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VOLUME 1 | Published Twice a Week. | PRINCE RUPERT, B. C., FRIDAY, JUNE 16, 1911. | Price, Five Cents. | No. 105

BOTTLE LICENSES ARE GIVEN APPLICANTS

Two of Those Who Sought to Supply Liquor in This Way Were Given Privilege---A. J. Prudhomme's Renewal Application is Found to be Out of Order and is Not Considered.

The Board of License Commissioners for the city sat on Wednesday afternoon and again yesterday, transacting the general business for the quarter. The question of the Savoy license, which can always be depended upon to come up before the commission at every sitting, was again to the fore. The order of Mr. Justice Clement, of the Supreme Court was complied with and the license ordered to be issued in accord with the order of the court. An application for a renewal of the license evidently intended to cover the time from July 15, was found to be out of order and no action was taken on it.

The renewals were granted to the various other hotels and wholesale houses.

In the matter of bottle licenses which have hitherto been refused, the commissioners, acting upon the advice of the city solicitor that these did not affect the number of hotel licenses possible, granted two that were in order to E. J. Maynard and J. A. Smith. The chairman of the board, Ald. Hilditch, said the action was taken purely because it was interpreted that these licenses did not affect the number of hotel licenses that could be granted.

The commission was composed of Ald. Hilditch acting mayor, who presided, Ald. Smith and Commissioner J. E. Merryfield.

Chief Vickers reported that all the licensed places had been conducted properly during the past quarter.

Proceeding to business the first matter to come up was that of the case of A. J. Prudhomme of the Savoy Hotel.

Mr. Peters, K. C., asked if Mr. Alex Manson had the original mandamus in the Prudhomme case.

Mr. Manson said that he had returned it.

Mr. Peters said the original should have been kept.

After some discussion, in which the chairman said they must have the document before them, Mr. Peters said he had a copy and would soon be able to produce it as he had sent for it.

The copy being produced it was read. The application of Mr. Prudhomme for a renewal of the license was read also.

Ald. Smith moved that a renewal of the license be granted in accordance with the terms of the mandamus.

The question of voting came up when it was pointed out that the action was taken as a result of the mandamus, the city solicitor pointing out that the license would expire in July.

Renewals of licenses were granted to J. Y. Rochester, Empress Hotel; Peter Black, Central Hotel; Olier Besner, New Knox Hotel; M. Bondeaux, Windsor Hotel; G. A. Sweet, G. T. P. Inn.

The transfer of the Premier Hotel from J. E. Gilmore to Fred Henning, as manager for the Premier Hotel Company, was granted on the application of A. Carss, solicitor for the company.

The renewal of the license of the Premier Hotel was then granted.

The application of Mr. Prudhomme for a renewal was brought up. It was pointed out that the application asked for a renewal from June 14.

Mr. Peters pointed out that this was not in order.

Mr. Prudhomme asked to see the application. He meant it from July 15.

"Why didn't you say what you meant, then?" asked Mr. Peters pointing out that the application read from June 14.

Mr. Prudhomme said if it was so stated it was a clerical error he intended to have it date from July 15.

Alex Manson, appearing for Mr. Prudhomme said that Mr. Prudhomme did not know what would be the result of the application before the supreme court. He could not ask for a renewal for something that had not then been granted. He contended that the application was made to have the Board consider the question of a renewal of the license at this sitting.

Mr. Peters could not see why a renewal could not be asked from July 15 as well as from June 14. Reading from the statute Mr. Peters contended that the law was very clear. The application as it appeared invalidated any renewal which might be granted under it.

"Don't you think that Mr. Prudhomme's old position that he made a mistake, is the more tenable?" asked Mr. Peters.

Mr. Manson wanted to know what could have been done under the circumstances.

Mr. Peters, however, did not appear to be inclined to give any advice in the matter.

The chairman wanted to know what his application was, was it an application for a renewal from July 15?

Mr. Manson said that they were in an anomolous position of applying for something that was not in existence.

Ald. Prudhomme asked if the board refused a renewal of the license granted under the mandamus

Commissioner Smith said there was no application for it. It could not therefore be refused.

Mr. Maynard was granted a re-

(Continued on Page Eight)

AWAIT SENTENCES

Ten of Those Who Took Part in the Strike Here are Found Guilty.

One Is Found to Have Done Shooting with Intent— Others Convicted of Rioting

VICTORIA, June 16.—As a result of the trials held here before Mr. Justice Murphy into the cases arising out of the disturbances in Prince Rupert, N. Vujovich, charged with attempted murder by using a revolver, was found guilty on a less serious count, that of shooting with intent to do grievous bodily harm.

Nine of those charged with rioting have been found guilty. They are: M. Secovich, M. Burich, M. Savich, A. Sebich, D. Milovich, S. Rado Jura Radulovich and V. Derlovich. In the case of the latter three a strong reccomendation that mercy be shown was included in the findings by the jury.

The convicted men will be sentenced at the close of the assizes.

Dan Babich, Chris Woods and Nick Radolovich were acquitted.

BACK FROM MINES

Granby Mine Superintendent Returns From Goose Bay Properties.

O. B. Smith, Jr., Left for South to Consult with Officials of Company

O. B. Smith, jr., superintendent of the Granby Company's mines at Phenix, arrived in the city yesterday on his way south from the Hidden Creek mines, which are under option to the Granby Company. Mr. Smith, while he did not doubt that the mines would be taken over, had no official word of the final closing of the deal. The ore body at the mine is a very large one and at present the Granby Company has done the necessary work to prove the body of ore there.

Just what the policy of the company will be as to developing the mine, Mr. Smith could not say. That would be decided upon after the officials had been consulted. H. MacDonald, who has charge at Goose Bay, accompanied Mr. Smith and J. A. Marrin, a merchant of, Phenix, was also a member of the party.

FIRST SCHEDULED TRAIN LEAVES CITY

G. T. P. Starts Its Regular Service From Prince Rupert Over the Westernmost 100 Miles of Its Transcontinental System---Much Interest is Manifested in the Event.

On Wednesday at 1 o'clock, the first scheduled train left the city for Coppr River, at mile 100 on the Grand Trunk Pacific. The event was marked by no ostentatious display on the part of the company, but on the contrary, sharp on the scheduled time the train moved out as though a practice of long standing was but being conformed to. From now on the departure and arrival of the local train will become a settled feature of the life of the place.

The event was but another of the epoch-marking features which are following one another so closely in the history of this young city. It marks the beginning of a service which will quickly be extended until in a few short months this city becomes the Pacific starting point for the through trains to all parts of the east.

Changed Conditions

As the passenger portion of the train was being made up at noon today J. H. Pillsbury, the engineer who first located here in charge of the work of surveying the townsite, passed alongside and watched the shuting in of the coaches. Although at times residents are apt to become impatient and want to see the work accomplished all at once, there can be no doubt that Mr. Pillsbury must have felt that the change that had passed over the city in the few years since he pitched his tent near the same site where the modern train was being made up, had been marvelous. The development of the next few years must of necessity be much more marked than it has been during the same time in the past.

The putting on of the service marks the creation of Prince Rupert as a railway centre. While there has been considerable freight moved up over the rails last year and again this season, before the regular service was inaugurated, yet the train on Wednesday was the first of those running on a regular schedule under authority.

The First Train

The general superintendent of the line, W. C. C. Mehan, who has seen the various divisions west of Winnipeg started upon their services, had arrangements all in first-class condition for the start, although he had only a few days' notice that the necessary permission had been given. Shortly before twelve o'clock noon, the passenger end of the train was shunted into position east of Centre street, where it stood in position until the time of starting. Caboose No. 390070, indicative of the mixed character of the train was included, with it went standard cars of the different classes composed of baggage car 702, Colonist car 3012, a first-class passenger coach No. 1012 with General Superintendent Mehan's private car No. 4102 attached to the rear of the train.

Before the time of starting had arrived there was a large gathering of citizens assembled to see the train pull out and the camera was very much in evidence until the passing out of the train had become a matter of history.

Officials Went Up

General Superintendent Mehan, Superintendent McNicholl, accompanied by a few friends, made the trip over the route to see that all went well. Train Agent Holtby was on duty and entered upon the office he will fill in charge of the passenger tickets along the route until such time as there is a regular system of ticket offices along the route.

As the speed at which the train is permitted under the orders of the Railway Commission, Copper River will not be reached until after nine o'clock each evening and on the return trip the time of arrival is from nine in the morning until twenty minutes past five in the evening.

Hot Lunches Served

In order to meet the convenience of the traveling public the officials of the company have arranged for a hot lunch to be served on the train each way. By arrangements with the commissariat department of the railway, Mr. Mehan is able to serve hot coffee and tea, sandwiches, pie, etc., on the train so as to meet the convenience of the traveling public. In time there will be established at some convenient point a restaurant where hot meals may be served, the train making a stop sufficiently long to allow this.

On the first train out several freight cars were taken on carrying material for the road. The service will continue to be a mixed one for the present.

Many Made Trip

Owing to the fact that the train was the first scheduled one out of the city, a number of citizens took passage by it, some proceeding a few stations out where they transferred to steamer and came back to the city.

There was a large number of passengers for the end of the track. Mr. Little, the pioneer news agent here, purchased the first ticket.

Postmaster McIntosh and Mrs. McIntosh, among the earliest residents of the city were passengers on the first train. Mrs. Tremayne, represening the very earliest pioneers, also made the trip out a few stations. Major Gibson was a passenger, J. H. Kugler, Jay Kugler, Mr. Hobin and party went as far as Inverness. Mr. and Mrs. Bullock-Webster were also passengers and Mrs. A. J. Morris.

WILL CONSIDER STATE-OWNED CABLES

(Special to The Journal)

LONDON, June 16.—Premier Fisher, of Australia, advocated at the Imperial Conference yesterday the nationalization of the Atlantic cable in order to cheapen and render more effective communication between Great Britain, Canada, Australia and New Zealand, and by thus acquiring complete control of telegraph and cable lines to secure the All-Red Route.

Premier Ward, of New Zealand, advocated state-owned cables between England and Canada, and reduction of the rates throughout the Empire and the establishment of a chain of British state-owned wireless stations.

The resolutions were later withdrawn in favor of one proposed by the postmaster general of Great Britain to the effect that if the owners of Atlantic cables could not see their way clear from time to time to reduce cable rates, the various dominion governments consider the practicability of laying state-owned Atlantic cables.

MINISTER RETURNS

Hon. W. Templeman is Back From Trip to Interior of the Province.

He Will Go to Stewart Tonight and Then Return to the Southern Part of the Province

Last evening by the first scheduled train to return to Prince Rupert, there arrived Hon. William Templeman, minister of mines in the government at Ottawa and his secretary, B. C. Nicholas, and G. R. Naden. The party had been on a mission as far as Hazelton, going out to the camp of Duncan Ross, a few miles beyond the interior centre.

Mr. Templeman says he had a good trip and was pleased with what he saw in the interior. He will spend today in the city, leaving tonight by the Camosun for Stewart, where he will spend a day looking over the work in progress there under the Dominion Government. Returning he will proceed south and spend the remainder of the sessional recess in the province before returning to Ottawa for the opening of the adjourned session.

LAID AT REST

The funeral of the late Captain Smith, jailor at the city lockup, took place on Wednesday from the Church of England, to the island cemetery across the harbor. The ceremony was under the charge of the Masonic Order, Tsimpsean Lodge turning out in large numbers to pay the last respects to the dead.

Over the Line

General Superintendent Mehan of the Grand Trunk Pacific, left this morning by special train for a trip over the line. He has as his guests representatives of the newspapers, Ald. Smith, A. J. Morris, president of the Board of Trade and a few others. They will return tonight.

FRUIT OUTLOOK

Thomas Cunningham Inspector at Vancouver Tells of Planting in British Columbia.

