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PLANS OF GRANBY

Smelter Company Has Not Yet Decided Upon the Location of Smelter for the North.

General Officers Now At Goose Bay Say They Await Further Information

The final decision with regard to the location of the Granby smelter in the north has not yet been reached. This was the announcement of J. Graves upon his arrival here on Wednesday by the Prince Rupert. He is accompanied by Mr. Sylvester, also of the headquarters staff. They have gone to Goose Bay to inspect the work there in progress. While it seems highly probable that Goose Bay will be the location of the smelter, nothing definite has yet been decided. Mr. Graves said his company would wait until they had further reports in from some of the officials now on the field in the north before reaching a conclusion.

The party of Granby officials was accompanied here by Mr. Trewartha James, the head of the Tyee company, which has a model smelter at Ladysmith, built and equipped under the guiding eye of Thomas Kiddie, one of the most expert smelter men on the Pacific slope.

The presence of Mr. James may have no significance but at present the Tyee company is not operating any mines in the south, depending upon the northern output largely for its supply of ore.

The Granby company it Goose Bay is carrying out its work in a thoroughly systematic way. A splendid plank roadway, according to recent visitors, has been built from the water to the mine and all the work is being carried out in the best of style.

Mr. Graves said in his visit here this week that the company was proceeding with the necessary work in connection with developing the mine. They were also installing power for that purpose and putting up the buildings that would be necessary. A force of about 150 men is now at work. Nothing was being done yet, however, he said, as the work of installing the smelter there, nor would it be until the decision was reached by the company. The townsite proposition had not been considered either.

G. T. P. PARTY COMING

Towards the close of the month Prince Rupert will be visited by Charles H. Hays president of the G. T. P.; E. J. Chamberlin, vice president, and Mr. Smithers, of London, representing the London investors. There will accompany these officials several of the heads of departments in the company, the tour being one for general inspection of the work.

Drowned at Goose Bay

George Macdonald, who formerly conducted a bakery here, lost his life at Goose Bay by drowning. Some time ago Mr. Macdonald went to Stewart to live and went into business there.

A SURE WINNER

(Special to The Journal)

Kamloops, Aug. 18.—The Conservatives of Yale-Cariboo have unanimously nominated Martin Burrell as their candidate for the riding. He is a sure winner against any one who opposes him.

Duncan D. Munro of Vancouver, who is interested in the Lakelse Valley, has been in the city after a trip up the river. He has left for the south again.

Drowned in Skeena

H. Buckingham, a brakeman employed on the G. T. P., lost his life on Wednesday in the Skeena River. He had gone out fishing, and was crossing a log to a sandbar when he fell in and was caught by the swift waters of the river. The body has not been recovered.

OIL BEDS LOOK WELL

Graham Island is Attracting Attention as a Petroleum Producer at the Present Time.

Drill Near Otard Bay Is Encountering Formation to Give Good Results

Richard Parnall, representing the B. C. Oilfields, engaged in boring for oil near Otard Bay on the west coast of Graham Island was in the city for a few days this week. His company is the first to invade the new oil area of theh northwest and the results are proving entirely satisfactory. The plant taken in by Mr. Parnall and his associates is pronounced by all to be the most complete that could be obtained. The work is being done in a systematic way and those interested have no doubt as to the results.

The loss of cylinder oil delayed operations for about ten days but with a good supply now on hand the company is pushing the work forward as fast as possible.

When Mr. Parnall left the place the drill was down about 190 feet and throughout the whole boring the results had been very close to what the experts had foretold would be the character of rock cut through.

Blue shale was first encountered. This has been followed by a black shale, which, accordoing to the experts, is the proper formation for oil. After the black shale, the sandstone, in which at depth the oil is expected, is looked for.

Mr. Parnall says he expects to reach oil at about 700 feet, although it may be necessary to go deeper than that. The plant installed is equipped to bore to a depth of 5,000 feet so that there will be no trouble if greater depth is required than is anticipated. With depth comes increased pressure, so that it is no drawback to have to go down.

C. D. Emmons, an expert who reported upon the formation for the B. C. Oilfields before work was started, is on the ground. He has located property nearby what is supposed to be another promising basin. He will begin work right away on his property. He will put in a drill without waiting for the original company to complete its bore so sure is he of the oil being there.

Mr. Parnall's company is only a short distance from Otard Bay, where a first class harbor exists.

A syndicate of local men and residents of Graham Island have staked a large tract of territory close to these holdings of the B. C. Oilfields and Mr. Emmons. Their land, according to the reports brought by those who visited the place, has exactly the same formation as the holdings now being worked. The company has organized with a provisional directorate composed of: Dr. Kergin, president; George Tite, vice president; W. Vickers, secretary-treasurer; L. W. Patmore, J. Loren McLaren, Thos. Deasy and Austin Brown, directors.

The company will organize for work at once and in all probability start testing the ground.

The west coast of Graham Island will, according to prospects, be the scene of marked activity during the next four months. If oil is found by the pioneer company as expected, without the necessity of a second bore, there is sure to be a rush to the latest oilfields on the Pacific Coast. The oil has been looked upon as of an asphaltum base but there are indications now that it will be very high grade. Asphaltum is found in the rock seams at the surface, where it has been forced through the seams and the oil has evaporated.

Sculling Championship

The articles of agreement for the boat race for the championship of America between Jack Hackett and Eddie Durnan have been received, duly signed by the former, and seem to meet the demands of the Toronto sculler. The conditions call for the race of three miles with a turn on the Rainy River, Thursday, September 7. The referee, who is to be mutually agreed upon, is to name the starter. The race is to be for $1,000 a side.

The Royal Blues defeated the Crescents by the score of 42 to 20. This makes the third win for the former team.

TO HEAR COMPLAINTS

Railway Commission Will Arrive in the City Tomorrow Morning.

D'Arcy Tate, G. T. P. Solicitor, Will Accompany Them to Represent His Company at Sitting

The railway commission will reach the city tomorrow and proceed at once with the consideration of applications to be heard by them. D'Arcy Tate, solicitor for the G. T. P., is expected to be present representing his company in anything that may come up for consideration by the board.

Chief Commissioner Mabee has won for himself a reputation for the expeditious way in which he disposes of applications which come up.

The commission will sit in the court house, arrangements having been made for quarters there.

Judge Young has returned from holding court at Hazelton.

BARNARD IS NAMED

Victoria City Will Again Send Conservative Candidate Back to Ottawa.

Hon. William Templeman Will Go Down to Defeat in His Home Riding

(Special to The Journal)

Victoria, Aug. 18.—G. H. Barnard was unanimously nominated the Conservative candidate for Victoria to oppose Hon. William Templeman at the forthcoming election on September 21 at a convention held in Institute Hall last night.

Mr. Barnard successfully contested the seat against Mr. Templeman at the last election, when the conditions were never more favorable for the minister.

The city of Victoria is strongly antagonistic to reciprocity and Mr. Barnard is expected to win against all the forces that can be brought to bear to redeem the riding.

WILL REDEEM THE RIDING

(Special to The Journal)

Vancouver, August 18.—H. S. Clements, the unanimous choice of the Comox-Atlin nominating convention, sends greetings to the electors of the northern part of the constituency and wishes to express his high appreciation of the honor the Conservatives of Comox-Atlin have conferred upon him.

He will redeem the constituency. The campaign opens in Wellington on Saturday night, when he will address the electors in the most southern part of the riding. Later he will visit Prince Rupert and other northern centres.

WARSHIPS ARE USED

Four Vessels are in the Mersey to Protect Shipping Against the Strikers in Liverpool.

Serious Condition of Affairs Prevails in the Old Country—Riots Are Frequent in Cities

(Special to The Journal)

Liverpool, Aug. 18.—Four warships arrived in the Mersey yesterday to protect shipping. Electric light and power has been cut off as the strikers were threatening to wreck the power houses.

The prices of provisions are rising rapidly.

Special constables are enrolling enro'ling rapidly at London, Liverpool and Sheffield. At the latter place two signal cabins have been wrecked.

The strike fever has become epidemic in Great Britain. From one end of the country to the other, men either have struck or are threatening to do so, and even the women and the girls in the smaller factories of the larger cities are demanding better conditions of labor.

Railwaymen throughout the country have assumed a threatening attitude and a complete tieup of every line is possible. The locomotive engineers adopted a resolution in favor of a national strike. This followed the action of the 2,000 London railwaymen employed on the Midland, Great Central, and Metropolitan lines who decided to call a general strike on all subway and surface lines in the London district Saturday unless their grievances are remedied.

Troops Are Ready

At midnight neither the board of trade, railway managers nor union leaders had any definite information as to how far the railway men were responding to the call for a general strike. The government is deploying troops all over the country to meet any emergency.

Plans to cope with the strike have been fully arranged.

Want Duncan Ross

A strong delegation of Liberal representatives left here this morning for Nanaimo to attend the nominating convention. They have gone determined to put up a vigorous fight for Duncan Ross, and are very confident of securing their desires.

RUTHERFORD TO RUN

He Has Been Nominated for Edmonton by Opponents of Hon. Frank Oliver.

Ex-Premier of Alberta Finds Favor With Liberals of the Constituency

(Special to The Journal)

Edmonton, Aug. 18.—At the convention held here on Wednesday of the Liberals called by P. E. Lessard, president of the Liberal district association, but declared by Senator Talbor, president of the Liberal provincial association, as illegal, ex-Premier Rutherford was chosen the Liberal candidate for the Edmonton constituency instead of Hon. Frank Oliver, minister of the interior.

Mr. Oliver hilmself repudiated the convention. He stated:

"I have no intention of recognizing the so-called Liberal convention held in this city on August 16. The well recognized method of calling a nominating convention in Alberta is under the authority of the provincial executive. Convents have already been called in this section for the selection of candidates for the contest in four of the seven Alberta constituencies, and in two of them nominations have already been made. In due course, no doubt, such a convention will be called for the Edmonton electoral district. When it is held, I shall be glad to submit my name as a candidate for nomination. Meantime, I do not propose to pay any attention to a special arrangement made to secure endorsement for the candiature of a certain man, even though it may be called a convention. I may say that I do not think the effort to defeat the Liberal cause in the Edmonton district by holding a bogus convention will succeed."

Anniversary Services

On Sunday next, the Baptist Church will celebrate its first anniversary. One year ago yesterday the local church started upon its history in McIntyre Hall. Last October Rev. Dr. McLeod became pastor and a successful year has been the result. On Sunday the day will be observed as a special one. In the evening there will be special music and Rev. Dr. McLeod will preach a sermon specially adapted to the occasion.

STRONG CANDIDATE

H. L. Clements Will Contest Comox-Atlin in the Conservative Interest at Election.

Popular Man Chosen to Run in the Constituency—He Has Had Long Experience and Is a Winner

Nanaimo, Aug. 18.—The Conservative nominating convention selected Herbert L. Clements as the Conservative candidate for Comox-Atlin in the forthcoming contest, the choice being made unanimous.

The northern delegation put forward the name of S. M. Newton and voted for him throughout. Only one other name went before the convention, Thos. Bates of Cumberland, but he secured only a small vote and dropped out, leaving the field to Clements and Newton, the former securing the full strength of Mr. Bates.

