

Subscription
During June
\$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, JUNE 24, 1910

Price, Five Cents

NO. 3

PRINCE RUPERT CASE

Morton Frewen, of London, Values Lots In This City Very High.

Financiers Fight for Possession of Valuable Land in This City

There is before the Supreme Court in Vancouver a case which has peculiar interest to this city. It is that in which Morton Frewen, of London, seeks damages for an alleged breaking of a contract made by him with the G. T. P. or with President Hays, by which 1,000 lots in this city were to go to Mr. Frewen. The case is being argued before Chief Justice Hunter. An adjournment of the case was made necessary until Monday next awaiting the arrival from Winnipeg of the reserve price lists.

The case tends to show that Prince Rupert lots are held in high esteem in the financial centres. Mr. Frewen is himself one of the most noted financiers in England. He had interested with him such capitalists as Sir Edgar Vincent and J. Hayes Hammond.

Morton Frewen, a capitalist of London, and a former director of the G. T. P., brings the action against Charles M. Hays, president of the G. T. P. and the G. T. P. Town and Development Company. The sum of \$3,000,000 is claimed as damages as an alternative of the specific performance of an agreement for the selection and purchase of 1,000 lots in the townsite of Prince Rupert. An injunction and a lis pendens is applied for, so that the property in question may be effectually tied up.

Mr. Frewen first sets up a verbal agreement made in 1906, which was that, in consideration of the plaintiff's services in advertising Prince Rupert and interesting capital, he was to have the privilege, as soon as the survey of the townsite was completed, of selecting 1,000 lots at a price of \$75 a lot—six lots to the acre—the plaintiff to have the advice of the defendant in making such purchase, one-third of the purchase money to be paid in cash and two-thirds to be secured by mortgage.

In the alternative, the plaintiff sets up an agreement, contained in two letters in 1908, under which the plaintiff would purchase 1,000 lots in the Prince Rupert townsite, at a price to be fixed by the officials of the G. T. P. railway or the Grand Trunk Town & Development Company (less 25 per cent) such price to be in no event any higher than the price at which the public would be asked to buy, the defendants to aid in the selection of the lots.

Damages for breach of the verbal agreement are claimed amounting to \$3,000,000. For the breach of the alternative second agreement set up, damages amounting to \$1,500,000 are asked.

The defendants, it is further claimed, refused to sell except at prices corresponding with the highest prices paid by the public at the auction sales in Vancouver and Victoria, and to disclose to the plaintiff the prices that had been decided upon by the officials.

In the statement of defence, it is denied that there was any agreement between C. M. Hays and Morton Frewen; that if there was, it had been broken by the plaintiff. In the alternative they set out that the plaintiff was given sixty days in which to signify his acceptance of 1,000 lots and he declined to accept.

Davis, Marshall and Macneill are solicitors for the plaintiff, and McPhillips, Tiffen and Laursen appear for the defendants.

PAID VISIT HERE

M. K. Rodgers, of Seattle, Was Here On Way to Observatory Inlet

M. K. Rodgers, the well known mining man of Portland Canal, arrived in the city on the last trip of the Prince Rupert from his home in Seattle. He was on his way to inspect his properties now being worked on Observatory Inlet.

Mr. Rodgers, who is still interested in the Nickel Plate mine at Hedley reports that that mine is now giving excellent returns.

With respect to the Portland Canal district he recalled that fact that in 1903 he secured practically all the properties for the Daly interests, but they were not kept by them.



GENERAL LORD KITCHENER

Who has just relinquished command of the Mediterranean

CONFESSES MURDER

Hector Charlton Now Admits He Threw Body of Wife Into Lake

(Special to The Journal.)
Hoboken, June 24.—Hector Charlton, arrested on the steamer from the Mediterranean, has confessed that he killed his wife and threw her body into a lake in Italy.

COMBATS SUICIDE

Vancouver, June 24.—T. A. Selfe shot himself in his hotel yesterday.

DENIES CHARGES

Sir Wilfrid Replies to Statements Made by Political Leader

(Special to The Journal.)
Ottawa, June 24.—Sir Wilfrid Laurier denies the charge of Hon. R. Rogers charging the trafficking in judgeships, and demanding ten thousand dollars for the campaign fund as the price of an appointment to a vacancy on the Manitoba bench.

W. M. McLaughlin, of Cross & Helliwell, accountants, Vancouver, is opening a set of books for the city of Prince Rupert.

The city council has refused the request from J. S. Beaubien to open a confectionery stand on the corner of Second avenue and Sixth street.

A scow brought down from J. Albin's camp at Mile 30 overturned in the harbor on Wednesday night through being moored on too short a line to allow for the fall of the tide. There were over \$1,500 worth of materials lost from the scow.

The Majestic Theatre opened last evening to crowded houses. The building is very comfortably arranged and the film were excellent. Special interest attached to the late King's pictures, while the aeroplane manoeuvres were excellently displayed.

TO CELEBRATE DOMINION DAY

Committees Named to Carry Out the Details in Connection With the First of July Fete—A Good Start Made in Connection With the Programme.

Prince Rupert is to celebrate Dominion Day in royal style this year. Last evening a most enthusiastic meeting was held in the court house for the purpose of organizing for the day's sports. The attendance was good and the committees having been appointed, went right to work and made considerable progress before dispersing in the direction of carrying out the arrangements.

Dr. McIntyre presided last evening, and was elected permanent chairman of the central committee, with C. H. Orms, secretary-treasurer. There was no time wasted in

formalities, but the meeting at once got right down to business. F. Dawson was able to report that when collections were made for the May 24 celebration, it was distinctly understood that any funds left over would go to the Dominion Day sports. There was a sum of about \$200 on hand from that source.

A subscription list was circulated in the meeting and \$295 additional raised. Today the finance committee is busy pushing the subscription list throughout the city. Committees were appointed last night as follows, the first named

in each case being the chairman of the committee:—

Decorations—L. J. Miller, L. Crippen, James Thompson, M. O'Reilly, E. H. Mortimer, J. D. Allen.

Aquatic sports—Dr. Tremayne, R. Pitcarin, R. S. Ross, W. A. Pettigrew, Capt. Robinson, Capt. Babington, F. Davis.

Land sports—W. D. Gillmor, C. H. Orms, F. G. Bowness, R. W. Cameron, Dr. McNeill, W. H. Vickers.

Finance—V. W. Smith, A. T. Morris, H. F. McRae, Dr. Tremayne, Robert Ross, J. G. Weston, F. S. Dawson.

Music—L. Crippen, W. R. Whiteley, W. D. Gillmor.

Advertising and programme—G. W. Nickerson, J. B. Roerig.

Transportation—H. F. McRae, O. H. Nelson, J. A. Karpatrik, A. E. McMaster.

Reception—Mayor Stork, members of the City Council, L. Crippen, B. W. Browne, C. Halsey, D. G. Stewart.

Parade—J. Beatty, J. B. Roerig, H. H. Clarke, J. S. Weston, J. Lindsay.

It was decided that the chairmen of the various committees, together with the chairman and secretary, should constitute the central executive. At a meeting of this body later the question of the arrangement of the programme was discussed at some length, and preliminary appropriations were made to the different committees.

As a result of the discussion, it is likely that the forenoon, starting at 9 o'clock, will be devoted to the aquatic sports on the harbor. At 12 o'clock the parade will be held, prizes being offered for the best decorated floats, etc., and about two o'clock in the afternoon, the land sports will be put on. It is probable that the land sports will be put on on Second avenue between seventh and eighth streets. The question of putting up seating accommodation was left to the committee to investigate.

The prizes will be in the form of trophies which in most cases will not be won outright, but will be held for one year only, to be competed for the following year.

The committee felt very sanguine that with judicious advertising there would be a large attendance from outside points.

FALL FAIR FOR CITY

Energetic Move to Make It a Success—Outlying Districts Asked to Assist.

Committee Named to Look After Different Features Connected With the Show

The committee of the Board of Trade having in hand the question of holding a fall fair here, are pushing matters energetically. At a recent meeting, F. G. Dawson was elected chairman, and G. W. Nickerson, secretary. A. J. Morris and J. H. Thompson were named a committee to select a place, which to hold the show which is to be representative of the district.

In order to stimulate interest in the outlying districts a committee was named of residents in these different places who will be asked to arrange to have exhibits sent. The committee consists of Mr. Sharp, Port Simpson; Mr. Frizzell, Port Essington; Mr. Harry Smith, Stewart; Mr. W. Patterson, Kitselas; Mr. Hicks Beach, Hazelton; Mr. McNeill, Aldermere; Mr. Martin, Masset; Rev. Mr. Marsh, Kitsumkalum; Mr. Christianson, Bella Coola; Mr. A. Severt, Jedway; Mr. Young, Queen Charlotte City, and Mr. J. Morgan, Lockport.

The adjourned meeting is to be held at 8 o'clock Monday evening in the Mining Exchange room.

BOYS ARE DROWNED

Three Lose Their Lives in Waskaisoo Creek at Red Deer

(Special to The Journal.)
Red Deer, June 24.—Alan Simpson, aged eight, was drowned in Waskaisoo Creek yesterday. Two boys named Jackson, lost their lives in swimming to help him.

NEW PRINCE OF WALES

Son of King George Formally Given Ancient Title

(Special to The Journal.)
London, June 24.—King George has formally created his eldest son, the Duke of Cornwall, Prince of Wales. The heir was sixteen years old yesterday.

ZEPPELIN'S SUCCESS

Airship Carrying Several Passengers Enters Upon Regular Service

(Special to The Journal.)
Fredericksbush, June 24.—Count Zeppelin's dirigible Deutschland sailed to Dusseldorf yesterday with ten passengers and crew. It is the intention to make this a regular service. The trip was entirely satisfactory.

PROVINCE DOES WELL

B. C. Wins Many Medals at Sportsmen's Exhibition at Vienna

(Special to The Journal.)
Victoria, June 24.—According to a despatch from Warburton Pike, the big game hunter who is representing British Columbia at the Sportsmen's Exhibition in Vienna, the province has made a good showing. A brief despatch from him says British Columbia took six gold medals out of the total of twenty-six.

IN COMMITTEE

City Council's Work Last Evening Was Largely Informal

The time of the council last evening was largely spent in consideration of various bylaws in committee. Tenders for some necessary printed stationery was opened and referred to the finance committee for report.

In connection with this tender, Ald. Pattullo suggested that in future letters marked tenders should not be opened except in open council or by the committee named for the purpose. This was acquiesced in by the remainder of the council, and in future the regular system pursued in all such matters will be followed.

The bylaw setting forth the duties of the city clerk and assessor was introduced and read a first time on motion of Ald. Pattullo.

Ald. Hilditch gave notice of his intention to introduce a bylaw setting forth the duties of the health officer.



LATE PROF. GOLDWIN SMITH

(Special to The Journal.)
Toronto, June 24.—It is found that a large part of the fortune left by Prof. Goldwin Smith will be devoted to furthering the union of the Anglo-Saxon race. This is to be accom-

plished through the medium of Cornell University with which Prof. Smith was for so long identified.

His late home "The Grange," will, it is understood, go to the city of Toronto for public purposes.

RAILWAY FOR NORTH

Interior of the Province is Being Surveyed by Companies This Year.

New British Columbia is attractive Territory For Corporations At Present

New British Columbia appears to be the objective point for most of the transportation schemes now being launched in the province. The invasion of that territory by the G. T. P. has been followed by a desire on the part of other corporations to divide the traffic which must arise. The best informed transportation men in British Columbia today are ready to make the prophecy that no sooner will the G. T. P. be a completed line to Prince Rupert than others of the great railway lines will be seeking terminals on this harbor also. It will become, they say, the second great port of the British Columbia Pacific Coast, Vancouver being the central port of the south and Prince Rupert of the north, just as Seattle and San Francisco divide the trade on the United States coast.

Two locating survey parties are now in the field on the route of the British Columbia & Alaska Railway Company between Lytton, on the main line of the C. P. R., and Port George. Each of these parties is composed of seventeen men. One is working north from Lytton, and the other south from Port George.

It is the intention to have two more locating parties at work north of Port George this summer. One of these will work north out of Port George, while the other will work south from Hazelton on the Skeena river.

These are the statements of L. M. Rice, of L. M. Rice & Co., Seattle, engineers of the railway.

There is a possibility that the main line of the railway may run north from Ashcroft, instead of from Lytton. Various considerations may influence the company in thus changing the route of the southerly portion of the main line.

The company was incorporated at the last session of the provincial legislature and empowered to build a line of standard gauge railway from a point at or near Lytton, thence following the valley of the Fraser river, through Lillooet to a point at or near Port George. From that point the line will follow the valley of the Stuart River, Stuart Lake, and the Tacta and Middle Rivers to Tacta Lake by way of Port Connolly, thence Rivers to Telegraph Creek.

From the last mentioned point the following the Skeena and Stikine line will follow generally the projected route of the railway to the Yukon which Mackenzie & Mann would have built before the bloom was off the Klondike rush had the senate of Canada permitted.