Peach Trees Are Not Being So Largely Cultivated As Apples, Plums and Cherries

That the importations of nursery stock to British Columbia for the past spring is heavier by 40 per cent than that of any previous season was the information given by Mr. Thomas Cunningham, provincial fruit inspetor in Vancouver.

"The total number of trees and plants imported up to April 30 for the present year," he said, "was over 3,000,000. This is an increase of fully 40 per cent over 1910, which had broken the record of any previous season. I estimate that if reciprocity fails, the fall importations will bring our total up to 5,000,000 trees and plants. This shows that here is some settlement and orchard planting going on in British Columbia still."

Asked as to what lines had shown the most noticeable increase, Mr. Cunningham said: "There has really been a noticeable falling off in the number of peach trees imported. Not nearly as many came in as last year, and in my opinion it is a good thing, as we shall do better to confine ourselves to the best class of apples, pears and cherries. I am glad to say, the most notable increase is in the number of apple trees imported. There has also been a good increase in the other fruits I have mentioned. Remember also that the figures I have quoted do not include the output of our local nurseries of which there are 13 or 14 scattered through the province, some of them doing considerable business. The Riverside nursery at Grand Forks, for example, sold out its entire stock of standard trees. The Coldstream and Vancouver Is-

(Continued on Page Four)

AGAIN IN POWER

Liberals in Nova Scotia Retain Office by Reduced Majority

Premier Murray Has Succeeded with Sixteen More Than His Opposition

(Special to The Journal)

HALIFAX, June 16.—In the elections for the province of Nova Scotia held on Wednesday, the government was sustained by a majority of 16 over the Conservative opposition. The Liberals elected 27 while the Opposition returned 11. Thee cabinet ministers were defeated, Hon. C. Chisholm, Hon. B. F. Pearson and Hon. Le Blanc.

Organizing a Band

Efforts are being made in the city to organize a brass band. Several of the old bandsmen have taken an active part in the proposition and are willing to become members of the organization.

RESIGNS POSITION

Assistant Depnty Postmaster General Is Retiring From Office.

He Will Go into Business in Toronto at the End of the Present Month

(Special to The Journal)

OTTAWA, June 16.—A. E. P. Lachinger assistant deputy postmaster general, has tendered his resignation, to take effect at the end of the month.

Mr. Laschinger was one of the most capable officers in the service. He is going to Toronto to be a business associate of the Cawthra Mulock estate.

Mr. Nelson, who is on a visit to his daughter, Mrs. A. E. McMasters, of the Grand Trunk Pacific, was a passenger to the end of the steel and back by the first train out.

POWER IS USURPED

Senator Nelson of Minnesota Takes Exception to President's Action as to Reciprocity.

He Contends That There Was No Authority to Undertake Negotiations with Canada

Special to The Journal)

WASHINGTON, June 16.—Senator Nelson, of Minnesota, spoke yesterday against the Canadian reciprocity agreement. He contended that the president had no authority to undertake the negotiations with Canada which had resulted in the pact and charged that the president has usurped the treaty-making power of the senate.

Disaster for the farmers of the country, he declared, would follow the passage of the bill.

Thomas McKinnon, of Vancouver, a commercial man, has returned from a trip to Hazelton.

SETTLE DIFFERENCES

Seamen's Union and White Star Line Come to Agreement as to Wages.

Company Meets the Men with an Advance to Half the Demands Made

(Special to The Journal)

LONDON, June 16.—It was announced last evening that the White Star Line and the Seamen's Union had arranged a settlement of the differences between them. The company is conceding an advance of $2.50 a month in wages to all employees involved. This is half of the amount demanded by the men.

Joseph F. Swift the publisher of the Prince Rupert Realty Bulletin, has received very flatterings words with respect to his publication. His first edition has found such a ready sale that he has decided to print an increased edition to meet the demands.

SPORTS

STANDING START

A great objection to harness horse races in the mind of the sport lover is the many starts necessary to get the horses going. The horses in a running race are often kept five or more minutes at the post, but when the barrier does go up they are away, and there is no calling them back. In the trotting races the horses come more or less slowly down to the wire, and if they are in anything like a straight line the judges let them go. If several of the starters are pretty well back the horses have to turn around and try it all over again. Not only is it a tedious business, but it leaves the judge open to a lot of criticism. If an owner sees his horse away to a good start the first or second time and they are called back, then on the third trip, when his horse gets a bad start, and the word is given to "let her go," he is liable to be a bit sore, and really you can hardly blame him.

Speaking to a man at Dufferin Park, Toronto, who has been closely connected with the harness horse for many years, the question of the practicability of a standing start was broached. The gentleman referred to said he had started trotters standing and had found that it worked out very well. It might be said tha tsome horses take a little time to get into their stride, and if started in a race standing would "break" several times before they got going properly. What if they did? The horses are supposed to be trotters, and the one who can swing into his stride right at the start, instead of having to go 25 or 50 yards before he gets going, is surely entitled to the advantage.

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PUBLIC OWNERSHIP

Edmonton's Street Railway Is Believed to Have Been Brought to Paying Basis Now

According to the amount of business done by the street railway department during the past month, there is little question but what the department is now on a paying basis, says the Edmonton Capital. During May 487,348 passengers were carried, while the estimated income is placed at $20,389.40.

During the month there was an average of 18 cars per day on the line and during rush hours the department could have made use of seven or eight more. As a matter of fact, there were times, Saturdays, especially, when there were as many as 21 cars in operation. Other cars are now on the way to the city and within the next few days the department will have a complement of 30 cars.

The revenue of the department can be estimated but as yet it is impossible to find out what the expenses are. This is due mainly to the fact that the department does not know what it is paying for power. This question was one of the first which Commissioner Bouillon announced must be settled when he first reached the city. He advised a series of monthly reports which would show the revenue and expenses of all the departments, but to date the system has not been worked out in detail and none of the reports are complete.

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CATTLE FOR INTERIOR

That supplies for the Grand Trunk Pacific construction camps are beinug poured into the interior, is shown by the following from the Quesnel Observer: A drove of cattle, containing nearly five hundred head, passed up the river on the west side yesterday morning. They belonged to Pat Burns, the western cattle king, and are being taken up to supply the construction camps on the Grand Trunk Pacific. Mr. Burns has the contract for this, and has has about 1,500 head in the Chilcoten country. A rancher from the Bulkley Valley passed up on the west side, taking seventy head of cattle with him.

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POSTOFFICE CHANGE

H. DuVernet, of Shandilla, has taken over the Gitwangak postoffice, which has been moved to his store at mile 160. Inspector Fletcher has arranged for a money order department. Shandilla is the nearest point on the Skeena to the Gitwankool trail to the Naas River. The Provincial Government has a party of men constructing this trail, which will open up a good country. On the Naas side of the divide the country is quite open, and there will be little difficulty in making a good road.

SKEENA DISTRICT.

WHARF, PRINCE RUPERT.

In the Matter of Chapter 115, "Navigable Waters Protection Act," R. S. C., 1906.

NOTICE is hereby given that drawings and description of the site of a proposed wharf at Prince Rupert, B. C., have been deposited with the Minister of Public Works, Ottawa, and duplicates thereof with the Registrar of Deeds at Prince Rupert, B. C., and that thirty days after date the Honourable the Minister of Public Works and the Government of British Columbia will apply to the Governor-General in Council for approval thereof.

J. E. GRIFFITH,
Public Works Engineer.

Department of Public Works,
Victoria, B. C., 5th April, 1911.
4-14—1m

NOTICE.

In the matter of an application for the issue of a duplicate of the Certificate of Title for Part (N. 25 Acres) of the S. E. part of Section 16, Township 1, 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 of Title to the above mentioned lands in the name of John Flewin, which Certificate was issued on the 21st day of November, 1906, and is numbered 284.

WILLIAM E. BURRITT,
Dist. Regr.

Land Registry Office,
Prince Rupert, B. C.,
May 6th, 1911. 5-9--6-2

PUBLIC SERVICE ACT.

The qualifying examinations for Third-class Clerks, Junior Clerks, and Stenographers will be held at the following places, commencing on Monday the 3rd July next:—Armstrong, Chilliwack, Cumberland, Golden, Grand Forks, Kamloops, Kaslo, Kelowna, Ladysmith, Nanaimo, Nelson, New Westminster, North Vancouver, Peachland, Revelstoke, Rossland, Salmon Arm, Summerland, Vancouver, Vernon and Victoria.

Candidates must be British subjects between the ages of 21 and 30, if for Third-class Clerks; and between 16 and 21, if for Junior Clerks or Stenographers.

Applications will not be accepted if received later than the 15th June next.

Further information, together with application forms, may be obtained from the undersigned.

P. WALKER,
Registrar, Public Service.

Victoria, B. C., 27th April, 1911.
4-27—6-15.

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.

NOTICE.

PUBLIC NOTICE is hereby given that, under the authority contained in section 131 of the "Land Act," a regulation has been approved by the Lieutenant-Governor in Council fixing the minimum sale prices of first and second-class lands at $10 and $5 per acre, respectively.

This regulation further provides that the prices fixed therein shall apply to all lands with respect to which the application to purchase is given favourable consideration after this date, notwithstanding the date of such application or any delay that may have occurred in the consideration of the same.

Further notice is hereby given that all persons who have pending applications to purchase lands under the provisions of sections 34 or 36 of the "Land Act" and who are not willing to complete such purchases under the prices fixed by the aforesaid regulation shall be at liberty to withdraw such applications and receive a refund of the moneys deposited on account of such applications.

WILLIAM R. ROSS,
Minister of Lands.

Department of Lands,
Victoria, B. C., April 3rd, 1911.
4-11—6-11.

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

PUBLIC NOTICE is hereby given that, under the authority contained in section 131 of the "Land Act," a regulation was approved by the Lieutenant-Governor in Council fixing the minimum sale prices of first and second-class lands at $10 and $5 per acre respectively.

This regulation further provided that the prices fixed therein should apply to all lands with respect to which the applications to purchase were given favourable consideration after the date of said regulation, namely, April 3, 1911.

Further notice is now given that by virtue of a regulation approved by the Lieutenant-Governor in Council on the 10th of May, 1911, that the regulation dated 3rd April, 1911, be held not to apply to applications to purchase vacant Crown lands which were received by the Assistant Commissioners of Lands on or before the said April 3rd, 1911, and with respect to which the required deposit of fifty cents per acre had been received by said Commossioners on or before the said April 3rd, 1911.

ROBT. A. RENWICK,
Deputy Minister of Lands.

Department of Lands,
Victoria, B. C., 16th of May, 1911.
5-23—1mo

TRUST COMPANIES.

EVERY COMPANY receiving deposits of money or carrying on business in the Province of British Columbia as a Trust Company, as defined in the "Trust Companies Regulation Act, 1911," is requested to furnish particulars as to the corporate name of the company, and the name and address of its managing director to the Inspector of Trust Companies, Victoria, in order to receive a supply of forms to be used in making the return as provided in section 4 of said Act.

W. U. RUNNALS,
Inspector of Trust Companies.

4-18—1m

RESERVE

NOTICE is hereby given that all vacant Crown lands not already under reserve, situated within the boundaries of the Land Recording Districts of Cariboo and Lillooet, and the Kamloops Division of Yale Land Recording District, are reserved from any alienation under the "Land Act" except by pre-emption.

ROBT. A. RENWICK,
Deputy Minister of Lands.

Department of Lands,
Victoria, B. C., April 3rd, 1911.
4-14—1m

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PHONE 116 PHONE 116

Skeena Land District—District of Coast—Range V.

TAKE NOTICE that Prince Rupert Sand & Gravel Company, Ltd., of Prince Rupert, occupation Industrial Company, intends to apply for permission to lease the following described land:— Commencing at a post planted at the Witness post on the southerly boundary of Lot 4124; thence southerly following the sinuosities of the shore line 60 chains more or less to southerly end of the Island; thence easterly 10 chains more or less to low water mark; thence northerly 60 chains more or less along low water mark; thence westerly 10 chains more or less to the point of commencement.