The candidate, who formerly lived in Prince Rupert, is an experienced politician, and popular wherever known and is regarded as a specially strong candidate and a sure winner for the northern constituency.

Mr. Clements, who has been selected as the Conservative candidate, was formerly a resident of Prince Rupert. He was a commission merchant, representing the Standard Oil Company in the early days, and well known to all who lived here at that time. He is a politician of experience, having taken an active part in Dominion affairs in Ontario before coming west. He sat in the House of Commons but at the last general election in West Kent, Ontario, he was defeated by the very narrow margin of 82 by A. B. McCoig of Chatham.

Mr. Clements is a fluent speaker and has an easy manner on the platform. He will enter into the campaign with vigor and will receive a very hearty support in the north as well as in the south.

MANY ENTRIES

Dominion Rifle Matches Promise to Be Great Success This Year

(Special to The Journal)

Ottawa, Aug. 18.—Entries for the Dominion rifles matches promise to be greater than ever this year.

IMPROVING OLD SCHOOL

Contracts Awarded by the Trustees for the Plumbing and Painting

The board of school trustees met yesterday afternoon in the city hall for the purpose of awarding contracts for the plumbing for the room to be opened in the old school on Second avenue after the holidays and for the painting of the inside walls of the room. The contracts in each case were awrded to the lowest tenderer. The plumbing goes to the Acme Plumbing Co. for $109, while the painting was awarded to Silverside Bros. at $32.

The school has been raised to the street level and will be ready for the opening of the school after the vacation. One room will be used only, the pupils entering being only the small ones. A teacher will be transferred from the Central School to take charge.

PERSONALS

H. Scott of the Hamilton Powder Works of Victoria arrived in the city on the Prince Rupert.

* * *

Miss Allen of the nursing staff of the Royal Jubilee Hospital, in Victoria arrived in the city on Wednesday.

* * *

Mrs. J. A. Kirkpatrick, after a five weeks' vacation in Victoria, returned to the city by the Prince Rupert on Wednesday. She is feeling much better for her holiday.

* * *

G. Simpson of Vancouver was a passenger by the Prince Rupert. He represents the Fairbanks company and is pleased with Prince Rupert. Mr. Simpson is the champion swimmer of the province, having won the honor for three years in succession.

BORN

STEPHENS—In this city on August 18, to the wife of M. M. Stephens, a daughter.

METHODIST VISITORS

Important Company of Church Workers Paid Short Visit to City This Week.

Rev. Dr. Chown and Others Were on Their Way to Port Simpson Conference

The Prince Rupert on Wednesday brought to the city an important company of Methodist clergymen and laymen who were on their way to Port Simpson to attend the conference of Indian church workers, when the whole of the needs of the Indian work comes up for consideration.

At the head of the party was Rev. Dr. Chown, general superintendent of the church. Among others were Rev. Dr. Ferrier of the mission board, Rev. A. E. Roberts, president of the B. C. Conference; Rev. Dr. Sanford, Reeve Bell of Enderby.

Here, they were jointed by a number of the missionaries from different points on the Skeena and the Coast, who accompanied them to Port Simpson by the Prince John. Among these there were: Rev. Mr. Lee of Kispiox, Rev. Mr. Pierce, Rev. Dr. Spencer of Skidegate, Dr. Large and others.

During the stay in the city Dr. Chown and others visited the site of the new church which it is proposed to erect here this fall. A conference was held with Rev. C. H. Sing and the quarterly board here. Before returning south Dr. Chown will again visit the city and more fully discuss the question with the board.

Rev. Dr. Chown is fully impressed with the importance of this city. He realizes that there is a great future for it and he is deeply in sympathy with the local church in its efforts to provide a church building suitable to the needs of the place. Dr. Chown is a man of broad views, known throughout the whole of Canada as an extremely practical church worker. The provision made by the trustees of the local church in the plan for looking after the social side of the work seemed to meet with very general approbation from Dr. Chown, Mr. Roberts and other workers.

RALPH SMITH RUNS

(Special to The Journal)

Duncan, Aug. 18.—Ralph Smith was unanimously selected as the Liberal candidate for the Nanaimo constituency at the convention held here. He has already entered upon his campaign.

LEFT FOR SOUTH

Judge Lampman Gave Judgment in Mining Case Before Sailing for Victoria

Judge Lampman of Victoria, who has been holding court here for over a week, left this morning for the south. He made many friends here during his stay and became quite enthusiastic over the opportunities which await investment in this part of the country.

Before leaving he handed down his judgment in the case of Attorney General of B. C. vs. Lee, in which the question of assessment work on a mining claim at Stewart was involved.

His worship gave judgment for the plaintiff.

The defendant had put up a claim that there had been a greater amount of work done than was necessary, while the plaintiff's contention was that regulations had not been complied with.

W. E. Fisher represented the Attorney General, while W. E. Williams appeared for the defence.

FOSTER AGAIN RUNS

(Special to The Journal)

Toronto, Aug. 18.—G. E. Foster was unanimously nominated in North Toronto all opposition to him having petered out

E. A. Woods, city clerk, has gone on his holidays to Lakelse Lake, accompanied by Mrs. Woods.

PRESS OPINIONS

THE COMING ELECTION

Recent events may not have been without their influence in deciding Sir Wilfrid to bring parliament to an abrupt conclusion. The Oliver investigation, the pointed enquiries which were to be made regarding Mr. Pugsley's blanket tenders for Courtenay Bay, the Chinese immigration frauds in British Columbia, involving a loss to the country of $1,000,000, and other scandals are now, as far as investigation is concerned, conveniently side-tracked. But the besmirched record of the Laurier government remains. The white plumed knight and the political bandits and grafters that follow in his train with their transcontinental contracts, their sawdust wharves, their Newmarket canal jobs, their dredging scandals, and their endless schemes and extravagance for wasting the expanding revenues of the country, have still to be dealt with. For this reason alone, despite the injustice that an early election will entail on some sections of the community, Conservatives throughout the country will welcome the fight, now it is forced upon them.

But above and beyond the general record of theh government the coming election is to be fought on a greater issue. Reciprocity as defined by President Taft is designed to strike a blow at the closer union of the nations of the Empire. It is designed to wean Canada from her allegiance to the Motherland, and to sever once and for all that "Imperial Commercial band reaching from England around the world to England again." The Laurier government, bound hand and foot to Taft, professes to be blind to the dangers of the situation, and insists on the adoption of the agreement. Against the Separatists will be ranged not only Conservatives, but every Canadian who believes in the great destiny which awaits a United Empire. Borden and British Connection against Laurier and Separation is the real issue in the coming fight. No one who reviews Canada's long record of steadfast loyalty to the Motherland can doubt that when the day of reckoning comes, the upholders of Borden and British Connection will win a sweeping victory at the polls.—St. John Standard.

THE DESERTERS

"Tory protectionists of the Chamberlain school in England and in Canada will not forgive Sir Wilfrid Laurier zecause he would not lend himself to their schemes."

So says the Toronto Globe, which, like Sir Wilfrid himself, has managed to forget that the premier was in 1903 and 1907 a protectionist of the Chamberlain school. In the Colonial or Imperial conferences held in these years Sir Wilfrid supported the resolutions endorsing the Chamberlain project of Imperial Preference. He was one of the premiers who promised to bring the subject before their respective governments and parliaments. Sir Wilfrid spoke and voted for the resolution asking the Imperial government to adopt the Chamberlain scheme.

It is not surprising that others who joined in the declaration, or who heard it gladly, should find it hard to forgive the deserter who has taken the other turn at the parting of the ways. The advocate of the Imperial band, who turns back to President Taft in trying to prevent the completion of the Imperial band, can hardly expect his former associates to be patient with him.

It is significant of the change that has come over Sir Wilfrid Laurier's partizans that they now pour ridicule and contempt on the Chamberlain school to which four years ago they were proud to belong. If we wish to know what reciprocity will do we may learn something by reflecting what it has done already in changing the party point of view toward Imperial trade relations.—Vancouver News-Advertiser.

ONLY ONE SIDE ON THE SHIELD

Now that the election is on the the public will be able to size up the merits of the great issue which has been submitted to them, namely the merits and demerits of reciprocity as proposed by Sir Wilfrid Laurier. A careful reading of his manifesto just published and the Globe's article yesterday shows one thing big and clear, namely, that both Sir Wilfrid and the Globe present only one side of the shield. Their one platform is the wider market, and Sir Wilfrid Laurier by suggestion and the Globe by the publication of tables yesterday say the American duties will be taken off our farm products going into the United States. Neither one of them, however, deals with the question of American competition in Canada; and the Globe absolutely fails to publish a single table showing what duties (which now keep the Canadian market for the Canadian producer) will be removed, and the Canadian market given to the United States. In other words, they show only one side of the shield, and that is the side that deals with something that is prospective and is uncertain. They say nothing about the certainty that the Canadian farmer now has of his own market, and which they propose to make most uncertain, and, as a matter of fact, to surrender.

This reciprocity has two sides, and must be looked at from two sides, namely, the wider market, which is illusive and uncertain, and the home market, which is certain, which is profitable and which is higher in many respects than the American market. What the Canadian farmer, the fruit man and vegetable grower wishes to know is how his own home market is to be affected by American competition. This has been built up and preserved to him by a wise national policy to date. What is to become of him if the market is shared with the American farmer, fruit grower and vegetable gardener, especially if the American has superior advantages in the way of climate and other things.

Sir Wilfrid Laurier and the Globe have made the issue one of markets, and by this question of markets and prices their proposition must be judged. It can never be judged if only one side of the situation is presented.—Toronto World.

AN ASTONISHING STATEMENT

Readers of the Victoria Times, which is owned by Mr. Templeman, got a surprise on Saturday last when the Times spoke in a pessimistic and almost contemptuous tone of the hopes and prospects of British Columbia fruit growers. What do the orchardists of the Okanagan and Kootenay, or the older fruit country nearer the Coast and on Vancouver Island think of this teaching?

"There are perhaps 1,000 people in British Columbia growing fruit. They do not grow enough nor ever will grow enough to supply the provincial and prairie markets. Yet there are 200,000 people in British Columbia who eat fruit. When they have to import it they must pay an average of 15 per cent duty. No appreciable quantity of fruit grown in domestic varieties is imported when there is any locally grown fruit in the market. Because 1,000 people cannot grow enough fruit to supply 200,000 people, 190,000 people must pay 15 per cent more for fruit than is necessary. Sir Wilfrid Laurier would end this state of affairs, but Mr. Borden says it must continue. Figure it out for yourself."

The Times speaks of fruit growers of British Columbia as if they were a few small gardeners in some single village who had about reached the limit of their productiveness, and were a negligible element in the population. Does Mr. Templeman know that not less than 125,000 acres, and probably 150,000 acres of land, in this province is planted with fruit? Does any one suppose that these lands are cultivated by 1,000 persons. The Fruit Magazine told us last year that 90 per cent were engaged in fruit culture. Yet Summerland had only 3,000 acres of fruit trees planted, one-fortieth of the provincial acreage, and something less than ten acres per family. If the number of gruit growers in the province given by the Times was multiplied by twelve or fifteen, it would be nearer correct, but still below the mark.