From Telegraph Creek the railway route will lead to Teslin Lake and to the Yukon River via the Hootalingua. The charter granted by the provincial legislature carries the road only to the northern boundary of British Columbia, of course, and it will be necessary for the company to secure a Dominion charter empowering construction through the Yukon. At the next session of the federal parliament a charter for construction in that part of the country will be applied for. The railway will reach north into Alaska, but the route in that territory will not be determined for some time; it will probably take the engineers three or four seasons to look over the ground there.

The furnishing of transportation

facilities to the great valleys paralleling and lying to the west of the backbone of the continent has brought about the upbuilding of the Pacific slope commercially, financially and in population. This has been the history of the country to the south of the boundary line in Washington, Oregon and California, and there will be a repetition of the experience of those states in British Columbia when the valleys crossing the country from north to south are opened by railways. One of these developing roads will be the British Columbia & Alaska Railway, according to the promoters.

The British Columbia & Alaska Railway Company is being financed by New York capital.

BOY SCOUT MOVEMENT

Capt. Birdwhistell, secretary of the Dominion Rifle Association, has been appointed general secretary for the Dominion of Canada branch of General Baden-Powell's boy scouts. The work for some time has been looked after by Lord Lanesborough military secretary to his excellency. The movement is becoming more general and Dominion and provincial councils are being appointed to look after the work.

CHINESE WARSHIPS

The Chinese Imperial government has recently ordered from a well known German firm of ship builders a battleship to cost \$1,050,000. According to the report of the decision of the Chinese authorities, it is stated that it was only after considerable opposition from various sources—the Duke Tsau Tse refusing to acquiesce in the proposal that the efforts put forth by Prince Tsai Hsueh prevailed, and the sum of \$5,000,000 was appropriated for the purchase of the war vessel.

NATIONAL TRANSCONTINENTAL

Construction work on the National Transcontinental railway has made good progress in the past year, according to the figures of the annual report for the fiscal year ending March 31.

To the end of December, 912 miles of track were laid, and in the intervening period 199 miles. Sixty-three per cent of the railway work is now finished and 45 per cent of the bridging.

The expenditure is \$71,687,993, of which \$58,250,000 was spent in grading, \$7,201,000 on rails, \$8,237,038 in engineering and expenses. On the Winnipeg workshops the outlay has been \$485,000.

NAVAL ACADEMY

Plans For Training the Canadian Navy at Halifax

Admiral Kingsmill, of the Canadian naval service, will leave for England on July 1 in connection with the work of the naval academy at Halifax. He estimates that temporary quarters will be secured for the first year, during which time the college building will be erected.

It is proposed to open the school with a class of thirty cadets, whose qualifications will be determined by competitive examination under the civil service commission. The examination will be adapted to the qualifications of the average boy of 15 in high school.

The cadets will take a two years' course in college for which they will be charged \$500. They will then spend two years at sea as midshipmen, receiving \$2 a day, out of which they will provide their uniforms and mess.

At the end of a four years' course they will be commissioned as sub-lieutenants and receive \$3 a day.

WELCOMES SERVICE

Warm Welcome Accorded Prince Albert on Her Initial Trip.

People of Masset Present Captain And Officers With An Address

The people at the different points on Queen Charlotte Islands appreciate the service that the G. T. P. has put on between Prince Rupert and that important part of New British Columbia. The steaming into the different ports of the Prince Albert on her first trip was made the occasion of a warm reception somewhat similar to the arrival of the Prince Rupert here.

As a evidence of the way in which the Prince Albert is regarded by the different ports on the islands the following address presented to the captain and officers at Masset is given. The address was as follows:—

"To the Captain, Officers and Crew, Grand Trunk Pacific steamship Prince Albert, on the initial trip to Masset, B. C.

"Gentlemen:—On this auspicious occasion, marking another milestone in the march of progress in this glorious province, we welcome to our shores the first steamship of the Grand Trunk Pacific line, which will aid so materially in the up-building not only of our province, but of this section which, up to the present has been so little known to the outside world.

At the present stage in history, the undeveloped sections of our broad Dominion are attracting the attention of the settler and capitalist. No portion can offer better advantages than the Queen Charlotte group of islands, which are rich in minerals, fish, arable land, coal, oil, asphaltum and all that is required to build up large and prosperous communities.

Within eighty miles of the terminus of the great transcontinental railway, we have a climate similar to the five hundred miles to the south. The soil is fit to produce all that is required for the markets of the cities along the line; in our waters are twenty-seven varieties of fish which will be caught and sent out to the world from cold storage plants; fruits and flowers grow in abundance. Our coal lands are now being exploited. Iron and gold deposits are being taken from our black sands; free-milling ore and placer gold mines are being opened up; cattle roam at will all the year round; farm lands await the plow; timber for local use and export we have in abundance; schools and churches and the enforcement of law and order are the pride of our small communities. The rivers and streams with a number of lakes, afford the tourist and sportsman an opportunity to visit the islands and view the grand valleys and mountains and secure game of every variety.

We trust the weekly service of the Grand Trunk Pacific company will soon give place to a daily steamer between Prince Rupert and Masset. We wish you to look upon our residents as friends, ready at all times to greet you, and those who visit the island, and to render all the aid in our power to advance the interests of all concerned in the development of the natural resources which will mean so much for those already on the Queen Charlotte group of islands, and the thousands who will, we hope in the near future, make their homes with us in this, the fairest section of the province of British Columbia."

The greeting was signed by:—

H. Edenshaw, R. H. Purdy, H. F. Wearmouth, Geo. Dawkin, P. Van

Hull, G. B. Harrison, E. Anderson, C. Soverson, M. J. Hughes, Ole Gamble, Chas. M. Wilson, Wm. Matthews, Peter Hill and A. M. Miller, comprising the committee; and James Martin, Chas. Harrison, Thomas Deasy, J. A. McDonald, William Hogan, James Martin, G. S. Mayer, E. W. Elinger, A. Orr, A. Ives, Alex. Johnson, Frank Meldon, Walter Cross, Ole Anderson, A. Ross Fraser, C. Harrison, E. L. Cochran, Alfred Adams, C. C. W. A. Hall, C. C. Balhiser, H. E. and A. Van Stanley.

PURE FOOD EDUCATION

Exhibition in London is Being Held to Show Adulterations Used

London exchanges contain much that is interesting regarding the Pure Food Exhibition recently opened. In one of the sections of the exhibition are shown various means of adulterating food and drink. No one would ever think of eating size. Yet hundreds and thousands of children eat it daily. Cheap sweets of the variety known as "gums" are made of ordinary glue size. Size is used to stiffen liquorice, which is also colored with lamp black and thickened with chalk and starch. Not only are the bright colors of the sweets so dear to children produced by the use of coal-tar dyes, but the flavorings are obtained by the use of all sorts of dangerous compounds. The enticing "pear" flavor is the result of treating rotten cheese with sulphuric acid and bichromate of potash!

The hawthorn, the willow, the poplar, the beech, plane, elm, oak, etc., are admirable trees in a landscape, but one would prefer not to drink brews made of their leaves. Yet hundreds and thousands do daily. Cheap teas often consist to a large extent of them. Chicory is supposed to be a legitimate adulterant of coffee, but "chicory" so-called often consists of scorched beans, peas and roasted roots, and in the slums and as supplied for ships' stores even of scorched and dried liver, often of an unclean character.

Acid is not a nice drink. Of thirty samples of vinegar bought in the open market and analysed for the committee of the exhibition only two were found to be absolutely free from sulphuric acid. The exposure of the fakes and frauds of the unscrupulous, though an interesting by no means the principal, part of the exhibition. The contrast is supplied on the stands of many well-known firms, where jam, potted meats, pickles, sweets, mineral waters, and innumerable other things which people eat and drink every day, and about the absolute purity of which there is no manner of doubt, are displayed.

Sir Robert Evan Kyffen Thomas the proprietor of the Register, the Observer and the Evening Journal, and a grandson of the founder of the Register, has died in Adelaide, South Australia. He was a delegate to the imperial press conference in London a year ago and visited Canada on his way to England. He was knighted in January last.

The Washington Cafe

A PLACE TO EAT

Seats For Ladies
Everything Clean and Tasty
Prices Reasonable

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

Seventeen Cents a Day Atlantic Steamship Agency



Oliver Typewriter

This amazing offer—the NEW MODEL AMERICAN OLIVER TYPEWRITER No. 5 at 17 CENTS A DAY—is open to everybody, every where.

It's our new and immensely popular plan of selling Oliver Typewriters on little easy payments. The abandonment of longhand in favor of clean, legible, beautiful typewriting, is the next great step in human progress.

Already—in all lines of business and in all professions—the use of pen and ink is largely restricted to the writing of signatures.

Business Colleges and High Schools, watchful of the trend of public sentiment, are training a vast army of young people in the use of Oliver Typewriters.

The prompt and generous response of The Oliver Typewriter Company to the world-wide demand for universal typewriting, gives tremendous impetus to the movement.

The American Oliver, with the largest sale of any typewriter in existence, was the logical machine to take the initiative in bringing about the universal use of typewriters. It always leads.

The OLIVER Typewriter

And the possession of an American Typewriter enables you to earn money to finish paying for the machine.

Mechanical Advantages
The American Oliver is the most highly perfected typewriter on the market—hence its 100 per cent efficiency.

Among its scores of conveniences are:—

- 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

Service Possibilities
The American Oliver Typewriter turns out more work—of better quality and greater variety—than any other writing machine. Simplicity, strength, ease of operation and visibility are the cornerstones of its towering supremacy in

—Correspondence
—Card-Index Work
—Tabulated Reports
—Follow-up Systems
—Manifolding Service
—Addressing Envelopes
—Working on Ruled Forms
—Cutting Mimeograph Stencils.

Can you spend 17 Cents a Day to better advantage than in the purchase of this wonderful machine?

Write for Special Easy-Payment Proposition, or see

R. C. BEAN

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

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.

Northern Steamship Co. OF BRITISH COLUMBIA.

THE STEAMER

"Petriana"

SAILS FROM

Victoria 1st and 15th

AND FROM

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each month. Carrying general freight, gasoline and explosives.

The service will be augmented by the first-class PASSENGER Steamer

"Cetriana"

SAILING WEEKLY

For further particulars apply at the Company's office

Cor. Water and Cordova Sts., Vancouver

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

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.

A Good Chance to Replenish Your Home

We are Overstocked in certain departments. We are going out of business in other lines. We have many broken lines of goods.

The Big Furniture Store Offers Startling Bargains

SPECIAL PRICES TO FOLLOW

We will later specify some of the tempting offers

—A FULL LINE TO SELECT FROM—

Call and Inspect Goods

Everything Needed in House Furnishing is Carried by us

In every department we are going to offer REDUCED PRICES in reorganizing the store

F. W. HART, Corner 2nd Avenue and 6th Street

Mineral Investigations

The work of the mines branch of the department of mines, of which Hon. W. Templeman, the representative of this district, is minister, has been arranged for the ensuing season as follows:—

The fuel testing plant in Ottawa is to be operated under the direction of B. F. Haanel, for the purpose of experimentation and demonstration. A second producer, suitable for lignite and bituminous coal is to be installed at the plant. The government peat bog at Alfred is to be operated for a period of about three months to demonstrate the latest process of manufacturing air dried peat. Several thousand tons will be produced during the present season. Part of the peat fuel produced will be shipped to Ottawa for use in the peat-gas producer plant now installed, and part will be sold in the neighborhood for domestic use. The operation of the plant at the bog, which is open to public inspection, is under the direction of A. Anrep.

The investigation of peat bogs in Canada, to ascertain their extent and to determine the quality and quantity of peat available, will be continued by A. Anrep after the operating plant at Alfred is closed down for the season.

The iron ore deposits in the vicinity of Bathurst, N. B., will be investigated and additional magnetic surveys made by Einar Lindeman. Mr. Lindeman will also visit the magnetic sand areas on the north shore of the St. Lawrence.

The iron ore deposits of the Nicotax Torbrook basin in Nova Scotia will be surveyed magnetically by Howells Frechette.

The investigation of peat bogs in sources of Canada will be continued by Dr. A. W. G. Wilson. This season's work will be carried on in Ontario and in the Maritime provinces.

Commercial processes for utilizing the sulphur contents of pyrite ores are to be investigated with the object of preparing a special bulletin on the subject. Pyrite burning is of special importance at the present time with respect both to the sulphite pulp industry and to the preparation of mineral fertilizers. This work is to be undertaken by Dr. A. W. G. Wilson in the autumn.

The investigation of the molybdenum deposits of Canada will be continued by Dr. T. L. Walker for the purpose of completing and publishing a monograph on the subject.

A special report on the building and ornamental stones of Ontario is to be prepared by Dr. William A. Parks. This report is to be the first of a series of monographs on the building materials of Canada.

A second edition of the monograph on mica, for which there is a constant demand, is to be prepared by Hugh de Schmidt.