PRINCE RUPERT SAND & GRAVEL Co., LTD.
Per J. Y. Rochester, Agt.

Dated May 30, 1911. 6-2

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

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

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,
Prince Rupert, B. C.

6-13-1m

Skeena Land District—District of Coast—Range V.

TAKE NOTICE that John Kirkaldy, of Lakelse Valley, occupation farmer, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 120 chains south from the south end of Herman Lake; thence west 80 chains; thence south 80 chains; thence east 80 chains; thence north 80 chains.

JOHN KIRKALDY.

Dated April 11, 1911. 5-5

Skeena Land District—District of Coast.

TAKE NOTICE that I, V. W. Smith, of Prince Rupert, occupation contractor, intend to apply for permission to lease the following described foreshore:—Commencing at a post planted about 2 miles in a southerly direction from Port Simpson; thence northerly along high water mark 25 chains and containing all foreshore between high and low water mark.

V. W. SMITH,
Locator.

Staked 31st May, 1911. 6-6

Skeena Land District—District of Coast—Range V.

TAKE NOTICE, that I, Minnie Meredith, of Victoria, B. C., occupation a married woman, intend to apply for permission to purchase the following described lands:—Commencing at a post planted about 40 chains distant and in a South direction from the Southeast corner of Lot 1733; thence east 40 chains; thence south 40 chains; thence west 40 chains; thence north 40 chains to point of commencement, containing 160 acres more or less.

MINNIE MEREDITH.
John Kirkaldy,
Agent.

Dated February 20th, 1911.

Skeena Land District—District of Coast.

TAKE NOTICE that Joseph Edward Merryfield, of Prince Rupert, occupation merchant, intends to apply for permission to lease the following described lands:—Commencing at a post planted about 10 chains north from the northeast corner of Lot 33; thence west 1500 feet to shore of Smith's Island; thence following shore in a southerly direction 1200 feet; thence east to shore of De Horsey Island; thence following shore in a northerly direction to point of commencement.

JOSEPH EDWARD MERRYFIELD.
E. Spro, Agent.

Dated April 4, 1911. 4-7

Skeena Land District—District of Coast Range 5.

TAKE NOTICE that Charles James Gillingham, of Prince Rupert, occupation contractor, intends to apply for permission to purchase the following described lands:—Commencing at a post planted at the southwest corner of Lot 992 and marked C. J. Gillingham's N. E. Corner Application for Purchase; I, C. J. Gillingham, intend to apply for permission to purchase 320 acres of land bounded as follows:—Commencing at this post; thence 80 chains south; thence 40 chains west; thence 80 chains north; thence 40 chains east to place of commencement.

CHARLES JAMES GILLINGHAM.
Robert Osborn Jennings, Agent.

Dated January 5, 1911.

Skeena Land District—District of Coast—Range V.

TAKE NOTICE that Annie Kirkaldy, of Melville, Sask., occupation married woman, intends to apply for permission to purchase the following described lands:—Commencing at a post planted 120 chains southwesterly from Herman Lake; thence west 80 chains; thence south 80 chains; thence east 80 chains; thence north 80 chains, containing 640 acres more or less.

ANNIE KIRKALDY.
John Kirkaldy, Agent.

Dated May 13, 1911. 5-19

Skeena Land District—District of Coast.

TAKE NOTICE that George Rudge, of Port Simpson, occupation marble worker, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 2 miles in a southerly direction from mouth of Union Bay and on south side of Bay; thence south 20 chains; thence west 20 chains; thence north 20 chains to shore; thence following shore in an easterly direction to point of commencement, containing 40 acres more or less.

GEORGE RUDGE.
Lionel Rudge, Agent.

Staked 11th May, 1911. 5-23

For Job Printing of all kinds see The Journal man.

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.

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First Avenue Prince Rupert

GRAND HOTEL

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Spring Beds, Clean White Sheets - - 25c

Rooms 50 Cents

Best in Town for the Money

FIRST AVE. AND SEVENTH ST.

J. Goodman, Proprietor

THE WESTHOLME LUMBER CO.

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We handle all kinds of

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Clinton Rooms

Newly remodelled and furnished. Board and lodging. Home cooking a specialty. Mrs. Anderson, Prop.

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Splendid Accommodations
Newly Furnished

Hot baths; right down town; good table board all round

RATES, FIFTY CENTS AND UP

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G. T. P. CARTAGE AGENTS

Office at H. B. Rochester, Centre St.

LADYSMITH COAL

is handled by us. All orders receive prompt attention. Phone No. 68.

Skeena Land District—District of Coast.

TAKE NOTICE that I, Roy, Chrisman, of Port Essington, B. C., occupation prospector, intend to apply for permission to lease the following described land:—Commencing at a post planted about five miles distant and in a southwesterly direction from the point at the entrance to Captain Cove, Petrel Channel, and on the northeast side of McCauley Island; thence west 20 chains; thence south 40 chains; thence east about 20 chains to shore of Petrel Channel; thence northerly along shore line of Petrel Channel to point of commencement and containing eighty acres more or less.

ROY CHRISMAN.

Dated April 11, 1911. 4-25

Skeena Land District—District of Coast—Range V.

TAKE NOTICE that W. H. Ferguson, of Prince Rupert, B. C., occupation civil engineer, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about one mile southerly, following the sinuosities of the shore line from the southwest corner of Lot 104, Range V; thence 20 chains west; thence 20 chains south; thence 20 chains west, thence 20 chains south; thence 20 chains west; thence about 40 chains south; thence along shore northerly to point of commencement.

W. H. FERGUSON.
G. Hansen, Agent.

Dated April 22nd, 1911. 4-25

Skeena Land District—District of Coast

TAKE NOTICE that F. T. Saunders, of Vancouver, occupation master mariner, intends to apply for permission to purchase the following described lands:— Commencing at a post planted about 6 miles northwest of Love Inlet on the north east shore of Pitt Island; thence south 20 chains; thence west 40 chains; thence north to shore; thence following shore in a southeasterly direction to point of commencement , containing 80 acres more or less.

FRANK TAUNTON SAUNDERS,
Locator.

W. Hamilton, Agent.

Staked 17th, Feb., 1911.

Skeena Land District—District of Queen Charlotte Island.

TAKE NOTICE that Robert Fraser Ogilvie, of Vancouver, occupation banker, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 2 miles west of the southwest corner of A. P. 12-037; thence east 80 chains; thence north 80 chains; thence west 80 chains; thence south 80 chains to point of commencement, containing 640 acres.

ROBERT FRASER OGILVIE.
Arthur Robertson, Agent.

Dated Dec. 9, 1910.

Skeena |Land District—District of Coast—Range V.

TAKE NOTICE that William H. Hargrave, of Vancouver, B. C., occupation banker, intends to apply for permission to purchase the following described lands:—Commencing at a post planted on the west shore of Lakelse Lake, and about 1½ miles distant and in a southwesterly direction from the S. W. corner of Lot 3982, Skeena Land District, District of Coast, Range V; thence west 40 chains; thence south 80 chains, more or less, to the shore of Lakelse Lake; thence following the shore of said lake to point of commencement, containing 160 acres more or less.

WILLIAM H. HARGRAVE.
Mancell Clark, Agent.

Dated 20th March, 1911.

Skeena Land District—District of Queen Charlote Islands.

TAKE NOTICE that Wirt A. Stevens, of Chicago, Ill., U. S. A., occupation civil engineer, intends to apply for permission to purchase the following described lands:—Commencing at a post planted on the shore of Masset Inlet about one mile northeast of the mouth of the Ain River; thence north 80 chains; thence west 40 chains more or less to the eastern boundary of T. L. 35413; thence south along the boundary of T. L. 35413 and T. L. 35414, a distance of 80 chains; thence east 40 chains, more or less, to point of commencement, containing 320 acres more or less.

WIRT A. STEVENS.
G. S. Mayer, Agent.

Dated Feb. 24th, 1911.

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that James Mullin, of Murdo, So. Dakota, U. S. A., occupation farmer, intends to apply for permission to purchase the following described lands: — Commencing at a post planted on the shore of Masset Inlet, about one mile northeast of the mouth of the Ain River; thence west 40 chains, more or less, to the eastern boundary of T. L. 35414; thence south 60 chains, more or less to the shore of Masset Inlet; thence northeasterly along the shore to point of commencement, containing 60 acres more or less.

JAMES MULLIN.
G. S. Mayer, Agent.

Dated Feb. 24th, 1911.

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.

Skeena Land District—District of Coast.

TAKE NOTICE that F. C. Pillsbury, of Boston, Mass., occupation civil engineer, intends to apply for permission to purchase the following described lands:—beginning at a post planted at high water mark on the northerly end of Pitt Island, on Ogden Channel, and about 2 miles southwesterly from Swede Pt; thence east 60 chains thence south 40 chains; thence west 50 chains more or less to high water mark; thence following along the high water mark back to the point of commencement, and containing 240 acres more or less.

F. C. PILLSBURY,
J. H. Pillsbury, Agent

Dated Feb. 19, 1911.

Prince Rupert Land District—District of Coast.

TAKE NOTICE that P. McLachlan, of Prince Rupert, occupation broker, intends to apply for permission to lease the following described land:—Commencing at a post planted one-third of a mile northerly from head of Alice Arm, on its Easterly Side; thence 40 chains northerly; thence 40 chains easterly; thence 40 chains southerly; thence 40 chains westerly to place of commencement.

PETER McLACHLAN.
Thos. L. Fay, Agent.

Dated 2nd Feb., 1911.

Skeena Land |District—District of Coast—Range V.

TAKE NOTICE that Alice Munro, of Vancouver, B. C., occupation married woman, intends to apply for permission to purchase the following described lands:—Commencing at a post planted on the west shore of Lakelse Lake, and about 1½ miles distant and in a southwesterly direction from the S. W. corner of Lot 3982, Skeena Land District, District of Coast, Range V; thence west 40 chains; thence north 40 chains; thence east 60 chains, more or less, to the shore of Lakelse Lake; thence following shore of said lake to point of commencement, containing 200 acres, more or less.

ALICE MUNRO.
Mancell Clark, Agent.

Dated 20th March, 1911.

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

GRAND TRUNK PACIFIC
TOWNSITE

ELLISON

The only Main Line Townsite in British Columbia in which the Grand Trunk Pacific Railway Company has announced its joint ownership.

ELLISON

SEE THE OFFICIAL MAP.—The first glance will show you that ELLISON is located at the junction of the Skeena River and the Bulkley Valley. The Grand Trunk Pacific has announced that they are joint owners in the townsite of Ellison. Now, my dear reader, you must remember that up to date the Grand Trunk Pacific has not announced that it has any interest in any other main line towsite in British Columbia. Does that start you thinking?

STUDY THE MAP and you will find Ellison is where the railway tracks leave navigation. That fact is a very important one for conservative investors to think over. What is known as the Hazelton district covers a territory many miles in extent in every direction radiating from the townsite of Ellison. Mining machinery, ore shipments, smelters, reduction plants and all sorts of mining operations starting up in this rich mineral region, must necessarily have a metropolis, a HUB, a headquarters. If any sane, conservative man can figure out any other spot except Ellison for the hub of the great commerce of this district, his plan should be very interesting to the Grand Trunk Pacific officials. It does seem as though these officials, after several years of investigation and engineering, would know just what they were doing when they put their official stamp on Ellison.