Probably less than one-third of the fruit trees planted in this province have yet become productive, and a much smaller number are in full bearing. Yet the value of fruit produced last year is placed at $2,000,800. This the Times seems to think about sufficient for 10,000 consumers, which allows $200 worth of fruit per person. While it is true that this province does not grow enough fruit to supply its own and the prairie population, it is not true that it never can. The area now planted would, in full bearing, now produce, say, five times the present supply. It is safe to say that not 10 per cent of the land suitable for fruit has yet been planted. The area now planted will, when in full bearing, supply more than the present population of Canada west of Lake Superior. Happily, the consuming population will increase as the area in fruit increases, so that British Columbia fruit growers may hope to find a growing market for their growing supply.

But it is easy to see what will be the consequence of throwing into that market the much larger product of the older and more extensive fruit growing states south of us. With the provincial and prairie market we have opportunity for a large and prosperous fruit growing population in this province. If conditions are not changed we shall have this splendid population in a remarkably short time. It will be a great misfortune for British Columbia if Sir Wilfrid Laurier and Mr. Templeman are allowed to "end this state of affairs."—News-Advertiser.

JUSTIFIED BY EVENTS

Whatever doubt may have heretofore existed in the minds of skeptics as to the effect of R. L. Borden's western trip upon the reciprocity situation in that part of the country, it should now be set at rest for all time.

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

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

What that changed current has been accomplishing since Mr. Borden's return to the east may be understood from an official statement of the Grain Growers' Association, just published. Where once the reciprocity enthusiasts of the west were so strong for closer American connection that they talked of running Dominion candidates of their own, they now annouce that there will be one. The organ of the association says that it will take no official part in the election, and expresses soreness that the contest was called by Laurier for so early a date. Members of the association are urged to attend each his own party convention and exert influence to have candidates named "favorable to farmers' interests."

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

You Can Avoid This

by sending your Clothes to the PIONEER STEAM LAUNDRY

There are Many Reasons Why

IT IS TO YOUR INTEREST

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

PIONEER STEAM LAUNDRY

ON A VACATION

Thomas Edison Has Gone to Europe in Order to Worry a Little

For the first time in twenty-two years, Thomas A. Edison has found time to take a vacation. He departed for England on board the steamship Mauretania.

"I am going to meet Mrs. Edison and my daughter in England, and then we will make a motor trip through France, he said. "I want to forget all about business and have a chance to worry a little."

"To worry a little?" repeated a listener.

"Certainly," said Mr. Edison. "I haven't had a chance to worry for about twenty-two years—been too busy."

He explained that he had been at work recently perfecting the talking moving pictures and a new phonograph record which approaches nearer to the human voice than anything heretofore devised.

"No, I have not been trying to build an aeroplane." he said, in answer to the question. "Thirty years ago we had the principleof the flying machine, but no adequate power; so I tried to improve on the internal combustion engine. Experimented with one which would use guncotton. That ended my aerial experiments."

Corner Eighth and Fraser Streets

Clinton Rooms

Newly remodelled and furnished. Board and lodging. Home cooking a specialty. Mrs. Anderson, Prop. Rooms, $3 Per Week

New Knox Hotel

ARTAUD & BESNER
Proprietors

The New Knox Hotel is run on the European plan. First-clas service. All the latest modern improvements

THE BAR keeps only the best brands of liquors and cigars.

THE CAFE is open from 6.30 a.m. to 8 p.m. Excellent cuisine; first-class service.

Board, $1 a Day — Beds, 50c and up

First Avenue Prince Rupert

WATER NOTICE.

NOTICE is hereby given that an application will be made under Part V. of the "Water Act, 1909," to obtain a licence in the Queen Charlotte Islands Division of Skeena District.

(a) The name, address and occupation of the applicant—Merton A. Merrill, Masset, Q. C. I., B. C., Prospector.

(If for mining purposes) Free Miner's Certificate No. .....

(b) The name of the lake, stream, or source (if unnamed, the description is)—I-in-tsua Lake, Tsu-Skundale Lake and Ain River.

(c) The point of diversion—At or near the outlet of Tsu-Skundale Lake into Ain River.

(d) The quantity of water applied for (in cubic feet per second) —1,000.

(e) The character of the proposed works—Power Plant, Dam, Flumes, etc.

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

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

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

(i) If the water is to be used for power or mining purposes, describe the place where the water is to be returned to some natural channel, and the difference in altitude between point of diversion and point of return—At or near the mouth of the Ain River, about 100 feet below point of diversion.

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

(k) This notice was posted on the 28th day of November, 1910, and application will be made to the Commissioner on the 1st day of June, 1911.

(l) Give the names and addresses of any riparian proprietors or licensees who or whose lands are likely to be affected by the proposed works, either above or below the outlet—Don't know of any.

(Signature)
MERTON A. MERRILL,
(P. O. Address) Masset, B. C.

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

PUBLIC HIGHWAYS

Province of British Columbia

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

THOMAS TAYLOR,
Minister of Public Works.

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

CANCELLATION OF RESERVE.

NOTICE is hereby given that the reserve of a parcel of land situated on Graham Island, notice of which appeared in the British Columbia Gazette on the 25th of February, 1909, being dated 23rd February, 1909, is cancelled to permit of the lands being acquired by pre-emption only and for no other purpose

ROBT. A. RENWICK,
Deputy Minister of Lands.

Department of Lands,
Victoria, B. C., April 5th, 1911.
4-14—7-5

NOTICE.

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

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

WILLIAM E. BURRITT,
District Registrar.

Land Registry Office,
Prince Rupert, B. C.,
May 26, 1911. J23

NOTICE

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

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

WILLIAM E. BURRITT,
District Registrar.

Land Registry Office, Prince Rupert, B. C., August 14, 1911. a15-s15

CANCELLATION OF RESERVE.

Notice is hereby given the the reserve existing by reason of the notice published in the British Columbia Gazette of the 27th December, 1907, over lands on Graham Island, formerly covered by Timber Licences Nos. Nos. 37055, 37056 and 37057, which expired on the 6th day of November, 1909, and the lands embraced within Timber Licence No. 37059, which expired on the 25th day of January, 1909, is cancelled, and that the said lands will be open for pre-emption only under the provisions of Section 7 of the "Land Act" after midnight on June 16th, 1911.

ROBERT A. RENWICK,
Deputy Minister of Lands.

Lands Department,
Victoria, B. C.,
9th March, 1911.

WATER NOTICE

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

Dated June 12th, 1911.

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

Skeena Land District—District of Skeena.

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

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

Skeena Land District—District of Coast, Range 5.

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

TOM HUGH HUGHES.
Dated June 5, 1911.

Skeena Land District—District of Coast, Range 5

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

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

WATER NOTICE

NOTICE is hereby given that an application will be made under Part V of the "Water Act, 1909," to obtain a licence in the Queen Charlotte Islands Division of Skeena District.

(a) The name, address and occupation of the applicant—Orland P. Merrill; Massett, Graham Island, B. C.; prospector.

(If for mining purposes) Free Miner's Certificate No. .....

(b) The name of the lake, stream or source (if unnamed, the description is)—Ain Lake and Ain River.

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

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

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

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

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

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

(i) If the water is to be used for power or for mining purposes, describe the place where the water is to be returned to some natural channel, and the difference in altitude between point of diversion and point of return—Near mouth of Ain River about 150 feet below point of diversion.

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

(k) This notice was posted on the tenth day of June, 1911, and application will be made to the Commissioner on the fourth day of September, 1911.

(l) Give the names and addresses of any riparian proprietors or licensees who or whose lands are likely to be affected by the proposed works, either above or below the outlet—None.

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

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

Skeena Land District—District of Coast—Range V.

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

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

Skeena Land District—District of Coast—Range V.

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

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

Skeena Land Notice—District of Coast—Range V

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

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

PROTECTING FORESTS

Rules Put in Force by Provincial Minister of Railways With This Object in View.

Companies During Construction of Lines and After Operation Must Take Precautions

In an effort to prevent the distribution of the forests of the province, the provincial government has put in force a set of rules governing railways which it is expected will have the effect of precluding the chance of fires starting from railways. The rules have been put in force. They were prepared by Hon. Thomas Taylor, minister of railways in the province. They are as follows:

The Right of Way

"1. During construction, the right of way of railways shall be cleared of all trees, logs, brush and other perishable matter. Logs specially reserved to be made into ties, timber or cordwood must be removed within a reasonable time. All other inflammable material must be piled as near the centre of the right of way as possible without interfering with the construction of the roadbed, and burned under permit from the provincial fire ward. Before issuing any such permit the warden must be sure that ample precautions have been taken to render such burnings safe.

"2. Trees and brush must not be thrown upon adjacent lands, but must be piled and burned on the right of way as provided above. Trees unavoidably felled outside of the right of way must be cut up, removed to right of way, and there disposed of.

"3. In addition to clearing its right of way, is provided above, every railway company shall remove, when so ordered, from land alongside its right of way, any dead timber or accumulation of debris that endangers the safety of adjoining timber lands, and shall pile and burn such dead timber and debris under direction and permit from the district fire warden. "

"4. The right of way of every railway company must at all times be kept free of dead timber, brush dry grass and other inflammable matter.

"5. In especially dangerous places, when so directed by the minister, railway companies will be required to cut and clear fireguards on lands adjacent to their right of way. Whenever fires shall occur in proximity to the right of way, railway companies and their contractors, upon request of the minister of railways, shall place the laborers in their employ at the disposal of any official duly authorized by the minister.

"5a. Sufficient provision of buckets, mattocks, shovels and axes, for fighting bush fires must be made by every company at suitable places along its line.

Cutting Timber on Crown Lands

"6. Debris, caused by the cutting of any timber by a railway company, under special permit of the minister of lands, on lands of the crown adjacent to the right of way, must at once be limbed off and piled, and dealt with subsequently by burning or otherwise, in accordance with the orders of the minister of lands. Due notice must be given to the minister of lands before any such cutting is done in any locality.

Safety Appliances

"7. Every locomotive engine having an extension smoke box shall be equipped with netting mesh, the mesh to be not larger than 2½x2½ per inch No. 10 Birmingham wire gauge, and to be placed in the somke box so as to extend completely over the aperture through which the smoke ascends—the openings of the said mesh not to exceed a quarter of an inch and one-sixty fourth on an inch to the square inch. On every engine equipped with a diamond stack the mesh to be not more than 3x3 per inch of No. 10 Birmingham wire gauge, and to be placed across the top of the stack so as to completely cover the same, the opening of the said mesh not to exceed three-sixteenths of an inch and one sixty-fourth of an inch to the square inch.

"8. The openings at the back of the ash pans on every locomotive engine must be covered with heavy sheet iron dampers or with screen netting dampers 2½x2½ per inch of No. 10 Birmingham wire gauge, such dampers to be fastened either by a heavy spring or a split cotter and pins.

"9. Overflow pipes from the injectors must be put into the front and back parts of the ashpans and used from April to October inclusive.