An ore dressing plant for experimental investigation into methods of concentrating certain iron ores is to be installed at the testing plant in Ottawa by G. C. Mackenzie.

Plants where explosives are manufactured and stored in Canada are to be visited by Joseph G. S. Hudson.

An invitation has been issued through the home secretary of Great Britain to Capt. A. P. H. Desborough to visit Canada to consult with the government with regard to the regulation of the manufacture and storage of explosives and with respect to the establishment of an explosives testing station.

Officers of the division of mineral resources and statistics will visit mining districts in various parts of the Dominion for the purpose of collecting statistics of mineral production and of securing information of general interest relating to the mining industry, including a record of new and recent developments, and data as to character of ores and products, prices, markets, and demand for various mineral products.

F. W. Harbord, London, Eng., is to investigate and report on recently invented processes in Europe for the production of spelter and zinc oxide.

Experts are to be engaged to investigate and experiment for the purpose of attempting to develop a process or processes for the utilization of the zinc ores of Canada in the production of zinc and zinc products in Canada.

A special expert is to be engaged to investigate metallurgical problems of economic importance. The plant of the school of mines at Kingston has been placed at the service of the mines branch for this purpose.

Subscribers to The Journal during the month of June will be charged only \$1.50, which entitles them to the semi-weekly for a whole year.

THE : DOMINION : RESERVE

CANADA'S NAVAL OFFICERS

Opinion in British naval circles agrees that some very smart and capable officers are being "lent" to Canada to play important roles in the organization of the Canadian navy. Commander William Balfour MacDonald is the best known of them all to Canadians, for he is himself a Canadian, and son of Senator MacDonald of Victoria, B. C. He has been appointed to the command of the cruiser H. M. S. Niobe, one of the two cruisers purchased by the Dominion and now being fitted out in the great naval dockyards of Portsmouth and Devonport.

Commander MacDonald is to be congratulated on his command. The Niobe is an armoured cruiser and will perform the responsible office of the training ship on the Atlantic station. She will be stationed at Halifax—where she will have the proud rank of being the first warship of Canada's navy—along with the smaller cruiser Rainbow, which the Portsmouth dockyard authorities have in hand, and the cruisers of the Bristol class that have yet to be built.

The preparation of the Niobe includes the overhauling of her equipment and the replacing of defective fittings. The armament and torpedo fittings will be opened out, examined and modernized, and the boiler and engine room fittings rendered efficient. The Niobe will reach Halifax about July 10, a thoroughly capable and up-to-date fighting machine.

Commander MacDonald, apart from his advantage of birth, is no stranger to Canadian waters, since his making as a sailor began there, when he joined H. M. S. Royal Arthur as a midshipman, when the vessel was flagship on the British Atlantic station. It was a welcome and popular appointment when he was promoted to lieutenant at Esquimalt. But he was fortunate also in seeing a good deal of service in British waters.

He went with the Royal Arthur when she was ordered home to England and had plenty of opportunities of showing the experts over there that he could do. Their showed their appreciation of him when he was sent to meet the German cruiser; that was bringing the Kaiser to England for his last visit previous to the funeral of King Edward.

Owing to the foggy weather in the channel it was thought that the German emperor would delay his visit. But MacDonald and a few others knew better. The Kaiser was too good a sailor to shy at a fog and they received a hint that they had better keep on the lookout. Commander MacDonald's clever navigation was duly noted by his majesty and the German officers and he was afterwards decorated by the Kaiser.

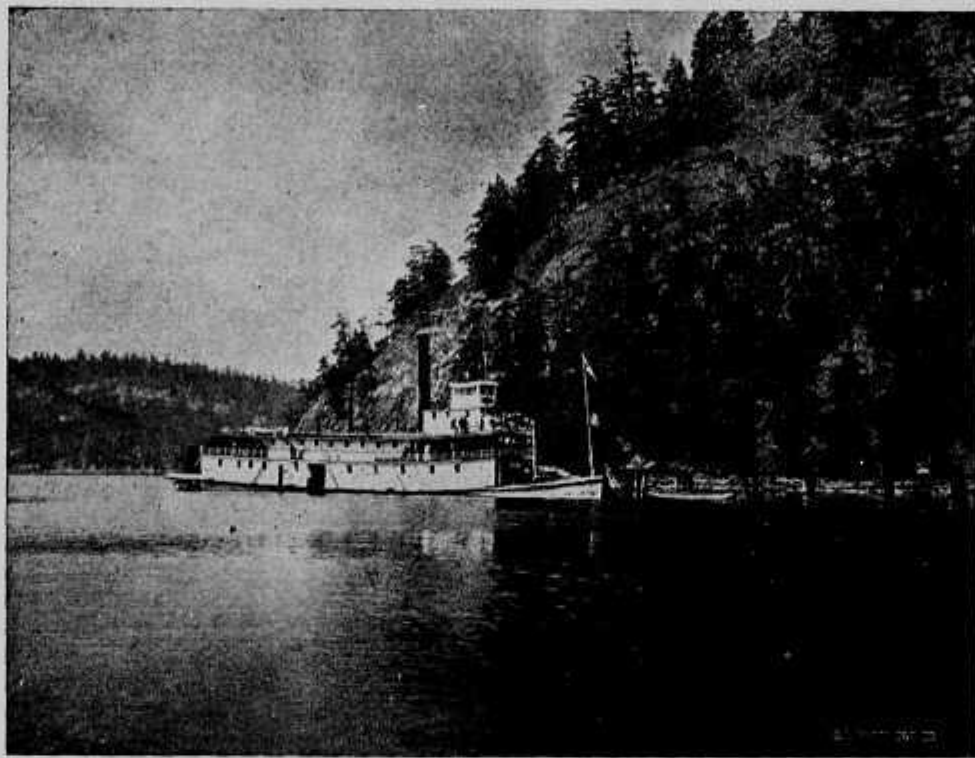
Commander Charles Dennison Roper, who is also lent to the Dominion by the British admiralty, will be Rear-Admiral Kingsmill's right hand man. He joined the navy as a cadet in 1889 and was sub-lieutenant in 1895. Afterwards he had a remarkable run of service on various flagships. After a little over a year on the Magnificent, flagship of the rear-admiral of the channel squadron, he was appointed as lieutenant to the Aurora on the China station in 1900. He was mentioned in despatches and received the China medal and the Relief of Peking clasp.

When the Aurora paid off in 1902 he was appointed to the Victory at Portsmouth. A year later he was selected as flag-lieutenant by Lord Charles Beresford, who was then taking command of what is now called the Atlantic fleet. Lieutenant Roper followed Lord Beresford in his subsequent appointments to the Mediterranean and Channel fleets.

Commander James D. D. Stewart will leave England for Halifax a couple of months hence in charge of the Rainbow. A fourth officer who has joined the Canadian navy in this case permanently, is Commander Henry Thompson, who has been for several months on the retired list.

KOOTENAY FRUIT

Nelson.—The largest deal in Kootenay fruit lands concluded for many years is announced by E. B. McDermid, the Nelson broker, 6,000 acres in the famous Fire valley, on the Arrow Lakes, being transferred. The purchasers are Vancouver people. The vendors are a syndicate represented by Mr. McDermid, most of its members being Nelson people. The amount involved is \$95,000 and \$25,000 has been paid over, the balance to be paid in annual payments. The purchasing company will subdivide the tract at once.



RIVER STEAMER ENTERING THE PICTURESQUE CANYON OF THE SKEENA RIVER

TECHNICAL TRAINING

Commission Named by Dominion Government to Investigate.

Dr. Robertson, the Well Known Educationalist is Head of the Body

The Dominion Government has appointed a royal commission on industrial training and technical education, the members of which have been named. They will study the question for a year before outlining a scheme of technical education for the Dominion of Canada.

First of all they will spend some time studying the needs of every locality in Canada from the Atlantic to the Pacific, after which they will cross the border into the United States and examine the system in vogue in that country. They will then proceed to Europe, where they will visit the chief technical schools of Great Britain, France and Germany. At least a year will be required for the work, and the commissioners will give their undivided attention and time to the duties of the commission.

It is stated by the department of labor that the two bodies which have been most active in urging upon the government the necessity of appointing a commission on technical education are the Canadian Manufacturers' Association, and the Dominion Trades and Labor Congress, and to meet the views of these two bodies, Dr. Gilbert M. Murray of Toronto, and Mr. James Simpson, a Toronto journalist, have been appointed to the board. Mr. Simpson is regarded as having a wider knowledge of technical education than any other labor representative in the Dominion.

The other members of the commission are: Dr. James W. Robertson of Montreal, chairman; Hon. John N. Armstrong, North Sydney, N. S.; Dr. George Bryce, of Winnipeg; Mr. M. Gaspard de Serres, of Montreal, and Dr. David Forsyth, of Berlin, Ont. The commissioners will begin work early in July.

WIRELESS RATES

Arrangement Reached For Uniform Charges For Communications

B. J. Houghton, Pacific coast superintendent of the Dominion wireless, has entered into an agreement with the United Wireless Company in regard to the scale of charges to be made to customers on the steamers using United Wireless apparatus, but communicating with Dominion wireless stations. M. B. Southwick, general manager of the United Wireless on this coast was ready to enter into a working arrangement.

The reason for making the arrangement is in order to protect the traveling public from extortionate charges. The rates were set two years ago at the Berlin convention to which, however, the United States is not a party. The United Wireless company will hereafter come under that convention and adhere to its regulations.

The charges allowed under the convention are \$2.00 for the first ten words and two cents for subsequent words, on steamers running between Victoria, Vancouver, or neighboring ports and Prince Rupert, or other northern ports. Of this 60 per cent is allowed to the land stations, the steamer getting the 40 per cent. The stations at which these charges are operative are Victoria, Point Grey, and Cape Lazo on the inside, and on the outside passage, Pacheena, Estovian, Triangle Island, Ikeda Head and Prince Rupert. In cases where a land wire has to be used as well as the wireless, the land wire charges are added to the fee.

The rates on the ferry line between Victoria and Vancouver, or Victoria and Seattle are to be arranged by the United Wireless Company, the Dominion government stipulating only that they get 25 cents for ten words and two cents a word for all additional words.

The land stations are now handling private business, the rates from Prince Rupert to Queen Charlotte Islands being 50 cents for ten words and 3 cents for additional words; Prince Rupert to Pacheena, 75 cents for ten words, and Ikeda Head to Pacheena the same rate. No dead-ends will be allowed, but weather messages will be sent out three times daily and will be given free on request.

A rate of fifty cents has been made from Ketchikan to Ikeda, making a total rate of \$1.50 from Victoria to Ketchikan.

Messages will not be accepted from ships registered in any country not subscribing to the Berlin convention, unless the company operating the ship station has already agreed to adhere to its rules and regulations. This the United Wireless Company has now done.

The government stations will be in operation all the time from 8 a. m. until midnight, and if necessary, will give a continuous service. The United Wireless Company have an arrangement with the Dominion government that their operators shall not interfere with messages sent out by the Dominion government stations.

While the United Wireless Company are allowed to continue the operation of their stations, both ashore and afloat in this province, they are under the control of the Dominion government which has the power to make them take the instruments out at any time.

OUT OF SHIPPING

Capt. S. F. Mackenzie Says "Never Again"

Captain S. F. Mackenzie, known to every one having anything to do with shipping, was one of the tourists by the first trip of the Prince Rupert this week. From the start of this city, Capt. Mackenzie has been very prominently identified with it, maintaining a service between the south and here up to a week or a little more ago. But the captain says he is now out of the shipping business, and is going to stay out.

Interviewed by The Journal, he said he has disposed of the Rupert City, the last of his vessels. It was going south and would not return. The other steamers of his fleet he sold to the G. T. P. some time ago, so that now he is free of all entanglements.

It will be difficult, however, for Capt. Mackenzie to keep out of the transportation business, and there would be no surprise felt were he at any moment to announce himself as tied up to some new venture in that line. If he does he will likely follow his well known course of acting quickly.

CHARMED WITH TRIP

Travellers by Prince Rupert Prophecy Great Tourist Route to This City.

Skeena River, a Side Trip That is Nearing Close as Water Way

Arrivals by the Prince Rupert on her last trip were all enraptured with the delightful scenery along the route, from southern ports to this city. The protected ways for the whole of it, when compared with the exposed coast from Victoria south to San Francisco and other ports struck one of the travellers as something he had never counted on. He expected to have exposed waters on the northern trip, but was agreeably surprised.

All prophesy for the Prince Rupert and the Prince George immense trade in the tourist line alone. All that is needed is the proper advertising of the route to induce very heavy travel. That advertising will be given now by the G. T. P. in the interests of their trade.

A side trip from Prince Rupert which should be a great attraction to visitors is that up the Skeena river by one of the numerous river steamers now on the run. This year will probably be the last opportunity for making this run, as the G. T. P. will have its rails laid beyond the Canyon next year, and with the road in operation the work of the river steamer below the Canyon, at least, will become a thing of the past.