STUDY THAT MAP.—I desire to say to all parties who are talking townsites in the vicinity of Skeena River and the Bulkley Valley that there will no doubt be several small towns, just the same as one always finds in a mining district. There will be towns in the vicinity of Ellison along branch railways, probably towns at the ends of branch lines made to serve the mines and the collieries, but it will be history repeating itself in regard to the building up of every metropolis. Ellison has every natural advantage, has every earmark of being the future mercantile and financial center of the Skeena River mining district and the entrance to the Bulkley Valley.

STUDY THAT MAP and you will find that all of the mining towns and railroad towns around there just beginning to be talked about will only be feeders to the city and port of ELLISON. The Grand Trunk Pacific has put its official stamp on Ellison. Do you believe the company will do as much for townsites owned by individuals as it will for one in which its stockholders are joint owners? If you do, don't buy any lots in Ellison. If you desire to make a permanent investment, or merely to make a little quick money, you must decide for yourself right now. Do you propose to follow the individual townsite promoters or the Grand Trunk Pacific Railway Company.

STUDY THAT MAP.—If you desire to put your money into a real estate promoter's townsite you will have many, many opportunities this summer. The average promoter is full of hurrah and red fire. He must enthuse investors of the mail order class with his wares. ELLISON is in the Missouri class. Therefore, I am not telling any fairy tales about it. I am making statements that can be readily verified.

STUDY THAT MAP.—If you want to join that great army of investors-at-long-range, then you should put your money into promoters' townsites. If you want a perfectly safe and sound investment, certain to bring you large profits, then put your money where the Grand Trunk Pacific, after years of careful investigation, have put their money.

STUDY THAT MAP.—It is not likely the Grand Trunk Pacific will have any other townsite in British Columbia for sale this year. The officials of the company state that the company is not interested in any townsite in the Hazelton district with the exception of ELLISON.

ELLISON is on the bank of the Skeena at its confluence with the Bulkley. You may change railway surveys; you may change the location of towns along the line of road, but you cannot change the geography of the country through which the railway passes. The head of navigation necessarily means an important townsite. Ellison will not only be at the head of navigation but the center of a mining district wonderful in its resources that is now being opened up, and for which Ellison will be the shipping point both by rail and water. The fact that trains may change engines up or down the line or in the suburbs of the town of Ellison does not amount to shucks in building up a town when such places are compared with a town located where rails and navigation meet.

STUDY THAT MAP.—You will find on the official plan of Ellison that a large part of the townsite has been reserved for future sales, the same as the company has done with certain sections of Prince Rupert townsite. There are, therefore, at this time, comparatively few lots on the market. You must hurry if you want one.

STUDY THAT MAP.—ROGERS' ADDITION to Ellison, only a small parcel of land, lies within eight blocks of the site of the railway station. Lots in this are being offered. I am advising my clients to buy Rogers Addition lots at $150 for inside lots and $250 for corners. Terms—10 per cent discount for cash, or 10 per cent down and the balance on easy terms; no interest.

LOTS IN ELLISON TOWNSITE AND ROGERS ADDITION FOR SALE

PRINCE RUPERT
British Columbia

JEREMIAH H. KUGLER

Offices--2nd Avenue
Facing Grand Trunk Terminal

AT HIDDEN CREEK

Granby Company May Extend Its Holdings in the Vicinity of the Mine.

Experiments Are Being Carried Out on Adjoining Properties with a View to Purchase

The Granby Company's option is now almost up at the Hidden Creek Mine on Observatory Inlet. It is not that the purchase will be made and that the control will pass from M. K. Rodgers to the Granby people. Following this reduction works are assured and steady mining will be done on the property. Already there i sa large body of ore blocked out for work.

It is now announced that the Granby Company have taken an option on adjoining property with the ultimate object in view of purchase. The property being looked over is controlled by Mr. Colman and is said to be quite as promising as the Hidden Creek proposition. The interest aroused by the Granby Company in the camp is attractin gnumbers to that part of the country.

STEWART MINES

Busy Season Is Expected in Legitimate Mining Operations on Portland Canal

That the Portland Canal mining division this season will witness a greater activity and more genuine mining development is the firm belief of those who have closely followed the subject, says the Portland Canal Miner. Every week now witnesses the resumption of work on one or two properties. This week Superintendent H. W. Heidman, of the Big Casino and Superintendent F. B. Shearme of the Portland-Bear River commenced operations at their respective properties. William Clark, representing Captain John Irving, of Victoria, is here to open up the Three R. group lying south of the Red Cliff. O. B. Bush has taken in supplies and an outfit for the Salmon Bear River Mining Co., and work has started in charge of Pat Daly. J. Fred Ritchie has arranged for a resumption of development on the Copper Cliff across from town, and G. A. Clothier will superintend the work on the property of the Indian Mines, Limited, where an outfit has already been packed in. At the least calculation before the end of the month, two dozen properties will be on the development list. Even though the season is backward, most of the mines and prospects on which work has recently been resumed have had trails built to them and many have substantial camps to house their men. As soon as the railway is completed to the Red Cliff several properties will commence sending out sample shipments, and both the Portland Canal and the Red Cliff mines will then enter the permanent shipping list. The management of the Canadian North Eastern railway is rushing the laying of steel which has reached Glacier creek, and as soon as the bridge is installed at that point little time will be lost in connecting up to Bitter Creek and thence to the Red Cliff.

WHAT'S IN A NAME?

How "Steamboat" Was Given the Designation it Now Bears

In 1879 there was a short-lived gold excitement on Ruby Creek—not the Ruby Creek that flows into the Fraser about nine miles below Hope, but the Ruby Creek in the Steamboat. In that year there came to Hope, James Corrigan, W. L. Flood and W. A. Starrett all of whom still live in Hope, and, after William Yeats, are the pioneers of the district, Flood and Corrigan together. These two built a raft to float down to the Skagit River to Ruby Creek, and the point at which they sailed they named "Steamboat Landing," their raft being honored with the title of "Steamboat." From this the locality became known as "Steamboat," and for want of a better appellation the term was finally applied to the neighboring mountain; hence "Steamboat Mountain."

PEACE RIVER MINERAL

J. F. Bledsoe, Well Known on This Coast, Tells of Finds in New North

The extent, variety and value of the British Columbia Peace River country as a mining district is only now—with the prospect of early transportation facilities —obtaining public recognition. Describing the coal outcroppings on the Pine River, a report just received from Mr. J. F. Bledsoe, one of the pioneers of the Peace River country and the initiator of the Finlay River Development Company, shows that for a considerable distance along the Pine River there are indications of coal, and these are especially noticeable at Cariboo Mountain and Coal Brook. In a stream to the east of the Cariboo Mountains a seam is exposed which is fully ten feet thick. This is a hard, lustrous coal, which on the surface looks like anthracite, but as no work has been done as yet, it is difficult to classify definitely. There can, however, be no doubt about its being of great value as a fuel. At Coal Brook there is also an immense showing of coal.

The value of this coal find is great. It is situated only a few miles from the Pine River Pass, through which the Pine Pass Railway Company and the Pacific and Hudson Bay Railway Company will come. The route of the latter railroad will lie along the Pine River, following the very best possible zone of attack for the exposed coal seams. The coal will be required for the operation of the railroad, also the Pine Pass Railroad and possibly for a section of the Grand Trunk Pacific and Canadian Northern Pacific Railways. It will be used on the Peace River steamboats ,and in the houses of quite a large farming district, and in various towns. In connection with the Pine River district it may be noticed that close to the Pine Pass some free gold ores have been found which may prove of considerable value when more work is done. Also in the North Pine River there are great deposits of arsenical iron ore which may also prove to be of value.

There is a fine seam of coal, too, at Fort McKay, and Mr. Bledsoe took out last season about twenty tons right on the river bank. This was a good quality of bituminous coal, which could be used for common blacksmithing, but not for welding. Where exposed and worked this seam goes down about five or six feet, and it seems to be getting larger. Another fine seam of coal is found at Horse Creek, about a mile and a half south from Fort McMurray, on the east of the Athabasca River.

COMING NORTH

W. M. Brewer, of the Pacific Metals Company, Victoria, is expected here shortly on his way to Goose Bay to look over the Red Wing group which is owned by his company there. He will resume work there this spring and will probably make the necessary arrangements for it on this trip.

FOR SALE

SECTION ONE

BLOCK	LOTS	BLOCK	LOTS
11	1-2-3-4-5-6	19	3-4
11	9-10	19	15-16
12	22	20	19-20
13	21-22	34	36-37-38
18	1-2	34	42
		27	9-10
		27	42-43

SECTION FIVE

9	22-23
18	22-23

SECTION SIX

3	7-8-9-10

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Paints. General Hardware, Oils, Stoves and Ranges.

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J. W. POTTER
ARCHITECT AND STRUCTURAL ENGINEER
Re-inforced Concrete a Specialty

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Law-Butler Building - Prince Rupert

HAYNOR BROS.

FUNERAL DIRECTORS

and

PROFESSIONAL EMBALMERS

DR. W. B. CLAYTON
DENTIST

—o—

Office in the Westenhaver Block Over Orme's Drug Store. Prince Rupert

NOTICE

Tenders are invited for the repair of the wharf at Metlakatla, B. C. The sum of fifteen hundred dollars being available for expenditure on this wharf, bidders should carefully examine the ground and state in detail the extent of repairs he will undertake for that amount. All piles must be power driven. Tenders will be received at the Indian Office, Metlakatla, B. C., up to June 30th, 1911, and should be accompanied with a certified bank cheque for one hundred dollars, the amount to be forfeited in the event of a withdrawal of tender. No tender received will necessarily be accepted.

CHARLES CLIFTON PERRY,
Indian Agent.

Metlakatla, B. C., June 5, 1911.
6-5—6-9

Skeena Land District—District of Coast—Range V.

TAKE NOTICE that Freadrick Madden, of Seattle, Wash., occupation laborer, intends to apply for permission to purchase the following described land:—Commencing at a post planted about two hundred feet east of mile 77 on the south side of G. T. P. Right-of-way; thence west 40 chains following the said Right-of-way; thence south to bank of Skeena River; thence east following the sinuosities of said river until due south of said post; thence north to point of commencement, containing 130 acres more or less.

FREADRICK MADDEN.
Thos. L. Fay, Agent.
Dated April 27, 1911.
5-16

If you want the honey
That comes from the hive
Take up the phone and
Call one, double five.

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.

Prince Rupert Journal

Telephone 138

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

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

Advertising rates furnished on application.

O. H. NELSON, Editor.

Friday, June 16, 1911.

THE FIRST TRAIN

With the inauguration of a regular train service out of Prince Rupert a new era begins for the city. It becomes a railway city as well as a steamboat centre. With the opening of a service over the first 100 miles of road a start has been made from the westernmost point of the Grand Trunk Pacific on the closing in of the final gap in the through route.

The few years that have passed since the engineers of the company commenced operations here, have passed quickly. Marvels have been accomplished in the time, the full amount of it being realized only upon reflection.

In the building up of a new city and a new country there is little time for retrospection. In the magnitude of the undertakings those who assume the duties that fall to the pioneer are obliged on the contrary, to keep their eyes upon the future. A new country is essentially one of the future. Citizens of Prince Rupert are concerned more with what is to come than with what has passed.

The railway is a great developer in a new country. No other system of transportation compares with it in this respect. Trade follows the rails wherever they are laid. The opening up of the hinterland through which the Grand Trunk Pacific runs by means of railway communication will be followed by rapid settlement.

BOTTLE LICENSES

The license commissioners yesterday decided to grant two bottle licenses to meet a demand for those who desire to purchase liquors in small quantities for use in private homes. The objection hitherto urged against the bottle license was that it interfered with the number of hotel licenses that could be granted, the law being interpreted to include both bar, bottle and restaurant as retail licenses within the meaning of the act concerning which the restriction as to population is put on.

Mr. Peters, the city solicitor, however, has put another interpretation upon the act and contends that the bottle license is not to be so considered. On this opinion the bottle licenses were granted, it was explained.