"10. During the months from April to October inclusive, wire screens must be fixed to the windows of all smoking compartments of railway carriages.

Inspection

"11. Every railway company shall provide inspectors at terminals where its locomotive engines are housed and repaired, and shall cause these inspectors to examine at least once a week the fire-protective appliances used on all engines running into the said terminals.

"12. Record of such inspection shall be kept in a special book at each terminal, and the book shall show the condition of the fire-protective appliances and the date of the inspection.

"13. At such terminals the railway company shall at reasonable times allow any fire warden appointed by the government of British Columbia to inspect the fire protective appliances on any engine, and to examine the record of inspection kept by the company in accordance with the preceding regulation."

—o—

CENTRALIZE TRAFFIC

Agreement Entered Into Between C. P. R. and Port Arthur to Bring Trade to City

Announcement has been made by the city council of Port Arthur of an agreement between the city and the Canadian Pacific Railway, signed by Sir Thomas Shaughnessy and the secretary of the company and Acting Mayor Dawson and Clerk McTigue for the city, which practically establishes Port Arthur as the upper lake headquarters for all passenger traffic of three transcontinental railways in accordance with the two big steamship companies. The Canadian Pacific, in consideration of exemption from taxation on its property here, agrees to build new passenger docks at a cost of $260,000, and give running rights over its lines from West Fort for the Grand Trunk Pacific Railway, thus providing for the much desired entry of that road.

Summarized, the agreement is as follows: Port Arthur gets exemption from all claims for damages by the Canadian Pacific Railway for the Current River washout in May, 1908; the erection by the Canadian Pacific of large passenger docks and freight sheds to cost $260,000. The preliminary plans of this dock show double sheds, with six tracks running between the sheds; entry of the Grand Trunk Pacific and the arranging for handling of all baggage, freight, express and passenger traffic; a union passenger station for the three transcontinental railways, and a Canadian Pacific Railway park.

Port Arthur gives exemption from taxation on all Canadian Pacific Railway property in Port Arthur, except for school and local improvement purposes; no such exemption being recognized in the case of property leased by the railway to others; acceptance and execution of a lease of waterfrontage from the Canadian Pacific Railway for the use of municipal docks; exemption from taxation of any property which the Canadian Pacific Railway may convert into a park, and land, within three years, when required, to be granted to the Canadian Pacific Railway for the erection of a union passenger station for the Canadian Pacific Railway and the Grand Trunk Pacific Railway.

—o—

"Is it true your student lodger is studying astronomy?"

"Well, I think he must be. He sleeps all day, but at night he is always out."

—o—

Percy 'neath a great arc light,
Paused a maiden fair to greet
But the shadow that he cast
Sent her flying down the street.

NOTICE.

A book is kept in the City Clerk's Office in which to enter the names and addresses, etc. of citizens of Prince Rupert desiring employment on City work. All desiring employment should register at once.

ERNEST A. WOODS,
City Clerk.

Skeena Land District—District of Cassiar

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

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

Skeena Land District—District of Queen Charlotte

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

AUSTIN M. BROWN.
Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

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

AUSTIN M. BROWN.
Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

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

AUSTIN M. BROWN.
Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

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

AUSTIN M. BROWN.
Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

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

AUSTIN M. BROWN.
Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

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

AUSTIN M. BROWN.
Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

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

AUSTIN M. BROWN.
Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

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

AUSTIN M. BROWN.
Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

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

AUSTIN M. BROWN.
Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

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

AUSTIN M. BROWN.
Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

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

AUSTIN M. BROWN.
Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

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

AUSTIN M. BROWN.
Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

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

AUSTIN M. BROWN.
Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

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

AUSTIN M. BROWN.
Dated July 16, 1911.

Skeena Land District—District of Queen Charlotte

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

HENRY EDENSHAW.
Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

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

HENRY EDENSHAW.
Dated July 17, 1911.

Skeena Land District—District of Queen Charlotte

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

HENRY EDENSHAW.
Dated July 17, 1911.

Skeena Land District—District of Coast—Range V.

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

EDWARD H. PORT,
By C. N. Pring, Agent.
Dated June 26, 1911. 6-26
6-26

Queen Charlotte Land District—District of Skeena

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

S. BARCLAY MARTIN, Jr.
Dated July 21, 1911. 8-8

Skeena Land District — District of Queen Charlotte Islands

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

W. G. McMORRIS,
Dated July 29, 1911. Locator.

Skeena Land District—District of of Coast.

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

JAMES G. CROMBIE.
Fred Bohlen, Agent.
Dated June 14, 1911. 6-23

Skeena Land District—District of Coast—Range V.

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

JOSEPH PASTL.
George Hir, Agent.
Dated May 5, 1911. 6-2

Prince Rupert Private Detective Agency

N. McDonald, Manager

All kinds of legitimate detective work handled for companies and individuals. Business strictly confidential.

P. O. Box 893 — Phone 210

Skeena Land District—District of Queen Charlotte Islands

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

CHARLES LAMB.
George S. Mayer, Agent.
Dated July 16, 1911. A-15

Skeena Land District—District of Queen Charlotte Islands

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

HATTIE SUTHERLAND.
George S. Mayer, Agent.
Dated July 16 1911. A-15

Skeena Land District—District of Queen Charlotte Islands

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

ABRAM SUTHERLAND.
George S. Mayer, Agent.
Dated July 16, 1911. A-15

Skeena Land District—District of Queen Charlotte Islands

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

MIRIAM HALLER.
George S. Mayer, Agent.
Dated July 16, 1911. A-15

Skeena Land District—District of Queen Charlotte Islands

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

JAMES MULLIN.
George S. Mayer, Agent.
Dated July 16, 1911. A-15

Skeena Land District—District of Queen Charlotte Islands

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

BELLE LAMB.
George S. Mayer, Agent.
Dated July 16, 1911. A-15

Skeena Land District—District of Coast—Range V.

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

CHARLES PRECY HICKMAN.
Dated June 7, 1911. 6-30

Skeena Land District—District of Coast.

TAKE NOTICE that Victor H. Reynolds, of Hull, Massachusetts, occupation chauffeur, intends to apply for permission to purchase the following described land:—Commencing at a post planted at high water mark on the northerly side of the entrance to a small unnamed cove on the west coast of Pitt Island, about one-quarter mile south of the entrance to Kitkatla summer village; thence east forty chains; thence south twenty chains; thence west forty chains; thence north ten chains more or less to high water mark; thence following along high water mark around the head of the cove back to the commencement, and containing sixty (60) acres more or less.

VICTOR H. REYNOLDS.
J. H. Pillsbury, Agent.
Dated Feb. 18th, 1911.

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O. H. NELSON,
Editor.

Friday, August 18, 1911.

STRONG CANDIDATE

In the selection of H. S. Clements the Conservatives of Comox-Atlin have made a wise choice. He is a man of experience in politics and in a constituency like this that is necessary. While S. M. Newton was the choice of the north there never was any desire on the part of local Conservatives to make it manifest that no one else would be acceptable. Mr. Clements was the popular choice and will receive no heartier support anywhere in the constituency than he will get in Prince Rupert and the Skeena district. He is well known here. He knows the needs of the north country and will receive the hearty endorsation of the whole party..

Steps will be taken at once to carry on a vigorous campaign in the interests of Mr. Clements, who is expected to be the next member for the constituency.

SETTLEMENT MADE

The signing on behalf of the government of the agreement whereby a settlement of the taxation question betwen th city and the G. T. P. becomes settled is welcome news in this city. The return of Mayor Manson tomorrow will be followed, it is expected, by the final passing of the bylaw necessary to be put before the property owners of the city and an immediate vote. The bylaw will, it is acknowledged, be passed easily, after which nothing stands in the way of the carrying out of the programme of the G. T. P. with respect to development here.

The effect of a settlement being reached is, according to some of the best informed real estate men, to be followed by a decided movement this fall in the city. It will, they say, have the effect of steadying the feeling on the outside with respect to the city and they know of investors who are awaiting the final settlement to come in with capital.

So far in the history of the city the relations between the G. T. P. and Prince Rupert have been exceedingly cordial. It is to be hoped this condition of affairs will continue as the two parties are tied up in a very close way with one another and can mutually benefit each other.

It is said that the chief stumbling block which met the mayor in his negotiations with the government was that with regard to the parcels of land granted in fee simple to the city by the government. There has not been a great deal of stress laid on this aspect of the settlement by the council, probably owing to the fact that they preferred to have the agreement safely through before making too much allusion to it. The land taken over, however, by the city under the this arrangement and of which they become the absolute owners without restriction of any kind is of immense value.

In many instances subdivision may be made and the values are difficult to estimate. It will run into several hundreds of thousands of dollars according to some of those who have looked very fully into the different parcels.

It is to be hoped that within as short a time as possible the vote will be taken, when, it is safe to say, there will be no uncertainty as to the acquiescence of the property owners to the arrangement entered into.

News of the Province

NEW CONNECTION

NEW WESTMINSTER—A strong deputation, consisting of F. J. Mackenzie, M. P. P. Mayor Lee, Alderman Gray, City Solicitor McQuarrie and Publicity Commissioner Wade, of New Westminster; Reeve Sullivan, of Surrey; A. Smith, of Delta; and Editor Bates, of the Fraser Valley Record, visited Victoria to press the question of a Victoria-New Westminster direct steamboat line on the shipping concerns previously interviewed by Mr. Wade. Premier McBride was also interviewed and promised his support to have New Westminster's claims carefully considered. It is expected that a definite move towards establishing a Victoria-New Westminster line will be taken within the next two weeks.

BISHOP'S RESIGNATION

VICTORIA—The Right Reverend Willcox Perrin, D.D., D.Ch., of Victoria, has been created the first suffragan Bishop of Willesden, London. As Bishop of Willesden, Dr. Perrin will be called upon to direct and administer a see of such magnitude and complexity that might well appal a man of less vigor and resource. The Willesden diocese will comprise practically the whole of the north of London, and is to include the important rural dearneries of Hampstead, Hornsey and St. Pancras, as well as that of Willesden. This means that Bishop Perrin will administer a diocese which has a population of over 850,000 souls, and a very large proportion of whom belongs to the industrial classes of the "capital of the world." Willesden itself is the home of nearly a quarter of a million artisans, who will be quick to appreciate the presence of so dominating and pictureques a personality as that possessed by the first bishop of the new diocese. The bishopric, on the other hand, includes the borough of Hampstead, one of the most beautiful residential districts in the whole of London.

LARGE LUMBER ORDER

One of the largest orders for lumber placed on this coast has been given to the Victoria Lumber Manufacturing Company Chemainus, Vancouver Island, by the Grand Trunk Pacific Company. The transcontinental railroad has placed an order with the local mill for 10,000,000 feet of lumber, mostly heavy timbers, bridge material, etc., for delivery in Manitoba for construction work east of Winnipef. The lumber, which will be carried east by the Great Northern and Grand Trunk railroads, will fill fifty cars. The first shipment is to be sent from Chemainus during the coming week on the car ferry Sidney of the Great Northern Railroad Company, which was in port a few days ago with a cargo of steel for the Jordan River Power Company. The Sidney will deliver its cargoes to the Great Northern Railroad at Vancouver, and this road will carry the lumber to Portage la Prairie, where it will be delivered to the Grand Trunk Pacific. Part of the big order is to be sent to Transcona, and the balance to Reditt and Grahame, stations on the G. T. P. line east of Winnipeg.