While the rail route will be a delightful one, the trip by water has charms all its own. The inducing of any considerable amount of tourist travel along that route would be of inestimable value in attracting attention indirectly to the great empire that lies inland from Prince Rupert and which is to become tributary to it.

Fort George seems to be the Mecca for all sorts of celebrities. Prof. M. Schenk, a well known physician of Vienna, recently arrived in Kamloops, is the head of a party of Germans who will undertake the trip north on foot.

TRAINING MECHANICS FOR G.T.P.

The problem of effectually supplying the ever-increasing demand for skilled and thoroughly trained mechanics has been constantly in the foreground and for some years past has caused a great deal of anxiety to the heads of all large industrial corporations, and everywhere was heard signs of regret that the ranks of the good mechanics were being rapidly depleted. Realizing that this was in part correct, the G. T. P. some years ago endeavored to fill the breach and pioneered a movement for the technical training of its apprentices, says the Railway & Marine World. The average boy, who from force of circumstances had to leave school in the early stages of his education and take up his life work, had little to look forward to in the matter of education, except by years of unremitting toil, unassisted, unwarded, and finally arriving at a smattering of a few primary subjects imperfectly learned.

Night schools filled in part some of the requirements but attendance whilst beneficial was mostly draggery, owing to the subjects taught not bearing directly on their daily work. With this problem before it, the G. T. P. several years ago started a class for its apprentice boys, who were eager to learn; commenced to teach subjects which at once aroused interest among the boys, bearing as it did on the everyday needs of mechanics. In a surprisingly short time, the desire for knowledge being whetted, it was found necessary to increase the scope of the teaching, as the apprentice boy of the day saw within his grasp the very highest position of responsibility in the management and operation of the road. He realized that here was an opportunity to obtain an education little short of a college course, with a minimum exertion on his part and at the same time be independent and self-supporting. From the commencement on a small scale, the system has grown until at present these technical schools are spread at all important centres throughout the entire G. T. P. system and hundreds of scholars are enrolled, whilst every large railway system of this continent boasts several graduates of the G. T. P. training schools as their chief mechanical engineers, and more than one of Canada's largest industrial concerns have graduates as their chief draughtsmen.

G. T. P. Provides

The subjects taught are graded to suit the student's ability and in dozens of cases boys who left school when in the second book can now do problems which would tax the power

of a high school graduate to the utmost. The subjects taught comprise everything from simple arithmetic to higher mathematics, mechanics, machine design, and mechanical drawing, and so well has the course been graded that numerous requests from mechanics' institutes and even the largest technical colleges have been received for complete sets of instruction books. The entire cost of education at these training schools is borne by the G. T. P., which furnishes all the equipment, and engages the instructors, who must themselves have had a thorough technical and practical training, so as to enable them to anticipate the needs of the apprentices. Further encouragement is given the boys to learn by the large number of prizes donated annually, open to competition to all classes on the system, and include free scholarships in engineering at McGill university, as well as handsome cash prizes. These prize competitions are held at different centres to which the best students at the several centres are invited, free transportation, entertainment and all expenses being borne by the company. The appreciation of individual promotions forms one of the strongest features in the system and serves to keep alive the keenest interest in the classes, as the boys realize that as soon as they arrive at a certain standard of excellence, increased pay is their reward, and many of our foremost students of political economy, see in this system, as it is being carried out, the future supply of skilled mechanics, master mechanics, superintendents, etc., being carefully husbanded, and an effective solution to the labor problem, namely, the prompt recognition of individual merit.

For two evenings a week during the fall and winter months the apprentice must attend mechanical drawing classes, study of practical mechanics and elementary electricity—the most competent instructors procurable being provided. On the staff are two graduates of Canadian and United States engineering colleges, McGill and Purdue. The work in the drawing class is outlined in a special text book written by the company's chief draughtsman at Montreal, who is also the author of the book used on practical mechanics. During the term frequent examinations are held, and the points gained by each boy are posted so that they may all keep advised as to just what progress they are making, and thereby be able to brush up the weak spots that the examinations have disclosed. The master mechanic is constantly in touch with each boy's

progress and standing, and if necessary he frequently calls a boy up, and in a kindly manner points out to him the necessity of applying himself more consistently to bring his rating up to the required standard.

Prizes For Best Work

The annual competitive examination is always conducted by the company's chief draughtsman from Montreal. Prizes are awarded to the apprentices obtaining the highest average in their respective years. These prizes amount to \$40 for each shop, and are distributed over the different years of apprenticeship, thus: the apprentice obtaining the highest average for his first year in mechanical drawing gets \$4, and the one obtaining the highest in practical mechanics gets \$1 also. Therefore, it is quite possible for one apprentice to obtain both prizes. A keen interest is taken in this examination, which takes the form of a contest between the various shops. In addition to the prizes as stated above there is a capital prize offered of \$25 for each subject. This is completed for by the apprentices obtaining the highest averages at their respective stations. These apprentices are given a trip to some point on the system where the final examinations are held, and the one receiving the highest number of points in each subject receives the amount stated. This, in addition to what he has already received at his station, will make a total of \$29, \$33 or \$58, if he has been successful in all subjects. After the season has closed, the boys at some of the large shops hold what is termed "Apprentice night." This is the social event of the season. Each one makes a drawing, which is neatly got up and inked in. This is placed on exhibition, and the prizes are awarded for each year of apprenticeship. These prizes are \$2.50 for the first, and \$1.50 for the second. There are also prizes offered for special colored drawings, \$3 for the first, and \$1.50 for the second. This may be competed for by any apprentice, irrespective of his year, and considerable interest is manifested by those of artistic ability.

The form of apprenticeship which has been adopted by the G. T. P. has been in successful operation for a number of years and has been the means of supplying that company with skilled mechanics in the most satisfactory manner. All apprentices are indentured to machinist's trade for five years, and to blacksmith's, boiler-maker's, or other trades for four years. Five cents per day is deducted from the wages of each apprentice, and the total amount is returned to him at the expiration

of his apprenticeship with an additional \$25 as a bonus if services have been entirely satisfactory. The first requisite in employing an apprentice is to know that he is morally, physically and mentally capable of filling the requirements of a mechanic. To ascertain this the apprentice is required to make his application direct to the master mechanic or the general foreman, and to be not under 16 or over 18 years. He is required to undergo a medical examination so as to assure the head of the department that he is healthy and likely to be able to follow up the trade after he has completed the term of apprenticeship.

Apprentice's Qualifications

This information being satisfactory, he has to pass an examination in the master mechanic's or general foreman's office. This is usually conducted by the chief clerk or some person specially appointed for that purpose, as follows:—

To be able to read extracts from instructions from end of employees' train time-table, standing 30 inches from same; to be able to hear the ticking of an ordinary open-face watch at a distance of 4 feet; by writing a letter, from dictation, applying for employment in the shops; to be able to work out correctly similar examples in arithmetic, to the following: Multiply 122,983,672 by 527,001; divide 723,643,978 by 265.

The applicant is required to write this examination out on foolscap paper, and if satisfactory, it is copied by him into the record book kept in the master mechanic's or general foreman's office, so that a complete record of the boy's ability is on file from the day he first enters the service. The apprentice after having passed a successful examination is provided with a text book for his instruction and guidance. This book contains examinations for the apprentice for each promotion he takes while serving his apprenticeship, and if he fails in any of these examinations he is set back to his old position for another term and the next apprentice in turn is promoted ahead of him, provided the next apprentice passes a satisfactory examination. When another promotion is necessary the apprentice who failed is given another opportunity to qualify. If he fails the second time he is either dismissed from the service or given some minor position he is capable of filling outside of the trade, as it is concluded that he is either not sufficiently intelligent or too indifferent to make a mechanic.

After passing the first or entrance examination in the master mechanic's or general foreman's office the apprentice is sent out to the

boiler, blacksmith or coppersmith shops, or other shop as may be required. He stays there from six to nine months, and is taught to be active and obedient, and to prepare himself for future promotions. When a boy is to learn one branch of the business only, for instance, boiler-making, blacksmithing, steam-fitting, etc., he is only required to serve four years, but if he is to learn the machine work and fitting, he is required to serve five years and all the machinist's apprentices are indentured for five years. In the case of any apprentice learning the boiler-making or blacksmithing, he is required to pass an examination in the master mechanic's office, and the first examination in the apprentice's rule book, as it is deemed necessary to have the information contained therein for any branch of the service, and in the case of these four year apprentices being few in number after the first examination, in comparison to the machinist's apprentices, they are instructed in their business by the foreman in charge, and each year they are required to pass an examination in drawing before receiving their advance in wages the same as machinist's apprentices.

Make the Apprentice Think

The object of the text book is to have the boy theoretically conversant with the work that is going to be done by him after his next promotion. For instance, a boy going from the blacksmith to machine shop has to pass his examinations before he is accepted in the machine shop, which is called "examination for promotion of apprentices from other shops to the machine shop." As he is usually put on a drill to commence with, by studying his text book he learns considerable about it, and also the tools he is to use in connection with it. The same practice is followed throughout the whole term of apprenticeship, and while the apprentice is working at one machine he is studying as much as possible about the machine he is to go on next. One of the great advantages of this is that it keeps the apprentice thinking and leads him to reading up in line with his work.

The indenture system has been found of great advantage both to the company and the apprentice. It has a tendency to keep the apprentice satisfied, and steady his energies along the required lines. It also prevents him from being tampered with by outside firms or corporations who desire to obtain the services of a boy as soon as he has become useful to the company who has instructed him. At the completion of his term each apprentice receives

a certificate showing that he has served as an apprentice and as a mechanic in the branch of trade that he was apprenticed to. An apprentice is required to serve five years at the following rates: 8c, 10c, 12c, 15c and 17c per hour. Before he is granted each year's advance he is required to pass a written examination on shop work, also make a drawing of some detail part of a locomotive as specified in the apprenticeship book, which examination and drawing must have the approval of the master mechanic and the superintendent of motive power before his advance is allowed.

This system insures thorough education in all details of the trade, and while some of the work may be specialized it is not done by the apprentice until he becomes a journeyman. For instance, the apprentice comes from the boiler shop to the machine shop, from the machine shop to motion bench, to the side rod bench, to the axlebox gang, to the steam pipe gang, to the valve gang, and finally to the erecting gang, so that after an apprentice is out of his time he is a specialist in any one of these branches.

This system of apprenticeship on the G. T. P. has also been found to be the means of parents giving their sons who desire to enter the service, a better education than formerly. Before its adoption the only requirement was that the boy had to be 15 years of age. It was found that parents took their boys away from school at twelve or thirteen years of age, and put them at some other work until old enough to enter the G. T. P. shops. When the examinations were first inaugurated quite a number of the boys were rejected, and had to go back to school again before they could qualify to enter the service. This has not only resulted in prospective applicants getting a better education, but has elevated the moral standing of the apprentices' work, and made the system attractive to boys who have passed the high school entrance examination, and who, although well advanced along the lines of school education, adopt the mechanic's trade in preference to other pursuits. The success of the apprenticeship system is imperatively dependent upon the careful management of the examinations, and the compulsory attendance at the classes provided by the company.

An apprenticeship record is kept. This is filled out by the chargehand under whom the apprentice is working, is scrutinized by the foreman, and then forwarded to the master mechanic.

HAS BROKEN SHAFT

Steamer Humboldt Met With Mishap On Her Way North From Seattle.

She Was Towed South by the Tug Lorne—Vadso Relieved the Situation

With a broken shaft, the United States steamer Humboldt became disabled on Tuesday on her way north. She was in Lorne Inlet and in no danger. The steamer Prince Rupert, while in Queen Charlotte Sound heard through wireless of the situation and was asked to take off the passengers.

The Vadso, however, the same day discovered the Humboldt, and was able to take off the Prince Rupert passengers and perishable freight, so that when the Prince Rupert came opposite the disabled steamer there was no aid required.

Yesterday the tug Lorne arrived at the scene and towed the Humboldt back to Victoria.

A TRIM LAUNCH

Timber Inspector at This Port Has Good Craft to Carry Out Work

The provincial government has placed at the disposal of Roy Moore, the timber inspector here, a very trim little launch built in Victoria for Walter Chambers of that city. The little craft is already in service, having arrived here a few days ago. It was brought up by Capt. Nye with Joseph Price as engineer. The latter will remain as engineer of the launch.

The vessel is capable of making seven and a half knots and came north under her own power. She called at all the mills along the route having on board C. R. Gordon, inspector of factories who took the

opportunity of making his inspection at the different points.

Mr. Moore will have in the new launch a little vessel that is capable of withstanding quite rough weather. It should be just what is required by him.

MANY PASSENGERS

Big Three Funnel Steamer Carrying a Good List on Second Trip

The G. T. P. steamer Prince Rupert on her second trip to the north arrived on Wednesday, almost exactly on time, leaving again that evening for Stewart. She left on her return trip to Victoria last evening.

The big three funnel steamer had a large passenger list. Many got off here, the remainder going on to Stewart. Through no contract having yet been entered into for carrying mail, the steamer did not bring any mail bags, much to the annoyance of residents. It is anticipated that the authorities will before the next trip have made arrangements to have mail sent on the vessel.