The city solicitor, it is understood, proceed to redraft certain sections of the license bylaw so as to make it conform to the law. Among these amendments will be the defining of the quantities of liquor that may be sold under a wholesale and bottle license.

MUST HOLD THE TRADE

As the Grand Trunk Pacific advances eastward from here it is a duty incumbent upon the business men of this city to see that the trade along this route and in touch with it is securely established. The Board of Trade must keep keenly alive to the best interests of the city and assist at every turn the local wholesalers to meet the demands put upon them so that trade may not be diverted into channels that are not desirable from the standpoint of the city's well fare.

The following from the Edmonton Capital shows that other places are alert to the opportunities of trade with the interior of the province:

"According to the official announcement of President Hays of the Grand Trunk Pacific, a start will not be made on the construction of that company's line from Fort George to Vancouver until the main line is completed to Prince Rupert. As it will be two years at least until the main line is completed, and as it would take probably three years more to complete the line down the Fraser to Vancouver, Edmonton falls undisputed heir to the trade of the great Central British Columbia country for five years at least.

"If Edmonton cannot entrench herself in that region so thoroughly in five years as t oresist all competition when the Vancouver line is finally opened up, Edmonton merchants will have gone back on all their early training and have forgotten the exploits of the fur-trading days which made her the commercial centre of the empire of the north."

With openings for trade by sea and rail the city of Prince Rupert will have advantages over Edmonton. The business men must always bear in mind that from the very beginning the best that the can do for the interior points must be done if a friendly trade relation is to be built up. It is up to all citizens of Prince Rupert to assist in this to the fullest extent so that Prince Rupert will become the natural distributing centre for the whole of the British Columbia territory that can be reached from here.

News of the Province

AGAINST RECIPROCITY

NELSON—An enthusiastic and crowded meeting was held in the Opera House here at which the audience, with the exception of a dozen persons, voted unanimously in opposition to the Dominion Government's reciprocity policy. The speakers were Mr. A. S. Goodeve and Hon. Thomas Taylor, minister of public works. The latter confined himself to provincial issues. Mr. Goodeve's speech was a strong denunciation of reciprocity. He also attacked the government for its Oriental immigration policy and for the eight-hour bill, which it caused to be defeated. He took up the Liberal argument that reciprocity would admit Canada to a market of ninety million people in the United States. He referred to the club held over the Canadian pulp industry and the menace to Canadian fruit, and said he desired the world's flour mills to be where the world's greatest wheat fields were—in Canada. Quoting extensively from President Taft he claimed that every American was working for political union. In an eloquent peroration he pleaded for Canadian autonomy and for the building up of a united nation under the British flag.

TIMBER CASE

NEW WESTMINSTER—An important reversal in the well-known case of Swift vs. David has been made. The case was tried before Mr. Justice Clement some time ago, and judgment was given against the defendant, Mr. L. W. David, for $151,000. Whether it will prove to be the end of the litigation has yet to be discovered, but it is thought likely that a further appeal will be made to a superior court. Messrs. Davis and Pugh acted for the plaintiff and Messrs. Bodwell and R. L. Reid for the defendant. The action arose out of a contract under which Mr. Lester David sold a large block of timber land to what is now the Canadian Western Lumber Company. In the contract Mr. David guaranteed that the quantity of timber on the land would cruise a certain number of feet board measure. Later the lumber company brought suit against Mr. David, claiming a breach of this guarantee. The case was heard before Mr. Justice Clement, and the company recovered judgment for $151,000. The court of appeal yesterday reversed this this judgment.

JAIL IMPROVEMENTS

VICTORIA—Mr. W. W. Foster, deputy minister of public works for the province of British Columbia, attended at the Victoria court house by request of the foreman and members of the grand jury at the assizes, and briefly discussed with that body the conditions prevailing at the provincial jail here, with respect more particularly to the fire-fighting facilities there provided. For the improvement of these it is announced by the deputy minister that a new fire alarm system will be installed at the jail forthwith, and—to provide for an instantaneous release of all prisoners should this be necessary—a new system for automatically and simultaneously unlocking all cell doors by the mere operation of a lever in the head jailor's quarters. Further, instructions have been given to chief engineer of the department, Mr. Griffiths, to investigate and report immediately upon the feasibility and cost of substituting electric for gas lighting throughout the jail. At present the cell doors are secured individually, by means of crossbars and padlocks, in the same manner as all other prison doors under the system obtaining in British Columbia, and machinery for automatic general release of the prisoners upon emergency as well as the substitution of electrical for gas illumination, constitute the chief features of a report on jail conditions made by Fire Chief Davis of Victoria.

HYDRAULIC DEAL

Cariboo Properties Under Option to Rich English Syndicate.

Guggenheims Disposing of the Mines Developed by J. B. Hobson

A London syndicate represented in the Cariboo by L. A. Bonner, has secured an option on the vast hydraulic mining claims at Bullion, owned by the Guggenheims and formerly vested in a company of which Sir. Wm. Van Horne and Sir Thomas Shaughnessy were prominent shareholders. J. B. Hobson, a prominent mining man of Victoria, was manager for many years and installed a large plant which was very productive during seasons when water was plentiful.

When control passed to the Guggenheims plans for enlarging the plant and extending the ditches to a lake to ensure a water supply independent of weather conditions were already prepared by Mr. Hobson and several hundred thousands of dollars were expended in development work. The Guggenheims, however, stopped the work suddenly two years ago and things have been at a standstill ever since.

The ground was thoroughly tested before the Guggenheims acquired a controlling interest. It is located on the Quesnel River. Experts representing the London syndicate are expected shortly to report on the proposition. It is said that the price mentioned in the option is over $1,500,000.

WHALING VESSEL

The first of the new steam whaling vssels being built by the Moran Company in Seattle for the Canadian company for use in a steam whaling industry with a station at Gray's Harbor, was launched at the Moran yards yesterday.

The vessel was christned the Paterson, after President J. V. Paterson, of the Moran company. The new craft is 100 feet over all and is of steel construction. She will be an oil burner and will be capable of making a speed of twelve knots an hour.

The Paterson will fly the American flag and will be operated in connection with the Canadian North Pacific Fisheries, Limited.

Another whaling vessel, an exact duplicate of the Paterson, is nearing completion at the Moran yards and will be launched in a few days.

A. C. Bliss, of Vancouver, representing the Vancouver Rubber Company, agents for the Gutta Percha and Rubber Manufacturing Company of Toronto, arrived in the city by the Venture. He has just reached the coast from Toronto and is making a trip along the coast to become acquainted with the conditions.

J. H. McMu'lin, government agent expects to leave on Sunday on a short vacation. He will visit the Okanagan where Mrs. McMullin and family are now. Mrs. McMullin, owing to the sudden death of her mother last week, will probably remain somewhat longer with her father than she intended when she left here.

An Ottawa dispatch says Commissioner Henderson has been granted six months' leave of absence, after which he will retire. Arthur Wilson, pioneer Yukoner, will succeed him.

Arthur Wilson will be the first oldtime Yukoner to fill the position of commissioner. He has long been a resident of the Yukon and from his residence in British Columbia previous to that, is very well known in this province.

The Fruit Outlook

(Continued from Page One)

land nurseries also did a very large business."

That all the imported stock was carefully sifted was shown by the inspector's statement that the trees condemned for the year amounted to 70,616. The majority of the importations were from the United States, but there were also a good number from continental Europe and from other parts of the world.

Asked as to the outlook for the fruit crop for the coming season Mr. Cunningham was less hopeful.

"The outlook on the North Pacific Coast is not good," he said. "The season has been too dry and cold. The peach crop will be very short and apples will be scarce and high. In the interior they are not likely to have as good a crop as last year, though it is too soon to determine the quality. This condition does not exist in British Columbia alone. Reports from the best cherry sections in Washington show that the crop will not be more than ten per cent of that of last year. The strawberry crop is also much lighter than usual, and prices south of the boundary rule high."

GOLF CHAMPION

Miss Nora Combe, the 21-year-old daughter of Harvey Combe, the well-known golf player of Victoria, won the woman's golf championship of the Pacific Northwest in the tournament at Portland, Ore. Mrs. T. B .Curran of Tacoma, succumbed in the final bracket, 3 up and 1 to play.

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Family Trade

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Goods for the Table to Suit the Most Fastidious Housewife

MERRYFIELD'S CASH GROCERY

TIDES AT PRINCE RUPERT, JUNE, 1911

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

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

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

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NOTICE.

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

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

WILLIAM E. BURRITT,
District Registrar.

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

BEST COPY

Water Supply and Electric Power For Prince Rupert

The recommendations of R. H. Thomson, city engineer of Seattle, relative to Prince Rupert's water supply and the development of electrical energy in conjunction with it at Lake Woodworth, has been printed by the council for general information. The report is as follows:

SEATTLE, WASHINGTON,
May 20, 1911.

TO HIS WORSHIP, THE MAYOR, AND THE HONORABLE CITY COUNCIL OF PRINCE RUPERT,

GENTLEMEN:—

Pursuant to your request, I visited your city during the latter part of the month of April, this year, for the purpose of conferring with you and studying with your engineer, your present and your proposed water supply system.

Your Present System

Your present system is one which you have taken over from the Grand Trunk Pacific Railway Company, and consists of small machine-banded, wooden water pipes, delivering water from a spring or creek from the mountain side to the south of the city, reinforced at times by water furnished by a small pumping plant. These mains were laid for pioneering purposes and were evidently intended to supply the company and the city during the period of early construction only, and to form a basis upon which to design, and with reference to which to construct a more extensive and more permanent system, guided by the development of the city. No doubt for the time they were designed to serve the city, they were fairly sufficient, and by some slight reinforcement, which your engineer has now under serious consideration, can be made to serve fairly well for the next two years with the one exception of providing an ample fire protection during either the dry cold weather of winter or the dry warm weather of summer.

Your Proposed New System

Upon arriving at your city, I found that your engineer had very carefully designed a distribution system for the city, intending to use therein, standard cast iron pipe and to erect in connection therewith, modern fire hydrants and to secure the supply of water by gravity from the Shawatlan watershed.

Source of Supply

The supply from the Shawatlans watershed consists of the run-off from the north and south forks of the Shawatlans River, which discharge their waters finally into Lake Shawatlans. Lake Shawatlans, itself, whilst a large body of excellent water, lies at an elevation of but 39 feet above low tide, and, whilst constituting an enormous impounding reservoir, is unsuited for use as a gravity water supply, and could be used only in connection with a pumping system. Inasmuch as the first cost of a suitable water system to be supplied by steam pumps delivering from Lake Shawatlans, would be almost as expensive as the construction of a gravity system and vastly more expensive in upkeep and operation, it is needless, under present conditions, to discuss the propriety or cost of the construction of a pumping plant in connection with that lake, unless it were to be used but a short time only, the pumps and steam power used being those now owned by the city, and the pumps operated to force water through mains laid in such a way as to form a part of your final gravity system. The total area of the Shawatlans watershed has never been fully determined. At the head waters of the south fork of the Shawatlans River, however, there is a magnificent lake, nestled under and between mountains of great height, known as Lake Woodworth. This lake is about two and a quarter miles in length and about one-third of a mile in width and has a surface area of 454 acres, and has a present elevation of 336 feet above city datum. The watershed tributary to this lake has been measured and found to contain 9.56 square miles. The area of that portion of the watershed upon the north fork of the Shawatlans River, as I have said, has not yet been triangulated, but the probabilities are that that portion of the watershed of the north fork, lying at such an elevation as will permit of the run-off being carried by an economical canal or conduit into Lake Woodworth for the purpose of impounding, is approximately four square miles, so that within the Shawatlans watershed, there is probably an area of 13½ square miles which now is, or can be made, tributary to Lake Woodworth.