CLIFFORD SIFTON TALKS

Former Liberal Minister Reiterates Hir Arguments Against Reciprocity

Hon. Clifford Sifton, formerly minister of the interior, was recently interviewed at Ottawa, and is reported as follows:

Do you intend to be a candidate in Brandon again? he was asked.

No; I have written to the Liberal Association of the country intimating that I have no intention of offering myself there for re-election.

Will you contest any other riding?—I have no present intention of doing so. I prefer not to be a candidate.

Will you take any part in the election?—I shall be willing to do anything in my power to assist in the campaign against reciprocity. The views which I have expressed in the House have become stronger as the discussion has proceeded.

What are the principal grounds of your opposition to the treaty?—From a business standpoint, the arrangement is upon the whole injurious. General phrases about larger markets, the greater freedom of trade are meaningless without application to the particular condition of the country. In any arrangement of the kind proposed, there will be some benefits as largely problematical, while the injuries in any case are certain. Taking the situation as a whole, it appears to me that the disadvantages largely outweigh the advantages. To be more specific, take the case of Ontario and Quebec. While there may be opened up a market for a few more or less unimportant products, which are not now readily saleable, and while the prices of a few high class products may be temporarily raised, there is an absolute certainty that the market for the great bulk of the staple products of the farm, such as butter, eggs, sheep, hogs, etc., will be flooded from the outside. In addition to this it is certain that many important industries will be seriously affected.

Northwestern Wheat

What about northwestern wheat?—The contention that the western wheat grower wi'l get a better price under reciprocity has been pretty well shattered. A leading article in the Manitoba Free Press, giving a moderate and reasoned statement of the case for the treaty, does not claim that the price will be higher. The article, after pointing out that Great Britain takes only 105,000,000 cwt. of wheat from all countries, and showing that the western wheat crop may soon reach 400,000,000 bushels, puts the question as follows: "The problem before Mr. Borden is to demonstrate how the Canadian producer can dispose of this volume if he is to be limited to the Canadian market and to the British market."

Can this question be satisfactorily answered?—I think so. Great Britain settles the price of wheat for three reasons: She is the largest importer of wheat; she is a free trade country; she is the world's carrier. She therefore acts as the world's clearing house for wheat, as for many other commodities. The price in Britain is settled by the world's supply and demand. If the United States should become a wheat importing country and want 50,000,000 bushels, it would make not the slightest difference whether she bought it from Canada, Argentina, Egypt or India. What the United States absorbed from the world's supply would affect the demand and the price in precisely the same way wherever she might get it. Ten years hence they would not market a single bushel more of Canadian wheat because of wheat being free between Canada and the United States. The ratio of the whole available supply to the whole demand fixes the price of wheat in the world's centre of trade; and that in turn regulates the price in the remotest corner of the earth where there is transportation to take the wheat to the world's market.

Can you put the case a little more concretely?—Yes. Suppose next year there is a shortage in the United States of 50,000,00 bushels. This shortage in the United States increases the demand upon the world's supply and raises the price at the world's centre of the trade. From there it stiffens the demand and raises the price at all the primary shipping markets of the world. The United States buys its fifty million bushels wherever it is most convenient at the market price enhanced by the United States demand. It makes makes not the slightest difference where the wheat is bought. Every primary market in the world gets the benefit of the increased demand and the enhanced price caused by the shortage in the States. Incidentally, I may remark that a study of the statstics and the agricultural conditions of the United States does not indicate that she is any nearer to becoming a wheat importing country than she was twenty years ago.

The Sacrifice of Independence

But the most serious feature of the arrangement, Mr. Sifton continued, is the sacrifice of our fiscal independence. The more you look at it, the more certain does it become that from the moment the treaty takes effect, our policy will be controlled by what is done at Washington. Today we are the most independent country in the world. We absolutely control every department of our public administration. Once we put ourselves in a state of dependence upon American markets and American tariffs, our freedom is gone. With it goes the mainspring of our national life. No intelligent man can deny that the policy followed by the United States in excluding us from her markets in the past has been a prime factor in making Canada a self-reliant and independent country. It was at first a hardship, and there was every excuse for those who sought reciprocity. Now that we have overcome the difficulty, and won our way through to independence and prosperity, there is no excuse for throwing away the advantages of our position. The true path for Canada is the path she has been following—a dignified independence in policy and a virorous development and careful conservation of her own resources. The treaty is the first step towards the exploitation and .the subordination of Canada.

Have you any opinion to offer regarding the probable result of the election?—No, but I hope and trust that there are a great many thousands of Liberals in Canada who are patriotic enough to put country before party, and stand by our true national interests. Particularly, I hope that the thousands of young men who have lately been forming themselves into non-political Canadian clubs for purposes of discussion will see that the ideals toward which they have been working are in danger, and will, regardless of party affiliations, throw themselves into the fight. It makes little difference to the future what is the name of the party which is in power for the next five years, but it is of incalculable importance that the true lines of our national development should be firmly and jealously maintained.

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SPORTS

CROQUET CHAMPIONSHIP

The finals of the croquet tournament, held on the grounds of the Jericho Country Club in Vancouver, were played off yesterday afternoon. In the open singles, J. W. Kerr won from J. S. Bowker of Voctoria, the former cupholder. Mr. Kerr a'so defeated Mr. Bowker in the men's handicaj singles. The ladies' cup was won by Mrs. Willoughby Brown, who defeated Mrs. J. S. Bowker. Mrs. Willoughby Brown held the cup last year also. With Mrs. Tuthill as a partner, Mrs. Willoughby Brown won the ladies' doubles from Mrs. Bowker and Mrs. J. S. Bowker. In the open doubles, Mr. O'Reilly and Mrs. Kirk won from Mr. and Mrs. J. S. Bowker.

GAMBLE ON PLAYERS

Buying minor league ball players is merely a gamble. A raw minor league player may set his league afire with his bril'iancy on the field and big league scouts may tout him as a wonder, but when you remove his cactus-hued raiment and outfit him with a neat grey uniform with New York or Detroit on his short bosom it's a different proposition. Nine times out of ten the manager finds that he is "shine" and that he lacks confidence and gameness and an adequate knowledge of the fine points of the big game.

In paying $22,500 for the release of Pitcher O'Toole of the St. Paul Club, Barney Dreyfuss, the Pittsburg magnate, has hung up a record price that may not be equalled for many years. Assuming that Dreyfuss actually paid this amount, O'Toole has earned the distinction of being twice as valuable as any ball player whose services have been secured for cash.

Muggsy McGraw paid $1,000 for Marquard several years ago, which was said to be the top notch until Connie Mack bought Lefty Russell of Baltimore for $12,000. Marquard failed to deliver the goods in New York the first two years, but this year he is the Giants' mainstay on the turret. He is a marvellous pitcher.

Every baseball fan remembers when the Boston Club handed $10,000 to the Chicago Club for Mike Kelly, and equal sum a year later for the peerless boxman, John Clarkson. Boston also put up $30,000 for the old Detroit stars, Brouthers, Richardson, Bennett and Ganzel.

Connie Mack will tell you that Lefty Russell has not come up to expectations. There are scores of other similar examples in big league baseball. Whether O'Toole can deliver the goods or not remains to be seen. It's a good wager that he doesn't create the sensation in the major circles that Pitcher Alexander of the Phillies has this year and Dooin's big heaver only cost $3,500.

In scores of instances players secured for almost nothing have shown the required calibre. Alexander's release could not be purchased for $25,000. Ty Cobb only cost the Detroit management $2,500, if not less than that sum. The Georgia peach is worth $100,000 to Jenning's club.

Buying ball players, therefore, is nothing more than a gamble, particularly in the case of minor leaguers, and changes would not be taken by the big club owners without the liberal patronage of the public.

Winners mean large profits, and in the competition for talent the richest magnates have placed no limit on their expenditures. Dreyfuss outbid the White Sox, Cardinals and other clubs in his desperate attempt to strengthen the faltering Pirates with the acquisition of O'Toole, and as the Pittsburg magnate is a good judge of ball playing talent his friends will be surprised if he has made a mistake.

Between now and next spring the major league clubs will probably spend $225,000 for new players, yet according to precedent they may find that only a small percentage of the newcomers measure up to the necessary standard. It's a good thing for the little clubs, however, for without this competition among the big fellows they would find it difficult to make ends meet.

MINE MAY CLOSE

Raise In Freight Rates Has Been Announced by the Company

If the White Pass Railroad carries out its announced intention of raising the rate on ore from Carcross to Skagway from $1.75 to $2.75 per ton on September 1, which notification has been given to Colonel J. H. Conrad, principal owner of the Big Thing mine, which has been shipping ore regularly for the past six of eight months or more, that mine will close down all operations at the end of the present month.

The present rate on ore from Carcross to Skagway, $1.75 per ton in carload lots, has been very satisfactory to the operators of the mine, as at that reasonable charge for transportation the mine could be developed at a profit, even though the ore has been hauled by wagons a distance of six miles from the mine to the depot. But at the rate announced to take effect Septmbr 1 Colonl Conrad says there will be nothing in it and he has announced that he will cease if the railroad company insists on the increased rate.

In the event of the mine closing down the last shipping operations in the Yukon, so far as the quartz industry is concerned, will have passed into history, and owls and bats will in future hold high carnival where now all is activity and bustle.

It is sincerely hoped that Vice President and General Manager Dickeson of the railroad, who returned this week from a business trip to Chicago, may succeed in having the tariff order respecting ore rscinded, in which event the Big Thing mine will be operated continuously and indefinitely, and Carcross and vicinity will continue to bask in the refulgent rays of prosperity's sun which have beamed so lovingly, caressingly and benignly upon them for the past several months.

WIRELESS SERVICE

Bishop Stringer To Make Effort to Aid the Yukon District

An effort to get wireless stations established at outlying points in this district will be undertaken at Ottawa soon by Bishop Stringer. The bishop, in fact, has taken up the work already in a modest way, and has prepared to ground to some extent. He believes that such places as Herschel Island, Fort MacPherson and Rampart House would be robber of a great share of their isolation and the people and the country in general would be wonderfully benefitted if wireless plants were in operation in such places. The bishop talked over the project with F. T. Congdon member of parliament for Yukon, last month, while Mr. Congdon was visiting his constituency. Mr. Congdon spoke favorably of the project.

Bishop Stringer is also looking into the feasibility of bringing reindeer into this territory for the natives. He is much interested in the movement undertaken by Frank Oliver, minister of the interior, and says that since a number of reindeer are being taken into the MacKenzie Valley it might be well to have some experiments conducted with them in this territory. The bishop, however, will consider the matter carefully before deciding as to any recommendations. Reindeer were brought into Alaska thirteen years ago, and the herd has grown to more than 600,000. They are scattered over most of the northern portion of Alaska, and some are said to be close to Fort Yukon, only 200 miles or so from the Canadian boundary line. Quite a number are farther down the Yukon, near Nulato. It is claimed that it would be far less expensive and easier to bring a number of them by boat up the Yukon for this territory than to introduce any of the new herd which the government recently secured from Labrador.