COQUITLAM TOUCHED

Taking An Unfrequented Channel Vessel Went on Shore

The steamer Coquitlam, of the Union Steamship company, on Wednesday afternoon took the inside passage for Metlakatlah. She grounded in the narrow passage and for several hours was held until she floated at high tide. No damage was done her.

MAINE NOTES

Steamer City of Seattle arrived Wednesday from Seattle northbound to Skagway. She had a good number of passengers and freight.

The Vadso reached port on Wednesday.

The Cottage City, southbound, called here early yesterday morning.

From time to time various colonies of Jews have actually returned to the Holy land. There are records of Jewish settlements there as early as 1170, and in the sixteenth century the city of Tiberias, "where only Jews were to dwell," was rebuilt. But it was not until comparatively modern times that the founding of regular colonies began. In 1878 the ideas of Lawrence Oliphant and the Earl of Shaftesbury took definite shape in the purchase of 700 acres of land by the Jews of Palestine, and

the foundation of the colony of Petah Tikvah. After the Russian persecution of 1881 large numbers of Jews emigrated and at the end of 1898 there were about 5,000 Jewish colonists in Palestine.

The idea of a combined motor car and motor boat is not an entirely new one, but the first vehicle of the kind to be officially taken up by any government is the invention of a French engineer. The war office believes it will prove of great service

in scouting and in various other ways—for instance for taking a line across a stream so that a temporary rope bridge may be formed. The car has a fourteen horsepower engine, has a road speed of about 25 miles an hour, and a speed afloat of about 8 to 10 miles an hour. The transmission of the driving power from the wheels to the propeller, and from the propeller to the wheels is quick and simple.

Rural production in Australia is remarkable because of the very large

part played by machinery. The Australian sheep farmer now shears his flock by machinery, and to an increasing extent milks his cows by machinery, while with the "harvester" he drives through his crop of wheat and gathers the heads, and threshes and winnows and bags the grain at a single operation as his team travels. All these machines are local inventions, and doubtless come from the difficulty in obtaining an adequate supply of rural labor.

FRATERNAL ORDER OF EAGLES

First Annual Ball

...GIVEN BY THE...

Prince Rupert Aerie.

YEA!
YEA!
YEA!

MacIntyre's Hall

Monday Evening,
July 4th. 1910.

Music by Kauffmann's Orchestra.

Tickets \$1.50, Admitting Lady & Gentleman
GRAND MARCH
9.30 sharp.



DUNSMUIR RETIRES

Control of His Coal Measures on Vancouver Island Passes Into Other Hands.

William Mackenzie Made Clever Move Ahead of C. P. R. in Deal

(Special to The Journal)

Victoria, June 23.—The recent purchase of the Dunsmuir coal mines on Vancouver Island by a syndicate with William Mackenzie, president of the Canadian Northern, at its head is expected to make a complete reformation in the conduct of the mines. Almost as long as James Dunsmuir can remember, his family has been the owner of the mines which he has now disposed of to Mr. Mackenzie.

The passage of the mines to the Mackenzie and Mann interests is regarded as a clever piece of diplomacy by the latter company. It has always been expected that should the mines be sold they would go to the C. P. R., with which company Mr. Dunsmuir has always been on very friendly terms. He was in fact, a director of the C. P. R., and that company was a steady customer of his mines. It came as a surprise, therefore, some months ago when the announcement was made that an option had been given to another corporation.

The C. P. R., it is known, had had negotiations with Mr. Dunsmuir in the matter, but satisfactory terms could not be obtained. Then came the announcement that an option given to R. T. Elliott, K. C., had been taken up by Mr. Mackenzie. The C. P. R., it is said, were sadly disappointed at the turn that affairs had taken, but there was no redress as the lifters of the option were prepared to carry out the contract and later did it.

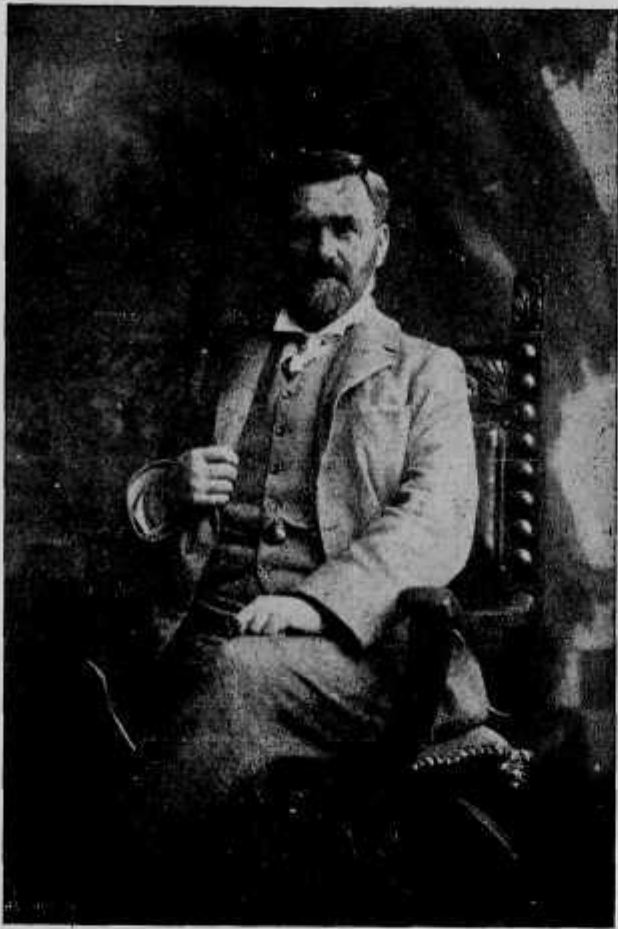
It is the intention of Mr. Mackenzie and his company to extend the workings and double the present output, which is approximately 3,500 tons daily. The coal from the mines is consumed all along the Pacific coast as far south as San Francisco and the demand is increasing yearly.

The selling price of the Dunsmuir coal properties was \$11,000,000 under the terms of the option granted by Mr. Dunsmuir to Mr. Elliott. To handle the property the purchasers incorporated the Canadian Collieries (Dunsmuir) Limited, with a share capital of \$15,000,000, in shares of \$100, of which \$5,000,000 are 7 per cent cumulative preference shares (all subscribed for) and \$10,000,000 in common shares. The company has undertaken the flotation on the London market of an issue of \$2,054,800 5 per cent first mortgage gold bonds. These bonds are made out to bearer with the option of registration. The bonds are repayable on September 1, 1950, at par. The annual interest on the bonds will amount to \$102,740. The net proceeds of the sale of these bonds will, it is stated by the company, be applied towards the price payable to Mr. James Dunsmuir for the properties. It is announced that the balance of the purchase price (which is \$11,000,000), together with the \$3,000,000 required for improvements, has been raised by the issue of \$5,000,000 of preference shares.

W. L. Coulson, a mining engineer of Pittsburgh, was the expert who made a full examination into the mines for the purchasers. He estimates that there are 600,000,000 tons still contained in the Wellington Colliery company's property. With improved machinery and facilities for handling the output, it can be increased in two and a half years to 2,000,000 tons annually. This will necessitate the opening up of four additional mines with a daily capacity of 1,000 tons each, the installation of modern machinery at the present mines, and railroad and dock improvements as the increased tonnage demands. For all this work \$3,000,000 is the estimate of the engineer. With skilled management and modern equipment coal can be mined and marketed at 50 cents per ton greater profit than now accrues to the company; hence on an annual output of 2,000,000 tons the profits would be approximately \$3,000,000, less coal removed, interest charges and depreciation or on the same basis practically \$1.53 per ton on all coal sold.

The profits which came to Mr. Dunsmuir during the last three years are set out as follows:—For the year ending June 30, 1907, \$162,596; for the year ending June 30, 1908, \$160,616; for the year ending June 30, 1909, \$141,041. This is an average profit of \$154,751 per annum, the average profit per ton of coal being \$1.

For a long time Mr. Dunsmuir has



HON. JAMES DUNSMUIR

been growing weary of the concern which his mines entailed. Litigation with members of his family as to possession of the mines, which has been going on with little cessation for years, did not tend to increase his interest in the business. With abundance of money to gratify every wish he has therefore decided to retire from active business. He intends to make his home in Victoria at the palatial residence just finished facing Esquimalt harbor.

William Mackenzie and his company will introduce the most modern systems into the management of the mines in an effort to keep pace with the increasing demands.

In passing over the control of the mines, Mr. Dunsmuir will be missed by many of the workmen. While objections were often raised against him, his workmen found him exceedingly lenient in the case of men who had been a long time in his employ.

TOUR OF INSPECTION

Head of Contracting Firm With Company Officials Are on Trip.

W. J. Stewart, C. C. Van Arsdol And J. P. L. MacDonald Go Up River

There arrived in the city on the Princess May, W. J. Stewart, of the firm of Foley, Welch & Stewart, the contractors engaged in constructing the G. T. P. On Wednesday, in company with J. P. L. MacDonald, the superintendent of work on this coast, and C. C. Van Arsdol, division engineer of the railway company, they left by the Omineca on a tour of inspection.

The trip will include a visit to the camps along the route now under construction. They will go as far as Hazelton, and the sections being constructed near there before returning.

THREE YEAR SENTENCE

Edward Leighton Convicted of Stealing Lillian Calvert

Three years in the penitentiary was the sentence dealt out to Edward Leighton on Wednesday on conviction of having stabbed Lillian Calvert some little time ago. W. E. Fisher was crown prosecutor.

Before sentence was passed Leighton confessed to having committed the crime, laying the blame for it all on his being drunk, having bought the liquor from Kruszner. He avowed his intention of never again touching liquor.

Judge Young in imposing sentence said drunkenness could not in the eyes of the law be taken as an excuse for crime. He hoped the young man would profit by the lesson.

His Honor further expressed regret that the man who supplied the liquor in this case could not be prosecuted. He was in large measure to blame for this.

Italy instructs her cavalry officers in the training of carrier pigeons for military purposes.

UNIQUE SCHOOL

Technical Training in the Sugar Trade

Something unique in the way of technical education is to be attempted at Glasgow, Scotland. This is none other than what is termed a sugar school, where young men are to be technically trained in regard to matters appertaining to the sugar trade.

The particular training is designed to fit the pupils of the school to engineers, overseers and chemists at the sugar mills, which are located in different parts of the Empire.

Scotland has for many generations been famous as a centre for refining sugar. Some of the wealthy men in Glasgow are ambitious enough to think that her sons may take a greater part than heretofore, in the manufacturing of the raw material, and they are backing up their ambition with substantial contributions of money in order that technical educational facilities may be provided.

Who knows but possibly the young men trained at the proposed technical sugar school at Glasgow may ultimately assist in solving the problem of the production of beet sugar in Canada, which has not by any means yet realized the anticipation of its promoters.

INTERESTING FACTS

In Britain the annual consumption of sugar amounts to 85 pounds for each individual, and in the United States to 61 pounds.

The electric lighting of the New theatre at New York is equal to more than 15,000 sixteen candle power lamps.

If a cork is too large for a bottle roll it on the floor with the foot and plenty of pressure. It is a quick and effective way to reduce its size. A slower and, it is said, equally as good way, is to soak the cork in hot water for a short time.

A case is recorded by Fuchs of the coachman of a medical man who was able to distinguish the numbers on the doors in the dusk, while he was unable to do so during the day. This day-blindness is probably dependent upon the strong light causing contraction of the pupils by which the defective central vision is brought more into play.—Dr. Percy Dunn in The Hospital.

What appears to be the smallest insect known has been described in India by Dr. A. Annandale. It is only 1-120 of an inch long, with a spread of wings of 1-30 of an inch, and belongs to the Hymenoptera, the order including ants, bees and wasps. It has received the name of Alaptus magnanimus. Only one specimen has been seen, and that appeared in the field of vision as the describer was observing under the microscope certain organisms in oil of cloves.

Mr. A. Campbell Geddes, of the Royal College of Surgeons, Dublin, vouches for the following cat story. An ordinary all-black cat was accidentally shut up in a refrigerating

LICENSES CUT DOWN

City Council Alters Considerably Its Original Bylaw to raise Revenue.

Good Advice Received From ex-Mayor of Edmonton on Civic Affairs

Ex-Mayor William Sharp, of Edmonton, has written to Ald. McIntyre giving some advice to the city in its early stages. He advises cutting out taxation on improvements, and cutting taxes off business men as far as possible.

His letter is as follows:—

Dear sir:—I am glad to know that you are one of the aldermen of Prince Rupert. You have a chance to do some good work while the slate is all clear. Might I so far presume upon old acquaintance as to suggest that you adopt some of the ideas embodied in the Edmonton charter. Cut out taxation on improvements of all kinds. If the people there are really wide awake on the point cut out taxes on business altogether. Allow even the banks and express companies and other financial institutions which are in fact parasites, to escape taxation altogether rather than put the burden of taxes on the business men, whose enterprise would build up a great city. Retain the power to licence only far enough so as to gain control over the different enterprises which find lodgement within a city. That is to say, licence all sorts of places of public amusement and public congress in order that sanitary conditions, mental and physical, more particularly the latter, may be well taken care of. I say more particularly the latter because publicity to a large extent looks after the former.