Precipitation

The record of precipitation in the vicinity of Lake Woodworth has not been kept a sufficient number of years to enable us to furnish you with any full and complete record of the same, and the run-off of the stream has not been weired a sufficient length of time to enable us to determine with absolute certainty nor with absolute accuracy, what the average run-off in cubic feet per second for an entire year would be, from either fork of the river. From the most careful study which your engineer has been able to make, it would appear, however, that from the Lake Woodworth watershed, alone, by impounding by means of a very inexpensive dam, a run-off of 75 cubic feet per second for the entire year can reasonably be expected, and that it is entirely probable that an additional 25 cubic feet per second or more, can eventually be obtained by the diversion of the north fork of the river into Lake Woodworth. It, therefore, seems probable that from the Shawatlans watershed you are safe in assuming that finally you will be able to secure a continuous run-off from and through Lake Woodworth, of 100 feet per second.

Sufficiency of Supply

The proposition which I am to report upon to you and with reference to which I am to advise you, is whether or not the supply from this watershed will be reasonably sufficient to supply your city for any considerable time to come, and as to whether the supply thus obtained will be healthful and suited to the necessities of the city, and as to the manner in which best modern practice would suggest that the water be conserved and the supply brought to and distributed through the city.

As to the suitability of the water for domestic and municipal purposes, there can be no question, from the fact that the entire watershed is wholly in the hands of your municipality and you are able to prevent any occupation or settlement therein, whatsoever, and there has never been any occupation thereof by man in the past. It should, therefore, be as clean as the rain from heaven. Owing to the large amount of peat or muskeg which forms naturally in the basins and the pockets throughout your vicinity, the water will probably always be slightly discolored, and very possibly will, for all time, carry a very slight taste from the peat. This discoloration, however, is not such as to be offensive to the eye and the taste is not offensive to the palate. Neither the discoloration nor the taste is nearly so marked as the water so highly prized by the great City of Liverpool, which it derives at such an enormous cost and brings to the city a distance of 65 miles from Lake Vyrnwy, an artificial lake made by the City of Liverpool at most enormous expense, in the Mountains of Wales. Therefore, there is no question as to the suitability, and, in fact, as compared with the opportunities of the world, there is no question as to the superiority of the possible supply to be derived from the Shawatlans watershed.

The permanence of the supply cannot be questioned.

Probable Demand

In order to determine the question of sufficiency of supply, it is necessary to consider the probable area of land which will within a reasonable period of time be covered by your municipality and the probable final density of the population thereon, together with the reasonable number of gallons per capita which will be required on days of maximum draft by your people, both for domestic, manufacturing and commercial purposes. The question as to the density of population per acre, is of course, one which is very difficult to answer with absolute certainty. In modern days, it is not a common thing for cities to obtain intense density of population. Probably the most densely populated city with which we are now familiar as "modern territory" is the City of Glasgow, Scotland. This city has a density of about sixty persons per acre. On the American Continent, however, we have nothing that in any way approximates such density. One of the most densely populated of American cities is Newark, New Jersey, which has a population of 350,000 people within the limit of 23 square miles, and has an average of but 23 persons per acre. Their maximum demand has never exceeded eighty imperial gallons per capita per day. This demand has been made during extremely dry weather and during the times of intense heat, when a large portion of water was used for sprinkling lawns, streets, floors, roofs and building fronts for the purpose of securing a reduced temperature by reason of the evaporation of the water. No such condition of intense heat can ever be expected to afflict Prince Rupert, and, after a most careful consideration of the demands of many cities, I am satisfied that a provision to supply your city with 70 imperial gallons per capita per day, will constitute abundant provision.

I have made a careful measurement of the area of your city and find that in all human probability for many years to come, you are limited to a total area of practically 2,240 acres. The proportionate demands for the different parts of your city will depend upon the population, or the equivalent population, per acre in its various parts.

After an examination of the topography of your city and of the relation of the various parts thereof to the probable use and demands of commerce, manufacture and occupation, I have, for the purposes of computation, divided the same into five districts, which I have numbered from one to five, inclusive, and which I have outlined upon a map, handed you herewith.

District No. 1, I believe to be that district which will constitute the central business area of the city. In this area will be located heavy factories and the heavy commercial institutions of the city and will, probably be that territory from which the heaviest draft of water will be made for the supply of railways and steamships, and I believe this territory to be that which will require a supply of water equivalent to that which would be demanded by a population of one hundred persons per acre. The boundaries of this district are as follows:

Commencing at the intersection of Eleventh Street with the waterfront and following Eleventh Street to a point about 200 feet southeasterly from Park Avenue; thence northeasterly to the intersection of Fulton Street with Fifth Avenue; thence along Fulton Street to the Park Reserve; thence through the Park Reserve to an intersection with Young Street, produced; thence north to the waterfront, and thence southwesterly along the waterfront to the place of beginning, containing 190 acres.

District No. 2, I consider to be the district which will be occupied by retail stores and apartment houses, and is described as follows:

Commencing at a point on the southwesterly boundary of District No. 1, as above described, opposite Biggar Place, and running southeasterly to an intersection with the southeasterly boundary of Section 5 of the Prince Rupert Townsite; thence northeasterly along the boundary of said Section 5, and on the line between Sections 6 and 8, to Hays Creek; thence northwesterly to the waterfront; thence southwesterly along the waterfront to an intersection with the boundary of District No. 1; thence following the boundary of District No. 1 to the place of beginning, containing 330 acres. I consider this district one which will require a supply of water equivalent to that demanded by a population of sixty persons per acre.

District No. 3 is the district which will, I believe, be occupied principally by warehouses and factories, and is described as follows:

Commencing at the intersection of Eleventh Street with the waterfront; thence in a southwesterly direction, following the waterfront to the westerly end of Waterfront Block "B"; thence in a northeasterly direction to the westerly end of Block 12 of Section 4 of the Prince Rupert Townsite; thence northeasterly, following the alley between Park Avenue and Kootenay Avenue, to an intersection with Eleventh Street, produced southeasterly; thence along Eleventh Street to the place of beginning, containing 243 acres. This district should be provided with a supply of water sufficient to supply a population of 39 persons per acre.

District No. 4 is a district which I consider will be occupied almost exclusively by residences. It is described as follows:

Commencing on Eleventh Avenue at a point about 300 feet southeasterly from Edward Avenue; thence along Eleventh Avenue, produced, to Shawatlans Passage; thence following the waterfront northerly and westerly to the northeasterly corner of District No. 2, above described; thence southeasterly along the boundary of said District No. 2 to the place of beginning, containing 370 acres. Owing to the topography of the ground and the amount of land in this territory which will be used for Park purposes, I consider that it will require a supply only for a population of 13 persons per acre.

District No. 4a is a territory which I consider will also be used almost exclusively for residential purposes and is described as follows:

All that portion of the Townsite lying south of District No. 1 and District No. 2 and east of District No. 3, containing 462 acres. This territory also, owing to the topography and the percentage of land which will be used for Park purposes, I estimate will require for service on the basis of 13 persons per acre.

District No. 5, which is also a territory destined to be used almost exclusively for residential purposes, is described as follows:

All that portion of the Townsite lying southeasterly of Districts 2 and 4 and northeasterly of the line of McBride Street, produced southeasterly, containing 645 acres. This territory should be supplied with a sufficient amount of water to provide for a population of 13 persons per acre.

Reducing the foregoing statements to the form of a table, we have the following:

TABLE NO. 1

Estimated area of townsite.....2,240 acres.
Estimated Average Population, per acre.....30 persons
Estimated Average daily consumption, per capita.70 Imperial gallons
Estimated Total consumption per day.....4,704,000 gallons
Rate of supply demanded.....8.74 cu. ft. per second

Section	Population Per Acre	Area in Acres	Population	Daily Consumption in Gallons
1	100	190	19,000	1,330,000
2	60	330	19,800	1,386,000
3	39	243	9,477	663,390
4	13	370	4,810	336,700
4a	13	462	6,006	420,420
5	13	645	8,385	586,950
		2,240	67,478	4,723,460

This, as you will observe, provides for the occupation of 2,240 acres by a population of 67,478 persons, with a total daily consumption of 4,723,460 imperial gallons. Reducing this number of gallons to the equivalent number of cubic feet per second, it will be found that the supply demanded at Prince Rupert by a population of 67,478 persons, will be at the rate of but 8.74 cubic feet per second.

As before said, the estimated run-off from Lake Woodworth alone, can, by impounding, be made approximately 75 cubic feet per second. The supply, therefore, necessary for the service of the estimated population of some 67,500 persons, is only about one-ninth of the supply which could be furnished from Lake Woodworth, and only about one-twelfth of the supply which it appears could be furnished from the Shawatlans watershed. It is, therefore, needless to say that the possible supply from your watershed is more than ample for many years to come.

Discharge of Shawatlans River

So far as the records show, the minimum discharge from Lake Woodworth (and that occurring but for a few days in the year), is 7.7 cubic feet per second and the maximum discharge 571 second feet. Owing to the area of the lake a dam which would raise its present surface only four or five feet, would be ample for all time to come to guarantee a constant and safe supply for your city. Shawatlans River for some distance below Lake Woodworth flows through a sharp ravine or narrow canyon in which a dam can be constructed to almost any desired height at a very reasonable cost, and the careful estimate made by your engineer shows that a dam only thirty feet in height would be sufficient to so impound the run-off from the watershed now tributary to Lake Woodworth, as to provide a uniform run-off of 75 cubic feet per second. The advisability of the erection of a dam to raise the surface of the lake any greater height than five feet, will be discussed later on in this report.

Inspection of Watershed

In connection with your Mr. Agnew, and also my assistant, Mr. T. H. Carver, who has co-operated with me in the study of this matter, I traversed Lake Shawatlans, examining the south shores thereof, and followed up the Shawatlans River and the south fork thereof, to and upon Lake Woodworth, examining so far as the condition of the snow would permit, the topography of the country through which a pipe line would have to be brought to the city. The two and one-half miles along the south shore of Lake Shawatlans is flanked by a range of mountains which are eroded to great depths at frequent intervals, by snow slide and water, so as to make the construction of a pipe line upon sustaining ground along a route following at all closely to the hydraulic grade line, very difficult of construction and very expensive for maintenance. From the head of Lake Shawatlans to Lake Woodworth, the country is still rugged, but is not eroded nearly so seriously, and there are opportunities of constructing within reasonable limits of cost, a pipe line either very close to, or at some distance below the hydraulic grade line. A pipe line route has been carefully located by our engineers through this territory, following quite close to the hydraulic grade line for the purpose of constructing thereon, a wooden stave conduit. Whilst from point of first cost, a close adherence to the hydraulic gradient is theoretically to be desired for a wooden stave conduit, practical experience has shown that the wooden pipe is far more durable when placed under some considerable head,—such a head as will thoroughly saturate the wood. There is not any material increase in the cost of constructing this pipe so as to fall under such head, over and above the cost of constructing close to the hydraulic gradient, and, inasmuch as the length of life of the pipe is the point to be particularly considered, I have recommended your engineer to cause a new survey to be made so as to locate this portion of the line at an elevation of at least fifty feet below the hydraulic gradient, and in so doing, to make use of such ground as may be most economically traversed in the excavation of the trench and for the delivery of material, even though we might drop as far as eighty feet below the hydraulic gradient. From such inquiry as I was able to make, and from such observation of the land as it was possible to make under the conditions which prevailed at the time of making my exaination, I believe that a line constructed on this lower level, by reason of lesser cost of excavation and delivery of material, would, if anything, be less expensive than the use of the higher line. This survey has not yet been completed, or at least, I have not secured a profile of such line.