REDUCED RATE

New Route by River Will Supersede the Cariboo Trail, Says The Tribune

H. A. Carney and Russel Peden of Fort George have left the northern town for Edmonton via the Yellowhead Pass to arrange for freight shipments by rail to Tete Jaune Cache and thence down the Fraser to Fort George this fall. The Tribune states:

It is now generally known that steel is laid within a comparatively short distance of Tete Jaune Cache, and that from the end of steel a good wagon road extends to the head of navigation on the Fraser. If conditions are favorable Mr. Peden intends bringing in supplies by the new route for his sawmill camp. These will include a large quantity of grain for the teams employed in his logging camp.

The proposition of putting in a sawmill at the Cache to supply lumber for the building of barges and other craft to be used in transporting goods down the Fraser to Fort George will also be looked into.

Without a doubt next year will find Edmonton a supply point for Central British Columbia. The Grand Trunk Pacific has officially announced that the steel will be laid as far as Tete Jaune Cache early this fall. From the Cache down river to Fort George the transportation system is one easy of solution; in fact, the question of motive power need not be entered into only as a matter of speed. The swift-flowing Fraser, averaging at least seven miles an hour, will prove a cheaper and more rapid carrier than the freight wagon of the Cariboo road, supplemented by the long steamboat haul up river from Soda Creek. Just how much the new route will cheapen the freight rate is variously estimated. There is good reason to believe, however, that the new rate will be only a third of the present one. This is a conservative estimate and many shippers believe that one-fifth of the present rate will cover the toll on the new route. At present the freight rate from Vancouver averages at least 7 cents per pound. If by the new route this can be reduced to 2 cents, what a boon it would be to the people of the country! The year of 1913 should see the road to Fort George from east to west.

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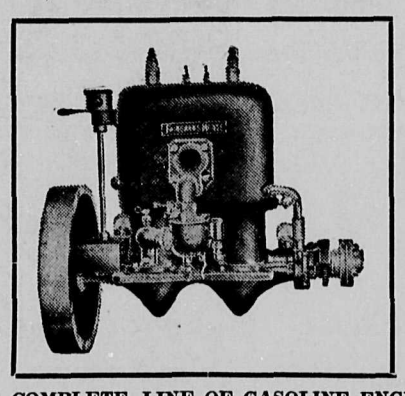

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IN THE COUNTY COURT OF ATLIN HOLDEN AT PRINCE RUPERT

In the matter of "Official Administrators Act"

And

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

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

Dated August 18, 1911.

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

IN THE COUNTY COURT OF ATLIN HOLDEN AT PRINCE RUPERT

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

And

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

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

Dated August 18, 1911.

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

IN THE COUNTY COURT OF ATLIN HOLDEN AT PRINCE RUPERT

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

And

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

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

Dated August 18, 1911.

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

IN THE SUPREME COURT OF BRITISH COLUMBIA

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

And

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

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

Dated August 18, 1911.

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

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

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

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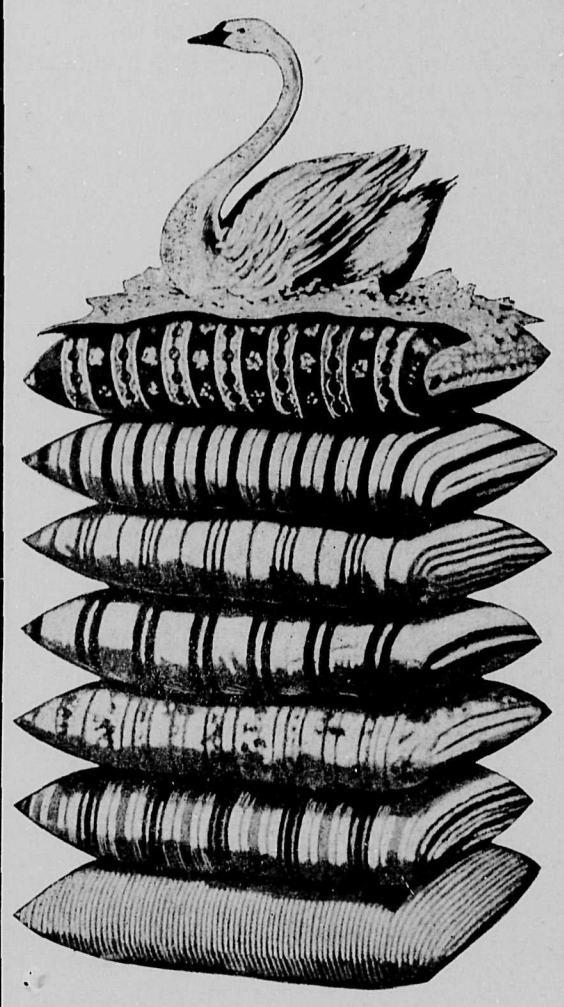
AUGUST : FURNITURE : SALE



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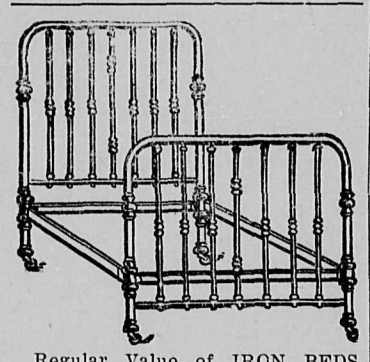

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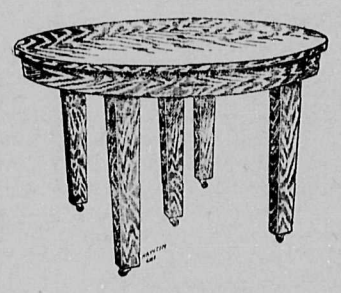

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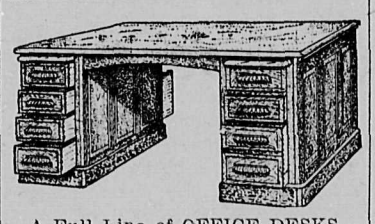

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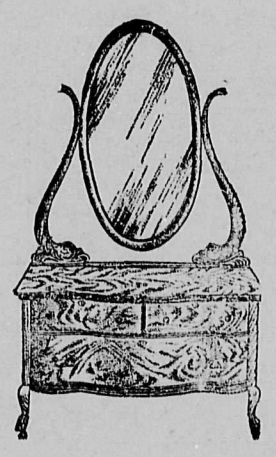

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PREMIER McBRIDE ON RECIPROCITY

At Annual Picnic of Victoria Conservatives the Provincial Head of Party Makes His Position Clear as an Opponent of the Pact Proposed to be Entered Into With the United States.

At the annual picnic given by the Conservatives of Victoria and the south end of Vancouver Island, Premier McBride a few days ago, made a strong speech, which he denounced the reciprocity pact. He said:

"Mr. Chairman, Ladies and Gentlemen—I feel it a very great pleasure and privilege, indeed, to see so many hundreds of citizens of Victoria here today, and I feel proud indeed of the splendid reception that you have been kind enough to extend to my colleagues and myself this afternoon, our annual picnic falling at so opportune an occasion to discuss in our own western fashion the pertinent issues that are to be disposed of by the people of Canada on the 21st proximo. Last year when we foregathered at Sidney, no election appeared to be imminent, yet we were encouraged with various reports from all the several districts, speaking well for the perfection of organization and general readiness of the party in British Columbia whenever an election might come. The conditions, so favorable in 1910, exist today in even larger measure, and there should be no difficulty in our rendering on the 21st September an excellent report to our chieftain, Mr. Borden. The people of this western province of Canada are British to the core, and British too in the best sense of worthy imperialism. I myself am but just returned from the coronation of his majesty the king, and it is my good fortune to be able to tell you, fresh as I am from the great city of London, with what wonderful interest the people of the Homeland are now looking to Canada and how deeply they, too, are concerned in the distiny of this country of ours, a destiny so inseparably interwoven with the issue that it is to be decided so shortly at the polls.

"Never before in the history of the Empire has Canada loomed so large in the eyes of Britons as it does now. Never has so general and so intelligent an interest in her affairs been made plainly manifest. It seems to me that with the very large number of prominent Canadians at the coronation and the prominence that Canadian iterests have latterly assumed in the Old Land, our importance as a factor in the Empire was never before so strongly accentuated. The people of the Motherland realize that while they are wealthier than we have hav more to show in established civilization for their greater age and consequent perfected maturity, yet in natural resources and all the true potentialities of strong nationhood, Canada presents the evidence that it must some day become the dominant factor in the Greater British Empire. And in the working out of this great destiny, we do not want to disappoint our kinsfolk of the Motherland. We want to send them a message on the 21st September that they will understand as clear and unmistakeable—that we are as Canadians still firm and strong for the Empire, that we are going to keep as our flag the good old Union Jack, that we are determined to preserve our Dominion for that great future that nature has mapped out for it. I have never before been so deeply, so absolutely impressed with the greatness and perfection of Britain's true democracy. We hear so much of the spirit of freedom and equality typified by the Stars and Stripes, but those who live under that flag cannot begin to realize the full meaning of law, of liberty, of true equality in citizenship until they have been privileged to live under the Union Jack. No better example of this is to be found anywhere than in this British Columbia of ours. In the point of admirable laws, no state and no territory in the Union to the south is enabled to enjoy the same freedom, privilege and liberty as obtain in this Province of British Columbia under the Union Jack. I have discussed this question with many leading Americans, pointing out conditions as they exist here in this province, and with wonder and amazement they have all been forced to admit that they dare not attempt to attain the same true democarcy in the United States because of the dominant influence there of political cliques and combinations.

"Which."

"Are we of Canada going to preserve this blessed heritage of liberty or are we to exchange it and our present fortunate conditions for those other conditions in which we find so much to criticize across the boundary line? Our Liberal friends declare that the policy of the Conservative party today is one of jingoism and talk of imaginary dangers of annexation. The the position of the Conservatives is sound and sane, that Conservative conclusions are the only ones that can legitimately be drawn, we have incontrovertible proof of. We have as evidence upon which to base our conclusions the authority of Sir Wilfrid Laurier himself on one hand, and on the other President Taft—that if ever there was a time when argument against the possibility of annexation was most pertinent, now is the time and the opportunity. Did not Sir Wilfrid in studied language and set terms say to the people of Canada when asking them to endorse the National Transcontinental Railway project in 1903, lay it down as an axiomatic principle that the whole of this line would have to be on Canadian soil so as to have it remain independent of the United States? And did not Sir Wilfrid then say that 'the best and the most effective way to main1 tain friendship with our ..merican neighbors is to be absolutely independent of them'? This surely is a very strong argument against the action of the Liberal government which now wishes to tie us up with the United States and so interlock our trade with theirs that it will be impossible for us to remain independent of that country in trade matters. And did not President Taft, speaking in New York but a short time ago, say that he wanted his American brethren to clear the way for reci-our beloved province of British Co-procity, because reciprocity must quickly be followed by closer political relationship and it was essential to the prevention of a wider imperial connection? We have here, then, the warning of our own Canadian prime minister on the one hand and that of the president of the United States on the other. Surely there were enough to arouse every man and every woman of Canada, to stir even the most lethargic to recognition of the inner meaning of this proposed compact. Surely this should be sufficient to induce our Liberal friends—if there were any Liberals left in British Columbia—to come out as Canadians and oppose this reciprocity arrangement under the Conservative flag. Surely it was time for them to make such a move, after being for sixteen years misled by their party chiefs. Did they not recollect how they had been told in 1896 that if the Liberals came into office, free trade should reign in Canada from the Atlantic to the Pacific shores. That was the great inducement held out by Liberalism in Canada in 1896, but today the Liberals were found as staunch in their faith as protectionists as the most ardent of the Conservative party. The line of demarcation between the parties had become merely a sentimental one.