I understand that you are blessed with a good survey, with provisions for parks and gardens. If not, or if you have too much rock, make arrangements for the levy of a special rate every year to be expended by the parks commission in getting these fixed up, as well as the boulevards, etc. We fail to realize how much even the aborigines of this

country revel in the natural beauty of the country.

We have ruthlessly destroyed, worse than the Vandals, all these points of natural beauty. We have failed, utterly and absolutely, to realize that humanity from the highest to the lowest, love beauty in its real and artistic cultivation. We fail to realize that play is an absolutely essential ingredient in our makeup, that we are never intended and that no religion or system of advancement ever required that we should not play or that we should not play every day. Yours truly, WILLIAM SHARP.

The letter had a good deal of influence with the city council at its meeting, when the bylaw for raising revenue from licences other than liquor licences was up for consideration.

The council has in view of all the representations made to it, decided to cut off the head tax of \$2 commonly known as the road tax, vehicle licences, trade licences, and many others were lopped off also.

Lady Archibald, widow of Sir Adams G. Archibald, once lieutenant governor of Nova Scotia, died at New Glasgow Saturday. Before her marriage, Lady Archibald was Miss Elizabeth Lavina Burneat, daughter of the late Rev. John Burneat, once rector of Truro. Two daughters survive, one Mrs. Joanna Laurie, widow of F. D. Laurie of New Glasgow; the other daughter is the wife of Rev. Reginald Heygate, vicar of Boston, England. One daughter, the wife of Bishop Jones of Newfoundland, and a son predeceased her.

The Japanese police have an easier time than their confreres in Europe. Crime in the land of the chrysanthemum is almost limited to theft and tragedies, or serious cases of bodily harm resulting from street brawls. It is next to impossible, the chief of the Tokio police says, for a murder to be committed without someone hearing of it at the moment. This is due to the fact that the houses are composed of paper and bamboo, so any noise in a house occasioned by robbers or assassins would not fail to attract the attention of neighbors.



WILLIAM MACKENZIE

THE UNIVERSITY SITE

Commissioners Pay Short Visit to Prince Rupert This Week and Look Over Ground.

They Have Completed Inspection—Will Report About July First

The University Site Commission for the province, paid Prince Rupert a visit this week. The members came in without any stir, took a look over the place, and departed. The only announcement of their visit was contained in a despatch to the Journal a few days ago in which the information was given that they would pay Prince Rupert an official visit.

No sitting for the hearing of any claims which this place might have upon the provincial university were held. It is not at all likely that Prince Rupert will be the home of the institution.

The commission came in on the Prince Rupert on Wednesday, and went right to work investigating the general characteristics of the place. They covered a good part of the site that afternoon, completing the work yesterday, and leaving by the Prince Rupert for the south.

The commission consists of R. C. Weldon, dean of the University of Dalhousie, who is the chairman of the commission; Principal Murray, of the University of Saskatchewan, honorary secretary; Chancellor C. C. Jones, of the University of Fredrickton, N.B.; Canon Dauth, vice rector of Laval University, Montreal, and Prof. O. D. Skelton, of Queen's University, Kingston.

The commission has now covered the whole province in their efforts to decide upon the most suitable site for the institution. Before coming north they had just completed an investigation into the claims of the interior points in the south.

Upon returning to Victoria, the members will continue their sittings for the purpose of coming to a conclusion upon the evidence they have taken and their general observations. This will, it is expected by the members, take up to about July 1, when a report will be ready for presentation to the government.

Whether the government will announce the decision immediately, the commission was not able to say.

On being interviewed the members of the commission naturally had little or nothing to say as to the result of their investigations at any of the points visited. They quickly became, in fact, interviewers rather than allowing themselves to be interviewed. In Prince Rupert and its prospects they were all intensely interested.

Dean Weldon could not help remarking on the deceptive character of the townsite. From the water it looked to be very limited, he said, and to be of a very rough character. He was most agreeably surprised upon visiting the sections back of the business portion to find such wide stretches of valuable townsite property. The future of the city, he could not help thinking, would be a very bright one.

On the suggestion that Prince Rupert had many advantages as a site for the university, the members of the commission could not help picturing the wall of disapproval that would come up from the southern part of the province if such a choice were made.

In this connection the claims which some places put up for the institution were alluded to. The fact that invalids were cured in quite large numbers was included among these.

Speaking of British Columbia as a whole, the commissioners were delighted with the province. Dr. Murray, coming from a near-by province, naturally is a little partial to his own section of the country, so much so that other members of the commission, laughingly twit him with endeavoring to get the British Columbia university located beyond the Rockies in the prairie sections.

On the subject of British Columbia's resources, the commission is practically united in the view that in timber, British Columbia leads all the provinces, in coal, it divides the honor with Alberta, with the latter probably leading, in metalliferous mines Ontario divides the honor, in fisheries, Nova Scotia in turn divides the honors for first place. They thus classify this province in a high scale and can see nothing but a very bright future for it.

Dr. Weldon, the head of the commission, and the oldest member of it, is well known in this country. For years he sat in the House of Commons at Ottawa, coming through the troublous times which followed the death of Sir John A. Macdonald.

GOVERNMENT APPOINTMENTS

Local Licensing Board is Gazetted—Other Official Notices

The last issue of the British Columbia Gazette contains notice of the following appointments:—

Ald. Vernon W. Smith and Joseph Edward Merryfield, both of Prince Rupert, to be members of the board of licensing commissioners for the city of Prince Rupert.

Daniel McCaffrey, of Princeton, M. B., to be resident physician at Princeton, medical health officer for the Similkameen district, and coroner within and for the province, from May 1, 1910, in the place of David Brownlee Lazier, M.D., C.M., resigned.

Cuyler A. Holland, H. Dallas Helmecken, K.C., and John William Bolden, to be members of the board of directors of the provincial Royal Jubilee hospital, for the year ending June 30, 1911.

To be provincial constables—Frank Ielp, of Savona, and Arthur T. Harvey, of Kispiox, from June 10, 1910.

Bridal Party Pursued by Sharks.

Officers of the Blue Funnel liner Oanfa, on her last trip tell of the rescue of a bridal party of seven from sharks in the waters off the Philippines on the voyage from Liverpool.

Attracted by signals of distress from the schooner Selanger, as, surrounded by swarms of man-eating sharks, she was sinking outside Manila Bay with a wedding party aboard officers of the Oanfa were just in time to rescue her five passengers, captain and mate, a few minutes before she sank in 100 fathoms of water.

Besides her passengers, the Selanger had more than 400 fowls, a consignment of lumber, and forty-five sacks of charcoal. As she sank from view after those on board had been rescued the fowls were torn to pieces and devoured by the sharks, which after waiting many days, were cheated of their feast on the terrified people on the sinking schooner.

According to those on the Oanfa, the Selanger was on her way from Zamboanga to Manila when she met rough weather which drove her out of her course. Except for the fowls she had run completely out of provisions and those on board were almost dying of thirst when rescued.

On the Selanger, in addition to Capt. Alvarez Montijo, skipper, and owner of the vessel, were Francisco Gonzales, with his fiancée, Cenoria Gonzales, with his fiancée, Senoria girl, three of their friends, and the Filipino mate.

Senoria Juanita Paritez, with her four friends, was returning from the wedding of her sweetheart's brother, which took place at Zamboanga, May 1. Following their attendance at the festivities which were spread over three days, the five members of the wedding party took passage for their homes at Manila in Capt. Montijo's schooner.

Shortly after leaving Zamboanga the storm which drove them out to sea arose and it was not until May 11 that they were rescued about twenty miles off Corregidor Island and taken aboard the Oanfa to Manila.

Capt. Walter Cope Lyett of the Oanfa, had just set the last course for Manila Bay when Third Officer Thomas H. Flindley and others on the Blue Funnel liner sighted the Selanger, flying the United States ensign half-mast, upside down.

Capt. Lyett attempted to tow the Selanger to Manila, but they had gone only a few feet when it was seen that the schooner could not be towed and the effort was abandoned. She sank as soon as the line was let go.

It was at this time that those on board the Oanfa noticed the water swarming with huge man-eating sharks, and as fast as a fowl attempted to make its escape it was snapped up. Of 400 fowls on the schooner not one escaped the sharks.

The horrors of those on the Selanger, who were practically without food and water, were increased by the attention they received from hundreds of huge sharks which followed them for four days.

CANADA'S FINANCES

Revenues of Dominion Show Great Prosperity

The department of finance at Ottawa has closed the accounts of the Dominion for the fiscal year ending March 31, 1910, so that the precise figures are available of the fiscal operations of that period.

According to the official statement issued by the department, the revenue for the year totalled \$101,501,934, the ordinary expenditure \$79,409,849, the capital expenditure \$34,114,994, and the sum of \$12,336,963 was added to the public debt which on March 31 stood at \$336,266,348.

The addition to the debt during the fiscal year 1908-09 was \$45,969,419.

The customs revenue for the fiscal year 1909-10 was \$60,156,133, an increase of \$12,740,808 over the preceding fiscal period; excise \$15,753,352 shows an increase of \$215,590, and postoffice receipts \$7,938,547, an increase of \$556,924.

The total revenue, which, as stated, is a good million and a half over the hundred million dollar mark, is greater by \$16,407,530 than the revenue for 1908-09, and exceeds by five millions the previous high-water mark of 1907-08, when the revenue jumped to \$96,054,05.

The ordinary expenditure was less by \$4,654,393, and the capital expenditure shows a decrease of \$8,477,128, the outlay under this head in 1908-09 having been \$42,592,122.



HIS LATE MAJESTY AND THE QUEEN DOWAGER.

ROSEBERY'S TRIBUTE TO THE LATE KING

The Earl of Rosebery, as chancellor of the Glasgow University, presided recently at a meeting of the general council, and on his motion a loyal address was sent to King George. Lord Rosebery, in giving an impression of King Edward's character as it affected his subjects, and those with whom he came in contact, spoke of him as "Le Roi Charmeur"—the King who charmed everybody. None could be trusted to give a better analysis of the King's characteristics than Lord Rosebery.

The address having been read by Mr. W. Archibald Craig, clerk to the council.

Lord Rosebery said: I rise to move that that address be adopted by you. We meet at a time of universal mourning throughout the empire, but at a time also of universal sympathy throughout the world, and we may well ask ourselves how in so short a reign our late King succeeded in winning so universal an expression of sympathy and of bereavement. I cannot help believing that it was due to a winning personality, to a genuine and devoted patriotism, and to the resolve that wherever he went he would make friends for his country, and try to make others friends with each other. It is strange and wonderful that he should have been able to fill our great Queen Victoria's place. There never was a throne so difficult to occupy as that he was called upon to fill.

Queen Victoria's vast and august reign had covered the transition period between the Old World and the New. She had found monarchy in a languid condition, and had breathed new life into it. Her whole existence had been a model to all her subjects; and so it was that when she died she was followed to the grave by an affectionate devotion which had never been paralleled in the case of any sovereign in the history of Great Britain.

Unequalled Experience

Well, it seemed impossible for the King to shine after her, and yet he did succeed in leaving behind him a reign short, but not less brilliant, than the one which had preceded. How was that effected? I think one reason for it was that it was so wholly different. Had his reign taken the same shape as that of his mother, it might never have got out of the shadow left by her. But though it was entirely different, it was not less beneficial. The Queen, owing to her sex and to her bereavement, had lived a long period in seclusion, from which, if you remember, she emerged at her two jubilees and again in the last year of her reign, when, in disaster in South Africa, she came forward at a sublime moment to share the sorrows of her people in London. But the late King led a widely different life. He went everywhere; he saw everybody, he did everything.

We are apt, too, to forget the unequalled experience of our late King, Le Roi Charmeur.

Princes begin life young, and so he was enabled to have converse in his youth with people like King Louis Philippe and the great Duke of Wellington, and onward to the moment of his death seeing everybody who was worth seeing, not merely in great Britain, but in Europe. That experience, mellowing a rich nature,

produced an unrivalled sagacity and experience. Even that experience would not have developed a poorer or more barren character, but it fell on fruitful soil, and it warmed what was naturally a winning, a kindly, and a genial nature. I think if the French had had him as their King they would have named him Le Roi Charmeur—the King who charmed everybody. I am not such that they



LORD ROSEBERY

may not have named him so already. But, gentlemen, I daresay there are few here who themselves have not seen the King, have not seen the smile and aspect of extraordinary benignity and geniality with which he made everybody feel that he was in some sense their personal friend. I myself have never admired him so much as at some great collection of men, many of whom he may have known little or not at all. After

some great banquet which he may have given in his own palace, when afterwards he has gone round and spoken to every guest and left every face brighter and happier than he found it. That is an art which none can acquire who has not a noble nature on which it can be grafted.