Owing to the forbidding character of the ground on the ground on the mountain sides along the south shore of Lake Shawatlans, your engineer has suggested the propriety of dropping the pipe line down upon a flat or bench of land extending out from the foot of the mountain into the lake, which would be laid bare and made part of the upland by lowering the surface of the lake about ten feet. With your Mr. Agnew, we visited the outlet of Lake Shawatlans and found the level of the lake to be retained by a very peculiar dyke of very few feet in thickness, and there is no question but that this dyke can be removed at very slight expense, so that the theory of your engineer of so lowering the lake and using the upland which would be created by so doing, is absolutely correct, and this theory should be followed.

Present Necessary Supply and Character of Pipe

Upon first thought, it occurred to me that along the entire shore of Lake Shawatlans and to the narrows separating the peninsula from Kaien Island, twenty-four inch barrel stave wooden pipe might be used to good advantage, instead of the twenty-four inch cast iron suggested by your engineer. After a careful consideration, however, of the probable cost of this wooden stave pipe, based upon the best figures obtainable, as compared with the cost of standard cast iron pipe, I am led to doubt the expediency of substituting wooden stave pipe for cast iron pipe throughout this territory, unless the proposition would be considered of bringing into the city at the present time, not more than fifty per cent of the amount of water which will eventually be required.

To deliver 8.74 cubic feet per second, which it is estimated your city will finally require, demands the use of a twenty-four inch pipe. The question to be determined after careful consideration, is whether there is any present need for incurring so great an expense as would be required to be incurred to lay down a pipe to bring that amount of water to the city at this time. A private corporation, carefully considering the value of an investment, considered with reference to compound interest and having due regard to the demands of the city, would, in all human probability, not at this time construct a pipe of greater size than eighteen inches in diameter along this section or any other portion of the work. A pipe eighteen inches in diameter, would deliver to you 2,366,000 imperial gallons per day, amply sufficient for a population of 33,800 people. This can be constructed at a cost not to exceed $2.90 per foot, as against a cost of $6.80 per foot for a twenty-four inch cast iron main. The total distance along the shore of the lake may be taken as 13,000 feet, this change therefore making a saving in first cost of $50,700.

This wooden pipe, in our experience, will be serviceable for a period of at least twenty-five years and a dollar invested now, would, at five per cent compound interest, be worth $3.39 at the expiration of twenty-five years. Upon a basis of twenty-five years, therefore, the difference in your investment for that 13,000 feet, between the cost of eighteen-inch wooden pipe and twenty-four inch cast iron pipe, would be equivalent to $171,873. I, therefore, have no hesitation in recommending to you the substitution of an eighteen-inch wooden pipe as against a twenty-four inch cast iron pipe along the shores of Lake Shawatlans, and elsewhere, as hereinafter suggested.

Your engineer has already considered the advisability of dividing his twenty-four inch pipe into two pipes, each eighteen inches in diameter, crossing under the narrows. In case an eighteen-inch pipe were used to the point of passing under the narrows, either a single eighteen-inch cast iron could be used at that point, or, if it were thought that insurance demanded the placing of two pipes across the narrows, two fourteen-inch pipes could be connected with the eighteen-inch pipe to provide the necessary safeguard. I would recommend the use of but one pipe at this point, however.

After reaching the island, your engineer proposes to use a twenty-four inch cast iron pipe to a point opposite Montreal Hill. Inasmuch as when a second pipe is brought to your city, as I will presently show, it is probable that a separate pipe will be designed to be carried to Montreal Hill from that which it is intended now to be carried to Acropolis Hill, I recommend that nothing larger than eighteen inches in diameter be now laid down at any point in the city. Not only is the matter of first economy a sufficient reason for recommending this reduction in size, but there are questions relating to the possible elevation of reservoirs hereafter to be constructed in your city, which also justify this suggestion of the construction of smaller pipe at the present time.

Relative Elevation of Reservoirs

Very considerable money has already been expended in making an excavation for a reservoir on the Acropolis. So far as my examination reveals, it will be impossible to make this reservoir operate satisfactorily in connection with any other reservoir which may hereafter be constructed in your city. The purpose is to have the floor of the Acropolis reservoir at elevation 288 and the overflow at elevation 300 above city datum. So far as I can determine, it will be impossible to economically construct a second reservoir whether on Acropolis Hill or on Montreal Hill, that will have an overflow level at a higher elevation than 285 feet, and the probable floor level will be not above 270 feet above datum. For that reason, it is probable that if the present scheme of utilizing the work already done on Acropolis Hill for reservoir purposes is adhered to, that it will be found advisable in after years to divide the city into at least three service areas. In that event, the territory to be served from the Montreal Hill reservoir, when constructed, will be disconnected from the territory most convenient to be served from the present Acropolis Hill

(Continued on Page Six)

BEST COPY

Water Supply and Electric Power for Prince Rupert

(Continued from Page Five)

reservoir site, and in such case the Montreal Hill reservoir would be supplied by a separate and independent pipe line leading directly thereunto. Provision would be made by proper gates for throwing these two districts together very quickly in case of fire, but normally they would be separate.

When the extreme western part of your city is so developed as to require an additional reservoir on Acropolis Hill, that reservoir would of necessity, because of the topography of the ground, be constructed at the same level as the reservoir on Montreal Hill, and would be supplied by a conduit connecting with the Montreal Hill reservoir, which would also serve the territory through which it passed. In this way, the waters in the Montreal Hill reservoir and the second Acropolis Hill reservoir would rise and fall together, but the first reservoir upon Acropolis Hill would, except in cases of fire or other emergency, serve its separate district, which district would no doubt be the central business area of the city.

I have carefully examined the plans and specifications, which came to you through the Grand Trunk Pacific Railway, for the construction of a reservoir on Acropolis Hill. These plans called for a rectangular reservoir 110 x 120 feet in the clear, having vertical walls lined with brick, and a total depth of from 12 to 14 feet.

It will be impossible to construct this reservoir economically upon the plans furnished. These plans are based upon the theory that the rock remaining in place at the outer margins of the reservoir site, is firm and stable, and in such condition that all it needs to render the reservoir stable, is a concrete backing with the proposed brick lining. The rock is not of the character contemplated by the designer of the reservoir, and considerable change will have to be made in the plan in order to secure a safe and economical structure. Moreover, it is well known that a circular basin—when the nature of the ground permits—will hold more in proportion to the cost of construction than will the rectangular. From the shape of Acropolis Hill, and, from the topography of the neighborhood, good taste would demand that either a circular or elliptical basin be constructed thereon, instead of a rectangular basin. It may prove to be impossible to change to such shape now but as soon as your engineer is enabled to make careful topography showing the exact condition, shape, levels, etc., of the ground where this reservoir is intended to be constructed, I will furnish you with plans and specifications for constructing a proper reservoir built in accordance with modern practice.

Future Use of a Certain Line

Your engineer has proposed a line lying along Eleventh Avenue, to be built at some future time, which, for some time could be used in connection with the first Acropolis Hill reservoir, but which, at the time of the construction of the second reservoir, would serve as the conduit leading directly to that reservoir in connection with the Montreal Hill reservoir. For this reason, I would recommend the abandonment upon the island, of all twenty-four inch cast iron pipe which it has been proposed to use in your system and to substitute therefor, eighteen-inch pipe. This recommendation is based upon the considerations of present economy and of future usefulness. There would be 4,800 feet of twenty-four inch pipe replaced by eighteen-inch pipe in the island, under this suggestion, making a saving of at least $8,500.

Plan of Distribution System

The distribution system and the arrangement of hydrants suggested by your engineer upon the map furnished me, is in accordance with the best modern practice and very little, if any, criticism could be made thereon. There are one or two short sections of pipe where I have suggested a very slight change in diameter, but if the diameters suggested by your engineer were taken exactly and precisely as he has designed them, no real criticism would be justified. I consider this part of the system to have been laid out with remarkable skill.

In a previous portion of my report, I have made reference to the proposition to change the size pipe suggested by your engineer as part of your main supply from Lake Woodworth into the city. I made special mention of that part extending from near the head of Lake Shawat'ans to the narrows because I had in mind a proposition to present to you with reference to a joint use of pipe from Lake Woodworth to that point. Unless this joint use of pipe hereinafter suggested be adopted, I most unhesitatingly recommend the laying of eighteen-inch pipe throughout, from the dam at Lake Woodworth to a point of general separation for distribution purposes at Sixth Avenue and McBride Street. From McBride Street on to Taylor Street, the pipe should be fourteen inches in diameter only, leaving the distribution pipes leading therefrom the size heretofore indicated by your engineer. The reason for this change of size from the plan made by your engineer is that the conduit leading from Lake Woodworth to the reservoir is, and always will be, also one of the service or distribution pipes, and there would be no occasion to lead to the reservoir direct, any part of the water which would naturally be diverted from the pipe line leading thereto, by means of these lateral distribution pipes. In case of fire, we would have the full flow from Lake Woodworth entering into the large main leading down McBride Street and the full reserve of Acropolis Reservoir No. 1 pouring down into and reinforcing the supply in these mains, from the south. From the intersection of Sixth Avenue and Taylor Street the main leading to Acropolis Hill Reservoir No. 1 should, of course, remain eighteen inches in size. Important latera's branching from the Sixth Avenue main at Taylor Street would not only serve as distribution mains, but when the draft demanded from the water system by the city was less than the normal inflow from Lake Woodworth, these lateral mains would serve as conduits leading from the lake to the reservoir and would continue to bring toward the reservoir their proportionate amounts of water. By reason of these lateral mains, the combined capacity of the system from the point of diversion at Sixth Avenue and McBride over to the point of reunion at Sixth Avenue and Taylor, would be such as to carry forward to Acropolis Hill a vastly greater volume of water than the main conduit would bring into the city.

A Proposed Hydro-Electric Development

When in your city, I found that you were generating your electricity by the use of steam. The information which I received indicates that your present peak load is about 60 K. W. and that the maximum capacity of the plant is 100 K. W. The best information that I could obtain seemed to indicate that at a very early day, at least 200 K. W. could be disposed of at a profitable rate, providing the cost of generation was within economic lines; and that only a short period of time would elapse before the demand would be at least 400 K. W. or more. Owing to the fact that a very inexpensive dam will provide you with a constant discharge of 75 second feet, and that your demand for municipal service will not exceed nine second feet, it would appear that you will have, running to waste, from the south fork alone, 66 second feet, and that if the run-off of the north fork were added thereto, you would have 90 second feet which could be used profitably for the generation of power. I have, therefore, given some consideration to the question of constructing the first 13,000 feet of your pipe line leading to the city, of a sufficient size to guarantee you the delivery of the maximum amount of water required in the city, and also to convey a sufficient quantity of water to generate a considerable amount of power.

After some consideration, it occurs to me that probably the use of standard generators of about 500 K. W. capacity would be the most suitable and economic size for first installation, and I present herewith an estimate of cost of installing an electric plant at the head of Lake Shawatlans, the pipe used for penstock therefor, being also used jointly from Lake Woodworth to near the power house, as the supply conduit for the service of the city.

You have already installed in your city an electric system using three-phase, alternating current of 60 cycles and 2,200 volts. From your main transmission wires, customers are served through static transformers, stepping down to about 120 volts.

Whilst your investment in this present plant, outside of your generator and the boiler and engine connected therewith, is not very heavy, it appears that it would be advantageous in constructing a hydro-electric plant to so construct the same that the current delivered therefrom would be of the same voltage and the same number of cycles as that now delivered from your steam plant.

By this means, during the early and testing out part of the operation of your hydro-electric plant, and at any time when you should desire to shut down the hydro-electric plant for any emergency, the present steam plant could be started on notice, and would supply a sufficient amount of emergency current to carry you through the hours of repair necessarily consumed at the hydro-electric station. My recommendation would, therefore, be that your first installation be that of a generator wound for approximately a 4,000 volts, Star connected. Whilst this generator would be three-phase and 60 cycle, there would be led therefrom to the city, four wires, three of these wires carrying current at approximately 4,000 volts, and the fourth wire coming from the center of the generator, would be neutral. Service would be made from a 4,000 volt wire in connection with the neutral. In this case, there would be offered to the static transformers precisely the same voltage which is now furnished by your 2,200 volt machine.

