilion, Mr. Ibbotson said he had seen corn ripen in the Roman Catholic mission gardens there. He is sure that the time will come when the entire valley will bloom like the rose.

NORTHERN VOLCANO

Steamer Montana Passed by Rare and Wonderful Sight at Unimak

Flames hundreds of feet high bursting through the snowcap of Mount Shishaldin, on the eastern end of Unimak Island, was the phenomenon observed by those on board the freight steamship Montana, which recently arrived at Seattle from Nome and St. Michael.

The Montana first sighted the burning mountain on the morning of the 9th, when the steamer entered Unimak pass. The sea was turbulent, as if disturbed by some seismic movement. The flames were remarkably clear and free from the usual smoke cloud.

After passing through Unimak pass, Capt. J. O. Farris turned the vessel east so as to pass along to the south shore of the island. When fifty miles away from the volcano the officers of the ship could see through the glasses that there was snow ti within a few feet of the edge of the flame, and that turbulent streams of water, made by the rapidly melting snow, were tearing channels in the steep sides of the mountain.

Later in the day smoke began to belch forth with the flames. The snow became blackened with the deposit. Fog concealed the glare of the flames during the night.

Aside from a few Indian fishermen, the only men on Unimak Island are two lighthouse keepers at Scotch Cap. The lighthouse tender Armeria will not bring news from them for a month.

WANT MORE PAY

The longshoremen have refused work until the pay is increased from 40 cents to 50 cents a hour. As a result of the misunderstanding the Belle of Scotland's cargo is not being handled today.

Other vessels that have arrived have had to discharge and take on cargo by means of their own crew.

"WHERE QUALITY IS KING."

GEO. D. TITE
Furniture Dealer

3rd. Avenue . Prince Rupert

An inspection of our stock of House Furnishings will convince you. For quality and economy you will leave us a satisfied customer.

Dining Room Furniture, Sideboards, Buffets, Dining Tables, 6ft. and 8ft. Extension

Dining Room Chairs, Quartered Oak with Leather Seats, Golden or Early English finish. Prices ranging from

$22.50 to $50

Just Received a Handsome Line of **Wicker Chairs and Rockers**

Iron Beds, Springs and Mattresses, all sizes

WINDOW BLINDS
Manufactured here to fit any window up to 10 feet wide.

Tapestry and Lace Curtains, Poles and Trimmings

Special orders for Upholstering of any kind.

GEO. D. TITE, - 3rd Ave.

SHERWIN & WILLIAMS
PAINTS

COVER THE EARTH.
WE ARE SOLE AGENTS
CARLOAD JUST ARRIVED

Ready Mixed Paints, Paints Ground in Oil, Paints Ground in Japan, Varnishes, Shellac, etc.

Water Stains and Decotint IN ALL COLORS

Prince Rupert Hardware & Supply Company, Ltd. THOS. DUNN, Mgr.

The Westholme Lumber Company, Ld.

We carry the largest stock of Building Supplies in the North.

Quotations given on short notice in all lines.

Rough and Dressed Lumber
Shingles and Lath
Mouldings and Cases
Doors and Windows

We handle Plaster and Lime at reasonable prices

Get our quotations for all classes of buildings.

OFFICE AND WAREHOUSES . . . . . FIRST AVENUE

LADYSMITH
COAL
H. B. ROCHESTER, - Centre Street

Clarmont Rooms

Sixth Avenue near Fulton Street

Comfortable, Homelike Rooms; Newly Furnished Throughout; Bath Rooms with Hot and Cold Water

Rates, $3.00 a Week and Upwards

Mrs. Annie McGrath, Proprietoress

LAND PURCHASE NOTICES

Skeena Land District—District of Cassiar.

TAKE NOTICE that William Hume Grant, of Stewart, B.C., occupation engineer, intends to apply for permission to purchase the following described lands:—Commencing at a post marked W.H.G.'s S.W. Cor., and planted adjoining Alfred Manson's corner post, thence 80 chains north, along W. N. Harrison's west line, thense east 80 chains, thence south 80 chains, thence west 80 chains, following Alfred Manson's north line to point of commencement, and containing 640 acres, more or less.

WILLIAM HUME GRANT.
Frank R. Stroim, Agent.
Dated July 2, 1910. Jy22

LAND PURCHASE NOTICES

Skeena Land District—District of Coast.

TAKE NOTICE that The Canadian Fish and Cold Storage Company, of Vancouver, B. C., occupation mercantile and manufacturing, intends to apply for permission to purchase the following described lands:—Commencing at a post planted at the north-east corner of lot 34, Range 5, Coast District, thence south 20 chains, thence east 40 chains, thence north 25 chains more or less to the shore line, thence following along the shore line to the point of commencement and containing 90 acres, more or less.

The Canadian Fish & Cold Storage Company Limited.
J. H. Pillsbury, Agent.
Dated July 14, 1910. Jy19