Personal Tastes

I have seen very little said about the King's personal tastes. They were eminently simple. They were the tastes of a King of England and a King of Scotland. Out of doors he loved the sports of the field, and all the sports of the field, I take it; but his special passion, so far as I know, was in planting and in gardening, and it was in his innocent pleasures, in the diversions to which he was addicted, that he came in contact with every form of humanity, and made everybody feel that they had a friend on the throne. Well, that is what has attracted humanity in our late King, and that is what makes humanity mourn for him. I have not spoken, and I do not mean to speak today, of what he did for the Empire and for his kingdom, because I have had too many opportunities of speaking on that already. I have tried rather to give an impression of his own character as it affected his own subjects, and those with which he came in contact.

But there is one part of the prayer to which we listened which must have specially affected this great audience—I mean that part which referred to Queen Alexandra, the broken-hearted widow who is left to mourn his loss. It seems scarcely yesterday since I, as an Eton boy, saw the gay procession to Windsor Chapel which conveyed the late King

Haynor Bros., the well known firm of housefurnishers and funeral directors, have taken up their temporary location in the Dunedin block, corner of Second avenue and Eighth street. They are offering special bargains in some goods slightly damaged during the fire. In a few days the firm will move into new quarters in the Manson block, on Third avenue.

Fred Stork

General Hardware

...Complete Line of...

VALVES

Pipe and Pipe Fittings

PUBLIC AUCTION.

For sale at public auction, on Thursday, June 23, at 2 p.m., outside the old warehouse on the Grand Trunk Pacific Railway Company's wharf, a quantity of tools and miscellaneous equipment used in construction of sewers at Prince Rupert. A detailed list of the goods may be seen at government office.

J. H. McMULLIN,
Government Agent.

Lumber for Plank Roadway for the City of Prince Rupert.

Sealed bids will be received by the City Council up to JULY 1st, 1910, addressed to the undersigned, and endorsed: "Bids for supplying lumber for plank roadways for the City of Prince Rupert." Said bids shall be for supplying 500,000 feet B.M. of Spruce Lumber in sizes and lengths as required for the construction of plank roadways or varying lengths and elevations.

Also

500,000 feet B.M. of 3 inch Spruce Plank, 8 inches, 10 inches or 12 inches in width, and standard lengths as required.

Also

500,000 feet B.M. of 3 inch Fir Plank, 8 inches, 10 inches, or 12 inches in width and standard lengths as required.

All lumber to be manufactured from sound stock, free from large, loose or unsound knots, and other defects which would impair the strength of the piece. Said lumber to be delivered F.O.B. wharf, Prince Rupert. The City reserves the right to reject any or all bids.

ERNEST A. WOODS,
City Clerk.

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

LAND PURCHASE NOTICES

Coast Land District—District of Skeena.

TAKE NOTICE that Elijah Rounds, of Victoria, B.C., occupation steward, 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 180 acres, more or less.

ELIJAH ROUNDS.
Vincent M. Schibner, Agent.
Dated May 25, 1910. jn21

Cotton From Spruce

That the spruce trees of New England may yet furnish the material to be spun by the cotton mills of Massachusetts into a cloth that in texture and sheen resembles the finest mercerized cotton, is the astonishing possibility that is being put forward at present by a coterie of prominent Boston cotton experts. And the reason for this apparently unbelievable prospect is that these men have just inspected and subjected to the most exacting tests specimens of cloth and of yarn made from wood pulp.

The immense importance of this discovery which may mean the doubling of New England's natural wealth and make its mills independent of the cotton fields of the South, has been realized by cotton manufacturers, but the utmost secrecy is being preserved at the present time owing to the desire of the French promoters of the invention to keep the process in the factories of England and the continent.

The wonderful new process, with examples of its product, has just been explained to the National Association of Cotton Manufacturers by James Hope, of Rouen, France, who has come to this country to attend the annual convention of the national association.

Although Mr. Hope did not divulge the entire process, his explanation of it, together with the samples he exhibited, has interested cotton manufacturers from all over the country and aroused the out-spoken admiration of C. J. H. Woodbury, of Boston, secretary of the National Association of Cotton Manufacturers. Nevertheless, Mr. Woodbury, in discussing the new process, is non-committal as to the immediate prospects of attempting to introduce the making of clothing from trees into England.

"As it appears to me," says Mr. Woodbury, "the French inventor and the French and English backers of this process are very likely to prefer keeping the process to themselves with the advantage of exporting the cloth to us here in America. That is natural enough, for the cloth made of wood pulp that Mr. Hope showed us takes on dyes more brilliantly in the bleaching and finishing than does the real cotton fibre. In fact, it has a brilliant effect somewhat similar to mercerized cotton or silk, although it differs in an advantageous manner from the silk imitations that are already made from wood pulp."

Regarding the new French invention the product of which has been named "La Soyeuse," enough has been learned during Mr. Hope's stay in Boston to make it clear that if the machinery were installed in New England mills the process of producing bolts of dress goods from spruce trees could be followed out as surely as the cotton from the southern fields, from Egypt or from India, is turned into cloth. And as for the economy, Mr. Hope says: "The cost of its manufacture is much lower than that of the market price of cotton." This, by the way, was explained by those who followed Mr. Hope's account to mean that the finished wood pulp cloth is cheaper than the raw cotton in the bales.

"The first step in the process, as I understand it," says Mr. Woodbury, "is to reduce the spruce wood to cellulose, much after the method used in the initial steps for making pulp for paper manufacture. That consists, generally speaking, in reducing the wood to a liquid by a combination of chemicals and applied heat. The reason that spruce is preferred is because of its lack of color, which, of course, is a feature in bleaching and dyeing the finished cloth."

"After the wood is reduced to cellulose, or synthetical cotton, since bleached cotton is nearly pure cellulose, this liquid is then pressed out into threads by two different methods. For the coarse fibre the pulp is pressed through perforated steel plates, and as it hardens when it strikes the air it may be wound on spools or drums in any lengths desired. For the finer fibres, the holes through which the wool cellulose is pressed are in glass tubes drawn out to very small orifices such as are found in fountain pen fillers."

"When made from spruce this fibre is almost white, and it may then be bleached before being dyed. Mr. Hope has shown us samples of yarn and of various cotton dress goods made of this wood cellulose, although he has not shown any plain goods, such as sheetings and shirtings. Some of the cloth resembled woollen serge and other samples were like brilliant mercerized goods. Another interesting feature of it is the length of the staple, and, of course, the cotton experts in looking over the samples started to pull out the staple, which in real cotton ranges from

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 June 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 1, 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 June.

Subscribe early and take advantage of the low rate.

New Mission Boat

"The Columbia Coast Mission is the most wonderful example of practical Christianity I have ever seen," said an Eastern Canadian, on his return home after having made the round trip on the mission boat Columbia I.

Rev. John Antle, superintendent of the Columbia Coast Mission is appealing for funds to build a bigger and better Columbia. Columbia II, which is being built by the B. C. Marine Railway company at Westminster, will measure 100 feet long by 17 beam when completed, as against the 60 feet by 14 measurements of the old boat. She is more than double the tonnage of her predecessor, and when finished will contain four staterooms, a large main cabin, an office and a deck house in which will be a miniature hospital containing cots, an operating table with X-rays and the latest surgical appliances. The expenses of the hospital have been defrayed by a Montreal person, who gave the Mission the sum of \$660 for that purpose in memory of her brother.

It is expected that Columbia II will be finished about the end of the month, and will take her initial trip shortly afterwards. Columbia I passed into private hands some months ago. The new boat will cost \$22,000 and of this sum \$18,000 is already in hand, the money having chiefly been raised in England and Eastern Canada. Rev. Mr. Antle has started a campaign to raise the remainder.

The Columbia Mission is one of the most important works in which the Anglican church is engaged on this coast. It has taken as its motto the well known lines from the Gospel of St. Luke, "Heal the sick... and say unto them, the Kingdom of Heaven is come nigh unto you." And to many whom it benefits the advent of the boat must indeed come as little less than a heaven-sent help. In the case of accidents that are only too common in the lumbering, canning and other industries of the coast, it has proved of invaluable assistance, rendering the patients first aid on the boat, and afterwards conveying them to the nearest of the coast hospitals. It was through the instrumentality of the mission that these hospitals were founded. Queen's hospital, at Alert Bay, is the pioneer institution, it having been opened in July, 1905, three months after the Columbia was launched. The spring of 1907 saw the erection of a neat building at Marble Bay, known as the Columbia hospital. This was raised by the Tacoma Steel Co., and furnished and operated by the mission.

The total number of cases treated by the mission in 1909 amounted to 1837. Of these 549 were treated on the Columbia. The number of operations performed were 240, surgical dressings, 1475, and prescriptions, 1058. Important testimony to the value of the work done by the mission has been given by a nurse who served at Queen's hospital for over two years, and who stated that during that time 45 accident cases were cured, who could not possibly have lived to reach Vancouver.

LEAVING LEPER COLONY

Dr. Brinkerhoff Will Return to Civilization

Dr. Walter R. Brinkerhoff, who five years ago quit home and friends to live among and study the outcasts in the leper colony of the Hawaiian Islands, and who a year later was followed by Miss Nettie White, of Winchendon, who crossed half way round the world to become his bride, is soon to return to civilization. His wife died April 2, 1909, and soon after he resigned his post and has since been preparing for his return home. He has accepted a position as assistant professor of pathology at Harvard, the school from which he went forth in his work of medical research.

The marriage of Dr. Brinkerhoff and Miss White was one of the prettiest romances that has even been known. She was the daughter of a millionaire, prominent socially in Newport and Washington, and well known in foreign capitals. She had met Dr. Brinkerhoff at a naval ball in Washington and not long after they became engaged. When the doctor decided to devote his life, or a portion of it, to work among the lepers, he sought to have the plans for the wedding changed, but the young woman had something to say about it, and a year later she journeyed alone 6,000 miles to become the wife of the man she loved. In April, 1909, a three-line cablegram told of her death, and her body was brought home to Massachusetts for burial.

SHIPPING REVIEW

The marine and fisheries department has issued its yearly list of shipping of the Dominion of Canada. This shows a total of 93 vessels, sail and steam, registered in British Columbia, of a total tonnage of 4,068 net tons, since last year, most of which are registered at Victoria.

The total number of vessels remaining on the register books of the Dominion on December 31, 1909, was 7768, measuring 718,533 tons, being an increase of 16 vessels and 16,229 tons, as compared with 1908. The number of steamers on the register books on the same date was 3229, with a gross tonnage of 513,362. Assuming the average value to be \$30 per ton, the value of the net registered tonnage of Canada on December 31, 1909, would be \$21,556,590.

The number of new vessels built and registered in the Dominion of Canada during last year was 327, measuring 25,306 tons net register. Estimating the value of the new tonnage at \$45 per ton gives a total value of \$1,138,770 for new vessels.

During the year this city was constituted a port of registry for ships.

A comparative statement showing the tonnage of each of the maritime states of the world is given, which shows that Canada retains her place as tenth.

During the year 246 vessels are removed from the register books, and a detailed statement is given showing the cause of their removal.

It is estimated that 26,430 men and boys, etc., inclusive of the masters, were employed on ships registered in Canada during the year 1909.

IMPROVED TELEGRAPH

An important step toward improving telegraphic communication has been taken by the Pacific Cable Company, which is having a wire strung across Canada from Montreal to the Pacific to connect with the cable from Canada to Australia and New Zealand. The cable has been operated with success for some years, but there have been transmission difficulties across Canada. This will be overcome by the new line which is being erected and will be maintained by the Canadian Pacific Telegraph Company and leased to the Pacific Cable Company, a government institution in which the partners are Great Britain, Canada, Australia and New Zealand.

The leasing of the line across Canada is regarded as the first step towards a government-owned cable across the Atlantic.

TRAINING OF CADETS

The government of British Columbia has signified its acceptance of the conditions attached to provincial participation in the advantages of the Strathcona Trust, and W. P. Argue, M.A., of Vancouver, Dr. E. P. Paul, of Victoria, and Inspector David Wilson of the department of education, have been named to form a committee to act with the militia department authorities in consideration of the various details of applying the trust plan in British Columbia.

The action taken is largely on the strength of favorable reports by Dr. Mackay, of the education department of Nova Scotia, as to the results observed by that province, in addition to which New Brunswick and Ontario have also "come in" under the trust provisions, while Prince Edward Island is preparing so to do, and Quebec has sent delegates to Ottawa to discuss the trust plan with the militia authorities preliminarily.

The Strathcona donation amounts to \$300,000 and is invested by the finance department of Canada at a special rate of 4 per cent, making the amount earned annually for utilization approximately \$12,000, divisible by the number of sharing schools. It is thus roughly estimated that between \$300 and \$400 will come to British Columbia yearly, in addition to which the department of militia supplies instructors and inspectors free of charge and pays bonuses to male teachers according to the work performed by them in the promotion of physical training. In the cadet corps, which are likely to be largely recruited from the public schools under the Strathcona plan the department also provides such arms and equipment as are requisite.