Parting of the Ways

"To come down to the plain facts, had not sentimentalism been carried to an extreme, had it not merged into hero-worship, and thereby and thereby alone Sir Wilfrid Laurier repower? Should such sentimentalism prevail today, when the people of Canada were called upon to answer question which was in effect, 'Are you going to stand firm by the British connection, British liberty and British institutions, or throw these over so as to pander to the many corrupt influences arising and fostered in the United States?' I think that I may say, in the first place, that, whether Liberals or Conservatives in this country, the people of British Columbia will give me this much credit, to admit that in what I have striven to do for British Columbia I have been prompted by no selfish motives, but have formulated and carried out my policies with the aim that we shall have in this province the home of a large, a prosperous and a contented section of the British people. And now I should not be doing my duty did I not do my level best in this crisis to see that our beloved province of British Columbia stands as the stronghold of Conservatism, and, as a part of Canada, more imperial than ever. The Conservative conventions in this province will be held in a few days. We have candidates galore to select the best men from, and in a few days more candidates will be ..e field. Our organization is being perfected and we shall leave nothing undone to bring back to our chieftain, Mr. R. L. Borden, a solid phalanx of seven from British Columbia. But in addition to organizing, we want the people to come in with us—the men and the women and the boys and girls—so that we may leave no stone unturned that might in any way contribute to the brilliant victory that is to be achieved. We want the ladies, who dominate the homes, to advise the men patriotically, to vote right, to vote straight, to vote for the continuity of the British connection. In Victoria we can look forward with confidence to piling up a creditable majority for our candidate—and it is whispered that Mr. Barnard will be that candidate—a majority to which he can point with pride. The forthcoming election is brought on at a most unusual time—the time of harvesting, and when the unusual presents itself in such events it must excite suspicion and careful investigation of the reason.

Complete Vindication

"The dissolution of the Canadian parliament on July 29 was so sudden as to greatly surprise the people of Canada, who could not see the reason for such precipitate action by Sir Wilfrid Laurier, supposedly entrenched at Ottawa with a strong following, well disciplined. Yet perhaps Sir Wilfrid was not as well satisfied as he might be with his cabinet material, or quite so strong as would appear to the outsider. Must not his action in dissolving parliament be taken as a complete vindication of the position taken by the Conservatives and those opposed to reciprocity. It was the Conservatives who demanded and insisted that such a question should be sumitted to the electorate of Canada, and it was the Conservatives that had urged the government to hasten redistribution so that this question might be submitted fairly. It was untrue, as Liberals had charged, that the Conservatives had been simply blocking supply in the House at Ottawa; they had been quite willing and ready to allow supply to pass, and the sudden resolve of Sir Wilfrid to dissolve the House was obviously due to other causes, most probably growing dissensions in the ranks of the Liberal party. The hasty nature of dissolution was plainly evidenced and echoed in Sir Wilfrid's appeal of July 29—the weakest document ever offered to the people by the Canadian premier. That appeal was in reality nothing more than a clumsy effort to shift responsibility for the disslution to the shoulders of the Conservatives and was in striking contrast to the dignified and logical address of Mr. Borden, published side by side with Sir Wilfrid's and fully

(Continued on Page Eight)

THE CANADIAN BANK OF COMMERCE

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Belgium	Finland	Italy	Philippine Islands	Sweden
Brazil	Formosa	Japan	Portugal	Switzerland
Bulgaria	France	Java	Roumania	Turkey
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The amount of these drafts is stated in the money of the country where they are payable; that is they are drawn in sterling, francs, marks, lire, kronen, florins, yen, taels, roubles, etc., as the case may be. This ensures that the payee abroad will receive the actual amount intended. 233

J. M. CHRISTIE, Manag er, Prince Rupert Branch

Mail Carriers' Hardships

Because of the daring with which their skippers have sailed them out upon board and deep water and braved the perils of storm, fog and hidden rocks, two diminutive vessels, the Seabird and the Pandora, are now very much in the public eye.

The first of these craft to attract attention, at least on the Atlantic seaboard of the United States, was the Seabird, a tight little yawl measuring 25 feet 9 inches in length on deck and 8 feet in beam, with a draft of the body of the hull not much more than 18 inches and a draft to the bottom of the keel of about 3 feet. At a normal loading the length of the waterline of the Seabird is about 20 feet.

The Seabird is one of several designs for small boats which the Rudder has published during the last dozen years or so—sfall, serviceable craft, designed with an eye to comfort, safety, service, ease of construction, and, last, but not least, low coast. From these various designs scores of boats have been built by amateur hands, not merely in the United States but throughout the world, and, judging from the publiished stories of their construction and subsequent service, they seem to have been successful and popular. Thomas Fleming Day, the editor of the Rudder, built a boat from one of these designs as far back at 1901, and named her the Seabird. In cross section the Seabird represents in her underwater body a greatly flattened V, with top sides which rise straight from the bilges, which are at the waterline. The Seabird is decked throughout, and the raised cabin provides as much headroom as one can reasonably expect in a shallow-bodied boat of this form. There is a storage room for spare sails, etc., in the forecastle and there are two berths in the cabin. The space between the berths and the ship's side and underneath the berths has been utilized for ship's stores.

The Seabird of 1911 differs from the Seabird built in 1901. At that time she had a shallow keel, through which ran a centreboard. As now reconstructed, the centreboard has been taken out and the keel has been lowered until the boat has a normal draft of about three feet. Furthermore, in the bottom of the keel are 700 pounds of lead ballast. Another important change has been the installing of a 3-horse power motor, which will serve to drive the boat at four knots. Under sail and motor power combined she is expected to make about six knots. The fuel consists of 30 gallons of gasoline and 50 gallons of kerosene. The consumption is about ten gallons a day; but, of course, it is intended to use the motor only where there is no wind, or the wind is very light, and if progress is slow, when the winds are ahead.

Rigged as a Yawl

The Seabird is rigged as a yawl, with jib, mainsail and mizzen. The yawl rig is recognized among yachtsmen and all sailor men as about the most handy and safe for the smaller craft, particularly when they are exposed to heavy weather and sudden squalls. A yawl whose sail plan is well balanced can be sailed under jib and mizzen, she is particularly a handy craft in quite a strong blow; and if the wind should rise to the strength of a full gale all sail may be furled and the vessel handled nicely under a small trysail on the mainmast.

Public interest in the Seabird lies in the fact that she is now saling across the North Atlantic Ocean on a pleasure trip, if you please, to Rome. The crew of the little craft consists of Mr. Day and three others. He believes that there is no greater danger for small craft, if indeed as much, in ocean sailing than there is in sailing in sheltered but crowded waters, such as Long Island Sound. He believes that the best Corinthian sailors are found among those who boldly strike out for deep water and learn to navigate by sextant and compass. It is largely due to his influence that long distance ocean races now form a regular part of the summer schedule of our yachtsmen, both on the Atlantic and theh Pacific. Notable among these are the races to Bermuda and those from New York to Marblehead.

Mr. Day has always been a firm believer in the seagoing qualities of the yawl, and the present cruise from Boston to Rome on the Mediterranean, is proof that he has the courage of his convictions, even though his craft is so small that Hudson's Halfmoon could have stowed her away on deck and not have been greatly inconvenienced thereby. The course laid out for the Seabird was for a run of 2,200 miles to the Azores, 900 miles from the Azores to Gibraltar, and another 900 miles to Rome via the Straits of Bonafacio.

Not many days after the Seabird had set her course to the eastward, there came into New York harbor another little yawl, the Pandora, which had just accomplished, on a much larger scale, the ocean-sailing feat now being attempted by the Seabird. The Pandora is much bigger than the Seabird, having, indeed, a length of 37 feet 9 inches, and measuring some nine tons.

Built in Australia

The Pandora was built in Australia for two experienced navigators, Captain George Blythe of Coventry, England, and Captain Peter Arakais, a Greek. She was constructed for the express purpose ofmaking a voyage entirely around the world, sailing to the eastward. The trip was made party for experiment, but more in search of adventure. On May 3 of last year she set sail from the port of Bunbury, West Australia, and she has just completed her trip across the South Pacific and around Cape Horn. She is not unlike the North Sea fishing boats; and her beam of fourteen feet gives her at once good stability and abundance of room for her owner and skipper.

The craft set sail from Bunbury on May 3 of last year and coasted to Melbourne, which was reached on May 29. On July 10th following the coasting trip was continued, the next port of call being Sydney, which was reached on August 16, and the following day the little craft was headed eastward for New Zealand, this being, of course, the real start of the deep-sea voyage. The run to Auckland is described by the captain as being the worst of the entire voyage. On August 28 the wind rose to the strength of a gale and then to a hurricane. The boat was stripped to bare poles and, even at that, shipped a heavy green sea, which swept her full length and flooded her cabin. Part of the bulwarks was carried away. Finding that the craft could not run safely before a big following sea, she was hove to with a sea anchor. The sea anchor parted and a further section of the bulwarks was town away; but with the aid of a trysail on the mainmast, the Pandora rode out the gale and reached Auckland, New Zealand, on September 4. There she remained for repairs until October 2, when she left for the Pitcairn Islands, which lie 2,750 miles east of New Zealand. On November 21 she passed the Pitcairn Islands and reached Easter Island on December 12. After a brief stay, the Pandora started for the Falkland Islands and made her stormy run around Cape Horn, which she passed on January 16.

On January 23, during a fierce hurricane, the vessel was driving under bare poles and lashed wheel, when a heavy sea fell upon the vessel, turned her bottom up and finally, as the masts went by the board, brought her around again to an even keel, the little craft having been turned through a complete circle from left to right. A Norwegian whaler opportunely hove in sight and towed the Pandora two miles to the New Islands, where she was laid up for repairs.

She left the Falkland Islands on March 4 for Saint Helena, and sailed thence on April 26, reaching Ascension Island on May 3. On May 7 she started for New York, which port she reached on June 23.

After spending six weeks in New York, the two captains start for London on their journey via the Mediterranean and the Suez Canal.

TUBERCULOSIS IN CATTLE

VICTORIA—Hon. Price Ellison, provincial minister of agriculture, intends visiting Nelson and personally investigating the situation that has arisen in that section of the Kootenay in connection with the discovery of a large percentage of tuberculosis among the dairy herds. Veterinary experts have declared that virtually all the slaughtered cattle are perfectly fit for beef purposes, and the doctors have agreed that there could be not the least danger arising through the use of such beef as food. The butchers, decline, however, to have anything to do with condemned dairy cattle, and it would seem that compensation for a flat loss, when those animals are ordered sacrificed, may have to be arranged for by the provincial authorities.

Extending Business

The business of the Grand Trunk Railway has become so extensive in the maritime provinces that it has been found necessary to appoint a special representative, and John S. Corcoran has been appointed traveling passenger agent at Moncton, N.B.

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AGREEMENT SIGNED

Provincial Government Favorable to the Arrangement Made Between City and G.T.P.

Mayor Manson Is Expected Back From Victoria Tomorrow By Prince George

Ald. J. A. Kirkpatrick, acting mayor, has received from Mayor Manson the information that the agreement entered into between the city and the G. T. P. has received the sanction of the provincial government and is thus complete, all the parties to it having agreed to sign.

The government likewise allows 100 feet of waterfront joining the 100 feet allowed by the railway company to be used as a city wharf. This 200 feet of waterfront is at the junction of the G. T. P. waterfront and the government owned section at the end of Eighteenth street.

As far as known, the government agrees upon the terms as entered into by the city and the company, including the granting of parcels to the city in fee simple and those leased for nine hundred and ninety-nine years.

J. Y. Rochester has returned from the south. He is accompanied by Miss Rochester.

PREMIER McBRIDE ON RECIPROCITY

(Continued From Page Six)

setting out the Conservative position. In their hearts the Liberals wish that this ill-advised bargain to tie up the trade oı Canada with the United States had never been entered into. The dissatisfaction that leading Liberals feel is well set out in the very comprehensive statement issued last February with the names of such gentlemen as Sir Edmund Walker, Sir William Mortimer Clarke, formerly lieutenant governor of Ontario, and other prominent men attached. They plainly state that the government had no mandate from the people to make the bargain of reciprocity with the United States and that to make the changes proposed would check the present unexampled prosperity of Canada; besides, they pointed out the great danger threatened to Canadian nationality.

"Reciprocity is generally recognized now as threatening disastrous effects to Canadian national welfare. British Columbia is strongly opposed to it, as shown by the resolution passed in the legislature on February 13, 1911, when there was only one voice in opposition to the condemnation of the proposed reciprocity bargain—and Mr. Brewster, so half-hearted a champion that he did not divide the House to put himself on record. The reasons now advanced against recoprocity are now as strong as then, and if anything, accentuated. It is not a mere political question; but a national one, in which patriotic men of all parties should combine to uphold Canada's prosperity and nationality—and our place in the Empire.

No Longer Suppliant

"There is no use in the Liberals going back to ancient history and stating that the feeling of Canada was at one time in favor of reciprocity—that time is past, and we no longer need to be suppliant for an outlet for our trade. We have a market for all we produce, and without making sacrifices. The United States now needs Canada's products and we could have well afforded to wait for them to cut down their tariff without touching ours in any way. We have a population today of 8,000,000 against 4,000,000 in 1879, while our export trade, which was only $60,000,000 in 1879, grew to $279,000,000 in 1910. Our best customer is not the United States, but Great Britain, and there we have to face United States competition. In 1910 Great Britain took our home products, $139,500,000, or 50 per cent of our exports. In the same year the United States took only $104,000,000, or 37.3 per cent. Under protection we have built up in Canada a trade of enormous proportions: in 1879 it was $153,000,000; in 1910 it was $693,000,000. In our own province of British Columbia trade has increased nearly $10,000,000 since 1909.

"There is no necessity for reciprocity—Canada is progressing so well that it is a great mistake to suddenly disrupt our present hcannels of trade for a visionary idea. Let us look at it as a business affair. Do you think if this Dominion had any important business to perform, it would send Mr. Fielding and Mr. Paterson to perform it? It seems to me that if Sir Wilfrid Laurier was determined to give Canada away he should have sent two up-to-date and able Canadian ambassadors to confer with the keenest wit among 100,000,000 people. The people of Canada might depend on it if the United States had not got the best of the bargain they would not have wasted a minute on reciprocity. The United States had come to the end of its raw supplies and what was more natural, more necessary,, than for them to come to Canada, and to come at a time when they felt that our own industries and institutions were not sufficiently developed to make it difficult? Could anyone show a single instance where the Americans, as good business men, had not wanted everything for Uncle Sam? They were now in a position where they must come to Canada for raw material and if Sir Wilfrid had only been patient for a few years the United States would have been glad to take down their tariff and welcome Canada's products free, while Canada could have played Uncle Sam's old game and raised her wall still higher (Prolonged cheering). We, in British Columbia, had an illustration of this when we awoke one day to find that the logs from our forests were going to Everett, to Bellingham, to Blakely, and to Blaine, and that while our mills were were idle here, they were doing a thriving trade over the line. The result of the export royalty had been a development of our timber industry 400 per cent, and the establishment of many thriving towns.

Merciless Trusts

"If reciprocity were passed it would not take many weeks to find out what material losses Canadians were suffering. It was all right to say that we would get cheaper tobacco and cheaper this and that, but under reciprocity we would pass into the grasp of the most merciless trusts, and, moreover, the wages of our workingmen would fall to the level of those across the lines."

The premier went on to quote from statements of Sir Wm. Van Horne, selected as a strong man to built the C. P. R., who became a Canadian, and who would be recognized as a man now alive to the situation. What did Sir Wm. Van Horne, a good Canadian, although he had no politics, have to say at this crisis? He said:

"To my amazement and distress and shame I now see a magnificent work of a generation faded away for a vague idea of a childish sentiment, the splendid commercial and industrial position we have reached and our proud independence partered for a few wormy plums, and I feel it my duty to join in the protest that is heard from every section of the country. Today we are in an enviable position, with a commerce three times as great, per capita, as that of the United States, and without a cloud in our sky save the one which has just been raised. Does not common sense tell us to let well enough alone?"

If it had not been very much to the advantage of the United States, that nation would never have made overtures towards reciprocity. It is all very well to say that we can throw the arrangement aside at any time, but knowing the United States as I do, I fully agree with Sir Wm. Van Horne in his view of the situation; and generally he is a man who understands conditions in the Uited States. He says:

"The Weaker Party"

"Let us not run away with the idea that if we make a mistake in this matter of reciprocity, we shall be able to correct it at pleasure. We may not be permitted to do. It should be remembered that there are such things as vested interests with nations as with individuals, and corporations, and that the vested interests of nations, real or alleged, are terribly binding upon the weaker party. When Mr. Hill had extended his seven or eight lines of railway into the Canadian Northwest—lines which have for some years been resting their noses on the boundary line waiting for reciprocity, or something of the kind, to warrant them in crossing—and when other American channels of trade have been established, affecting our territory, and when the American millers have tasted our wheat, and the American manufacturers have got hold of our markets, is it probable that we shall be permitted to recede? Not a bit of it. We are making a bed to lie in and die in."

"Canada's aim," continued the premier, "should be to promote interprovincial and imperial trade—something that is being built up at present. With the trade lines running north and south, it is bound toaffect, injuriously, our transportation from west to east, and that means that the freight rates instead of being lower will increase. Then as to the Liberal contentions, that recipritcy will lower the prices of food products in Canada,—I venture to say that after the first flush, when competion has been stamped out, and many Canadians are forced out of work, prices will be raised to as high or higher a notch than at present. Most of these things in the States are governed by gigantic trusts, and we will see them taking possession of Canada, and placing us under tribute to them. In fact, the whole scheme is an endeavor of the United States to control Canada's natural resources.

"The farmers of Canada will suffer from reciprocity, and as to the Liberal's argument that a great field will be opened for their produce in the United States, President Taft, in Chicago on June 3, said: 'The only real importation of agricultural products that we may expect from Canada of any considerable amount will consist of wheat, barley, rye and oats. The world price of these four cereals is fixed abroad where the surplus from the producing countries is disposed of and i slittle affected by the place from which the supply is derived.

The Fruit Industry

"Unquestionably British Columbia will be greatly hurt in the prairie provinces to which we now export our fruit. The province has done much towards building up this industry, and last year the value of the fruit crop was $2,500,000. With an older industry, more cleared lands, and cheaper labor, Oregon, Washington and California will be able to send fruit into the prairies duty free at a price that will seriously handicap British Columbia in spite of the general better quality of our fruit. At the same time it is very questionable that such fruit as oranges, lemons and bananas, which are not raised in Canada, will be any cheaper, as there is no competition to meet here and such industries are in the hands of large trusts which distate prices. Vegetables and other agricultural products, including eggs, poultry and livestock will also be imported at the expense of our mixed farmers.

"Supposing that the reciprocity agreement was in force and it was decided to end it, Canada would be in the position of suddenly having to find new markets and trade would be greatly disorganized. Canada, in the last ten years, stands second in the list of countries in the increase of trade with 93.16 per cent, the frist being Argentina with 132 per cent, while the United States only shows 47.16 per cent and is the fourteenth on the list. The United States has in many lines reached its capacity of production, so now wishes to avail herself of Canada's raw products to help her keep up in the race. United States manufacturers have invested over $400,000,000 in mills and factories in Canada where they can get raw material cheap and in abundance.

"Last year there were 100,000 cars of grain, etc., sent out of the prairie provinces. Of these the C. P. R. took 59.6 per cent, Canadian Northern 31.8 per cent, G. T. P. 7.3 per cent and the Great Northern 1.3 per cent. Under reciprocity a great change will take place and a very much larger proportion will be diverted from Canadian to United States lines of railway. Undoubtedly this was what J. J. Hill was thinking of when he said, after the agreement had passed the United States Senate:

"'If the Senate had voted against the pact, it would have meant the begining in England for such an Imperial trade union as would shut us out.'

At Best an Experiment

"At the very best, the whole matter of the agreement is an experiment — a foolish interference with the country when it is progressing at a marvelous rate, and, as the Ottawa Citizen calls it, a 'gamble'—the ill results of which may be most disastrous to Canada.

"The people across the line are jealous of our resources and it was assured that if they, with theirw organization and their majority control, were given this measure of trade reform, they would sap the best of Canada and use it for their own interests. The people of Canada realize this, and on September 21 they will have no hesitation in casting their votes for one king, one country and one empire."

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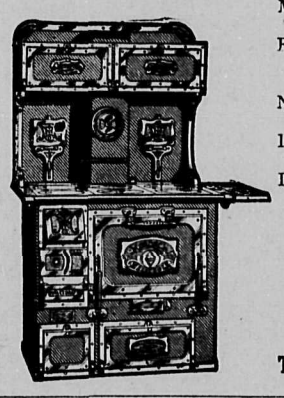

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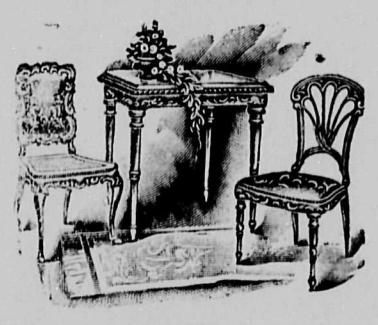

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