Lord Strathcona's object in the formation of the trust is officially stated to have been two-fold—the improvement of the physical and intellectual capabilities of the children while at school, by means of a prop-

er system of physical training calculated to improve the physical development, and at the same time to inculcate habits of orderliness, alertness and prompt obedience; and the fostering of a spirit of patriotism in the boys, leading them to realize that the first duty of a free citizen is to be prepared to defend his country, to which all boys should, as far as possible, be given opportunity of acquiring while at school a fair acquaintance with military drill and rifle shooting. The conditions attached to participation in the trust benefits by any province are:—

1. Physical training to form an integral part of the curriculum in every educational establishment at which a teacher holding certificate other than that of the lowest grade is employed.
2. A certificate of ability to instruct in physical training to form part of every teacher's certificate other than those of the lowest grade granted by the province.
3. The education department to undertake to encourage the formation of cadet corps, including the practice of rifle shooting, under suitable conditions, by the older boys in all educational establishments under its control.
4. The system of physical training to be adopted to be that in force in the elementary public schools in Great Britain with such modifications therein as the local conditions of any province may show to be necessary.
5. The education department to undertake to require, within a specified period, all teachers who are already in possession of its certificates other than those of the lowest grade, to qualify themselves (subject to the exemption of such teachers as are physically unable to qualify, or are nearly at the end of their terms of service) so that in every school there shall be at least one teacher capable of imparting the necessary instruction.

POLAR EXPEDITION

The Norwegian polar ship Fram, of Nansen fame, in which Captain Roald Amundsen, the well-known discoverer of the northwest passage, intends to make an attempt to reach the North Pole, is now on her way to San Francisco.

She is commanded by Captain

Nelson and left Tonsberg during the latter part of April.

Captain Amundsen, who will join the Fram at San Francisco, is at present in Norway.

The course Captain Amundsen expects to take, is via the Bering Sea into the Arctic, and drift northward with the ice.

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, June 24, 1910

EMPHASIZES NEED

The accident to the Humboldt within a comparatively short distance of Prince Rupert emphasizes the need of docking facilities here. We made reference to the absolute necessity for something of the kind at this port in the last issue of The Journal. The Humboldt lay for about two days within a short distance of this port awaiting a tug to tow her south to undergo repairs.

Had a dry dock, or slip of any kind been located here, there can be little doubt that the work of repair would have been done here.

In order to cope with the needs of shipping in the matter of repairs an early start should be made on an enterprise which will mean so much for the city.

ADVERTISING DISTRICT

The Board of Trade in arranging for a fall fair in this city is taking a very wise course. An early start on it was likewise a necessary precaution. The exhibits which will be placed on display at that fair are not so much for the education of the residents of the district as for the enlightenment of those dwelling elsewhere.

We would suggest, therefore, that an early move be made to bring to the attention of the residents of the south the fact that the fair is to be held so that many may arrange to pay a visit to it, taking advantage of a trip north so as to bring them here when the fair is in progress.

The Journal is ready to do anything it can to assist in making the fair a great success and will keep it ever to the front in an endeavor to attract all the attention possible to New British Columbia.

THE CELEBRATION

The citizens have taken hold of the idea of a Dominion Day celebration in an enthusiastic way, which presages success for it. An occasion like this brings prominently forward the need that exists here for recreation grounds of some kind.

It is true that in a new city so many pressing demands for public money the authorities will be somewhat reluctant to spend much on recreation grounds that are not considered a real necessity.

From a moral standpoint alone, however, a place where the young men may assemble in the evenings and engage in manly sports is of decided advantage to any place. Even in a small way an early start should be made to provide such a place.

Personals

E. S. Busby, inspector of customs, has gone to Stewart to open the new out port there.

W. Brewer, the well known mining engineer, went to Stewart on the Prince Rupert.

Rev. J. Willard Litch, the new pastor of the Baptist church, has arrived in the city.

C. R. Gordon, inspector of factories for British Columbia, was in the city yesterday. He is making his first official visit to this city.

Among the visitors who came in on the Prince Rupert was B. Wilson, head of the cold storage company in Victoria that bears his name. Mr. Wilson made the trip to Stewart, calling off here and spending several hours inspecting the city.

Mrs. L. W. Patmore gave a skating party on Wednesday evening to which quite a large number were invited. The party assembling at Mrs. Patmore's home, made their way to the roller rink about 10 o'clock and until midnight a most enjoyable time was spent there. Later they all adjourned to Mrs. Patmore's again where refreshments were served.

Subscribers to The Journal during the month of June will be charged only \$1.50, which entitles them to the semi-weekly for a whole year.

Local News

Judge Young will leave on Monday for Atlin to hold court there. He will be absent only a few weeks.

The St. Andrew's Society will give a smoking concert on Caledonia Day, July 28, in the Carpenter's Hall.

The Washington Cafe, with its clean and tasty arrangements, is worthy of patronage by all who desire a homelike meal.

Materials for the new cold storage station at Seal Cove are being got in place and work on the building will soon be under way.

Citizens are asked to sign the petitions praying for the taking of the telephone systems over by the city. Unless this is done no action can be taken.

John Corwin, who has been night patrolman for some time under an agreement with the Board of Trade has now been relieved of his duty. The city police will have charge of this duty.

The manager of the cold storage station at Seal Cove proposes to couple up with the old telephone line from the mill to the centre of the city. Permission was asked the city council but that body decided it has no authority in the matter. It is sought to use it as a private telephone line with the city.

CHALLENGE MATCH

Local Rifle Club is to Compete With Officers and Crew of Lillooet

In compliance with a challenge issued by the officers and crew of the hydrographic steamer Lillooet to the local rifle club, a match has been arranged to be held tomorrow at the range.

The members of the local club will assemble at the boat house at two o'clock for the purpose of crossing over to engage in the competition.

NEED MORE LABOR

Charles M. Hays Says That is the One Obstacle at the Present Time.

President of G. T. P. is Deeply Interested in the New Steamer Prince Rupert

Charles M. Hays, president of the G. T. P., who is in Vancouver at present as defendant in an action brought by Moreton Frewen, of London, against the G. T. P. Town & Development Company, says that the company hopes to finish the line as



CHARLES M. HAYS
President of the G. T. P.

far as Aldermore from here this year, and if it is not completed to Tete Jaune Cache by December, he will be very much disappointed.

"The branch line to Vancouver will be rushed," he said, "just as soon as we get the main line completed."

"The only thing that worries us on construction is the scarcity of labor. Where do all the men who come out to the coast go to? The contractors are always complaining, and yet as I came through this time every coach of every train bound west was packed."

Mr. Hays hopes to visit Prince Rupert before returning east. He is manifesting a great deal of interest in the G. T. P. steamer Prince Rupert, and would like to make the trip by her.

With Mr. Hays is Mr. Henry Phillips, secretary to the company, and Mr. D. E. Galloway, the president's private secretary. The party traveled to the coast in the G. T. P. president's private car "Canada."

NEWS OF THE PROVINCE

Items of General Interest From Centres in British Columbia.

A Timber Road

Victoria.—A branch of the E. & N. railway will be constructed from Duncan to Cowichan Lake, and a \$705,000 lumber mill will be built at tide-water, near Crofton, as soon as a site has been selected. These two enterprises, which have been pending for some months, concluded yesterday, when Mr. R. Marpole, vice-president of the local railway, and Mr. W. E. Marsh, representative of the American Finance and Securities company, held a final conference. The concern for which Mr. Marsh has been acting is the purchaser of the tract of over 50,000 acres of timber lands about Cowichan Lake. One of the conditions of the sale was that, when the new owners were ready to begin the active exploitation of their holdings, the railway should construct a twenty-five mile spur, thus furnishing an outlet from the logging camps to salt water. Mr. Marsh, on his arrival here, announced that the American Securities company was prepared to commence operation.

New Cable Laid

Vancouver.—The cable steamer Restorer of the Commercial Telegraph Company has completed laying a telegraph cable from Departure Bay near Nanaimo, to Point Grey, Vancouver, for the C. P. R. The Restorer took into her tanks forty-five miles of cable brought from England by the Blue Funnel liner Oanfa, and on Saturday morning she started laying this from Departure Bay. By Saturday afternoon she was off Point Grey landing the shore end, which is sheltered by a cable house erected on the beach. The Restorer was formerly stationed at Honolulu, but her headquarters are now at Esquimalt, where she lies with steam up and stores aboard ready to go anywhere along the cable route in the Pacific. She carries a crew of a hundred men all told. The last cable put down from Nanaimo to Vancouver was laid by the steamer Tartar, when she came out from England in the days of the Klondike rush.

Power Proposition

Vancouver.—One of the biggest propositions ever undertaken on the American continent for the development of hydro-electric power will shortly be commenced by the B. C. Electric Railway company and the Vancouver Power company on the Chilliwack and Jones Lakes outlets in the Chilliwack Valley, between 60 and 65 miles east of Vancouver, and when completed, fully 110,000 continuous horsepower will be developed. The approximate cost which does not include the purchase of land and preliminary work, is \$9,354,000. The work will be completed in two and a half to five years although ten years is allowed according to the charter just obtained by the company.

Wolves Do Damage

Victoria.—That wolves are making devastations upon the deer and other game of Vancouver Island is testified to by M. King, who recently made a trip across the Island. "I saw the skeletons of 25 elk on my jaunt across Vancouver Island," said Mr. King. "These had apparently been killed by wolves, as the bones had been gnawed. Some of the bulls had fine antlers but the lower parts of even there were chewed off. There are still a good many elk, and even fine bulls, in the centre of the Island. In crossing I saw only two, a cow and a calf."

Strange Fire

Vancouver.—While patrolling past the Woods pharmacy at 601 Hastings street, a police officer noticed smoke issuing from the back of a celluloid mirror in the window. He stopped to locate the fire and its cause. It took some thinking, but the policeman was on to his job and he figured it out that the rays of the sun, reflected from a large mirror in the rear of a smaller one in the window with the celluloid

back, had ignited the latter and the smoke was the result. He put an end to the fire without the aid of the brigade by the simple expedient of standing a board against the window to intercept the sunlight and all was well. When the clerk arrived shortly afterwards to open up for the day he was told what had damaged the mirror and henceforth celluloid goods will be on the black list for window displays.

New Church

North Vancouver.—Another stage in the progress of Episcopalianism in North Vancouver, was reached on Sunday, when the venerable Archdeacon Pentreath officiated at the opening service in St. Agnes' church of England Hall. The building, which is of wood, is of a plain, substantial nature. The interior is lined on the under portion with wood, and the upper section is of plaster. The cost, inclusive of fittings, will be about \$2,000, of which \$575 has been subscribed. The altar, lectern and prayer desk were the gifts of Mr. H. N. Young, one of the church wardens, and the American organ is a present from an anonymous benefactor in Vancouver.

Clean Up Day

Vancouver.—The civic authorities held "cleaning up" day on Wednesday. Business firms gave teams during the afternoon to assist the city in removing refuse. The committee in charge made a clean up of all inflammable material on vacant lots in the various districts, under the direction of the fire department. Garbage, etc., was taken to the city incinerator.

George L. Hughes Dead

Nelson.—Word comes from Portland of the death of George W. Hughes, one of the pioneers of the Slocan, and until recently the owner of the Lucky Jim. From 1892 until about eighteen months ago, he was a resident of the Slocan, when failing health led him to remove to Spokane. About three months ago he went to the coast still in quest of health, but without success. The body will be taken to Pennsylvania where his surviving relatives live. In 1902 Mr. Hughes went to the Slocan country with a pack train of forty mules. He had hired out to the Lucky Jim at Wardner to transport ore from that mine to Nakusp, the first ore shipped from that section. He took contracts for large tonnages from the Washington, Fred Lee, and other mines, and built a wagon road to them from Kaslo, which was soon superseded by the narrow gauge Kaslo-Slocan railroad. In 1903 and during the subsequent fourteen years development Mr. Hughes devoted his attention to mining, being owner and manager at various times of the Alamo, Idaho, Sunset and Lucky Jim mines. These interests he had mostly disposed of before he was stricken with paralysis some three years ago, but his Lucky Jim holdings were only partly with when his health no longer permitted his giving any attention to business. Mr. Hughes acquired a comfortable fortune during his years of labor in the Northwest, and at the time of his death is believed to have been worth between \$1,000,000 and \$2,500,000. He was unmarried.

W. D. Morris, formerly of Ottawa, who has, since his arrival in this province last December, not only investigated with great thoroughness the opportunities of British Columbia, but has made, and is still making, heavy investments at different places, was in the city a few days ago. "Perhaps the best evidence of my faith in the province," said Mr. Morris, "is the fact that I have so far invested over \$50,000 in Victoria, Prince Rupert, Alberni and Stewart. This was not done hastily. I can assure you, but after a careful study of conditions which I am still continuing. I am now contemplating the further investment of \$50,000 in a commercial undertaking in the province, the details of which I cannot at present make public."

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