This arrangement would give you the least cost of copper, reasonable line drop for the distance, would eliminate all step-up or step-down transformers in the station house, and would permit the operator at the plant to control the whole output. The only extra thing required being duplicate bus-bars at the station.

Upon that theory of installation, I estimate the following charges rightly to be made against an installation having a normal output of 500 K. W. with peak or overload output of 625 K. W., or about 835 horsepower:

ESTIMATE

Proportional part of cost of dam	$ 5,000.00
1,000-H. P., 600 R. P. M., turbine water wheel with governor and relief valve	6,500.00
1 three-phase, 60 cycle, 4,000 to 4,400 volt, 500 K. W., 600 R. P. M., Star connected A. C. generator	7,000.00
1 Exciter with water wheel and Lombard governor	2,000.00
Switches, switch-board and bus-bars	3,500.00
Lightning arresters	1,000.00
Foundations for, erection and testing of machinery	5,000.00
Clearing of grounds	1,500.00
Power house building	6,000.00
Employees' residences	4,000.00
Transmission line to the city	11,500.00
Proportional share of combination pipe from Woodworth Lake	87,000.00
Grand Total	$140,000.00

This would be your fixed investment and from this you would, after the completion of the plant, be obligated to anticipate an annual expenditure in connection therewith as follows:

Interest at 5% on $140,000	$ 7,000.00
Sinking fund, depreciation and upkeep	11,200.00
Plant incidentals	1,250.00
Office accounting	2,500.00
Salary of superintendent and attendants	5,600.00
Wages of linemen and cost of linemen supplies	3,850.00
Total annual expenditure	$31,400.00

As the result of the investment above described and the annual expenses above set out, you would have the following:

Normal generation K. W. hours per annum	4,380,000
Probable demand at 30% or 150 K. W. hours constant output	1,314,000

I estimate that the average sale price would not in any case be fixed at less than ten cents per K. W. hour, and I have been advised by good authorities that it ought to be held at fifteen cents per K. W. hour for this territory.

Basing our estimate, however, on the theory of an average sale price of but ten cents per K. W. hour, and on a constant delivery of but 150 K. W., we would have a gross revenue from this plant of $134,000. Deducting therefrom the fixed charges of $31,400 per annum, set forth above, there is the opportunity of having a net revenue of approximately $100,000 per annum from this plant.

If your demand for output exceeds 150 K. W. and if your price is in excess of ten cents, no higher fixed charge will result, but greater revenue will be derived.

I have attempted to place the proportionate amount sold and the salable price at the minimum figure probable.

Complete and detailed specifications for this electric proposition can be prepared and furnished, if you determine on its construction.

The Water Scheme

The size or diameter of pipe which it would be necessary to build from the dam at Lake Woodworth to near the power house at the head of Lake Shawatlans, if used jointly by both the power house proposition and for municipal supply would, be forty-five inches. If constructed wholly for power purposes, a greater loss of head would be permissible and a pipe of smaller diameter could be used, but as it is so much cheaper to build one pipe of the combined capacity of two, than to build two separate lines, I deem it to be best to combine the two services in one pipe line, down to the beginning of the penstock of the water wheels.

The total estimated cost of this combination pipe, together with the surge pipe and a relief tank, and all incidentals to the cross or tee at which the pipe leading to the city would separate from the larger pipe, is the sum of $109,000.

The cost of an eighteen-inch machine banded pipe (which as I have said, would be sufficient to supply the municipality for many years to come), from the dam to the cross or tee leading from the penstock, would be $22,000.

In the estimate that is to follow, believing that you will adopt as sound financial economy the theory of constructing an eighteen-inch pipe only, instead of a twenty-four inch pipe heretofore contemplated, I am making my estimate in reference to the city water supply system upon that basis only.

LAKE WOODWORTH GRAVITY WATER SUPPLY SYSTEM

Proportionate part of cost of dam	$ 5,000.00
Proportionate part of cost of first 13,000 feet of pipe	22,000.00
Line along the shores of Lake Shawatlans	23,800.00
Crossing Shawatlans Passage (one eighteen-inch pipe)	20,000.00
From Shawatlans Passage to Eleventh Avenue and McBride Street (cast iron)	40,000.00
From McBride Street to Acropolis Hill	9,000.00
	$119,800.00
Clearing	5,000.00
Excavating channel at outlet of Shawatlans	2,000.00
Trenching and backfilling	113,000.00
Trestles, etc.	1,200.00
Concrete	250.00
Tramway, etc.	33,000.00
Piling	1,200.00
	$275,450.00

CITY DISTRIBUTION SYSTEM

Approximately 20,000 feet of cast iron laterals	$ 48,000.00
76 hydrants, at $85	6,460.00
Valves and valve chambers	1,000.00
Reservoir on Acropolis Hill	30,000.00
	$ 85,460.00
Grand Total of Water System	$360 910.00
Grand Total of Hydro-Electric System	140,000.00
Grand Total of combined systems	$500,910.00

The Financial Outlook

From the best information that I can obtain, the present income from your water supply is about $7,000 per year, and the increased income during the first year, will probable be about $3,000, so that at the completion of the installation of the new water system, other than the moneys from a general levy, made as a charge for the use of hydrants, the income from the water system will be about $10 000. At sixty dollars per annum, as a charge for the 76 hydrants to be installed, there will be a revenue to the city of $4,560, additional, so that the probable gross revenue to the city from the water department, will be approximately $15,000 per annum, as against a revenue of at least $130,000 per annum, to be to be derived from a general levy, made as a charge for the use of hydrants, the income from the water system will be about $10,000. At sixty dollars per annum, as a charge for the 76 hydrants to be installed, there will be a supplied and a revenue obtained, which will guarantee the early redemption of any debentures which may be issued for the construction of the two utilities.

Concerning Possible Economy of Construction

Some discussion was had with your engineers in relation to the possibility of greatly reducing the cost of the construction of the main pipe line from Lake Woodworth to Lake Shawatlans, and the dam and other incidental costs necessary to be met in connection with its construction, by reason of the revenues and charges which might be derived from the construction of a municipal sawmill which would furnish the staves for the continuous stave pipe and the timber for the dam and a great amount of other timber for municipal use.

There is no question but that the cedar upon your own grounds, especially the yellow cedar, would make staves equal to the best that can be made anywhere in the world, and it would seem from a casual study of the proposition, that the erection of a municipal sawmill and its operation in connection with this whole matter, would result in very material economy. This, however, is a matter which your municipal authorities on the ground, must consider with reference to local conditions and with reference to which it is, therefore, impossible for me to more than direct your attention.

No estimate has been made of any cost of clearing any timber on the shores of Lake Woodworth, because that timber is of such great value that only the most wasteful and profligate management would permit its removal to be other than a source of income to the city. I have not attempted to estimate the revenue to be derived therefrom, because I have no accurate information as to the number of thousand feet board measure to be affected by the change in lake level.

In many reports, it is customary, after the finishing of the estimates, to add some lump sum to cover the cost of probable incidentals occurring in connection with the cost of construction. I have no added any such sum to this estimate, from the fact that the prices used in computing the different amounts, are considerably higher than those prices which, in our practice, we have found fully sufficient to cover the cost of construction and all ordinary expenses. It is entirely possible, however, that there are both climatic and labor conditions present with you, which will demand still further added amounts to be made in order to insure your ability to construct these utilities and still have a safe margin of finance. For this reason, I must leave to your Honorable Council the wisdom of determining just such an amount as it may be necessary to add.

Conclusion

In concluding this report, I would say: That there should be no difficulty in disposing of sufficient debentures at a low rate of interest, to cover the entire cost of constructing both of the utilities mentioned above, and of assuring your citizens that practically no added burden will be imposed upon them by reason of direct taxation, owing to the large net revenue which it is reasonable to show will be derived from the general operation of the two utilities.

Very respectfully,

R. H. THOMSON,
Consulting Engineer.

I concur.

T. H. CARVER,
Assistant Engineer.

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J. M. CHRISTIE, Manager, Prince Rupert Branch

CITY ENGINEER ACCORDS WITH MR. THOMSON'S REPORT

PRINCE RUPERT, B. C.,
May 31, 1911.

TO THE MAYOR AND ALDERMEN OF THE CITY OF PRINCE RUPERT.

GENTLEMEN:

Re Lake Woodworth Water Supply System.

I have examined the report of Mr. R. H. Thomson, Consulting Engineer, on the Lake Woodworth Water Supply System.

Supply Main

The essential difference between the report of Mr. Thomson and that submitted by me on the 25th March last, is the substitution of an 18-inch supply main providing for a population of 33,800, for a 24-inch supply main providing for a population of 60,000; and a material reduction in cost by the substitution of wood for cast iron pipe. I am willing to accept Mr. Thomson's judgment based on his experience that the wood pipe will be good for 25 years, and to concede that the saving in cost will justify postponing any provision at present for a population in excess of 33,800.

Reservoir

I infer from the report Mr. Thomson does not expect either the Montreal Hill Reservoir, or a second reservoir on the Acropolis Hill will be required until the population exceeds 33,800. I would, therefore, consider it important, that the first reservoir on the Acropolis should be at the highest possible elevation consistent with economy, in order to provide fire protection for the elevated residential streets. I have had levels taken and a draft of a reservoir made which will accomplish this, and will forward a copy to Mr. Thomson for his consideration.

Crossing of Shawatlans Passage

The possibility of an accident to the submarine pipe at the Narrows may be very remote, but I am of opinion that two pipes would strengthen the confidence of underwriters in the reliability of the system.

Hydro-Electric Development

It is my opinion the hydro-electric development should be undertaken at the same time as the water supply system, in view of the growing demand for electric energy and of the economy attained by the double construction.

Respectfully submitted,

WM. MAHLON DAVIS,
City Engineer.

Household Hints

To drink sweet milk after eating onions will purify the breath so that no odor will remain.

Use a clean brick instead of the ordinary iron stand, and you will then retain the heat of the irons much longer.

To frost a bathroom window, make a very strong solution of Epsom salts and vinegar. Apply it with a brush, and afterwards go over it with some white varnish.

The discolorations caused by striking matches can be removed by rubbing with a slice of freshly cut lemon, and then follow with a damp cloth dipped in whiting.

Tumblers that have contained milk should be rinsed in cold water before being washed in hot. Putting the milky glass in hot water has the effect of clouding the glass permanently.

To brighten up colors in faded wool work wash the work in soda and water and dry in the open air. Faded colors become bright under this process, as soda brings the colors up.

To open windows easily that have become stuck by paint or wet weather, brush over the inside of the frames with ordinary black lead, and they will slide up and down without the slightest difficulty.

Cayenne pepper is excellent as a means of ridding a cupboard of mice. The floor should be gone over carefully, and each hole stopped up with a piece of rag dipped in water, and then in cayenne pepper.

After every washing is done it is a good plan to rub all the inside of the copper, while still warm, with soap rather thickly. You will not find this wasted, because the next washing day it makes the first water nice and soapy to start with, and also keeps the copper beautifully clean.

A little salt placed at the bottom of the oil reservoir of a lamp will cause it to burn with a brighter light. When short of oil fill up the reservoir with water till the oil is all at the top. It will burn till every drop of oi lis used up. This is also a useful expedient in the case of short wicks.

A new broom should be dipped in scalding suds to toughen its bristles. Shake it free of water, and then hang it up to dry. The same treatment every week or ten days will keep the broom clean and make it last far longer than is usually the case. Another point to be remembered is that a broom should never be left to stand on its bristles; hang it up, or stand it on its handle.

Carpet cleaning is a duty which should precede spring cleaning. Both mats and carpets should, in turn, be taken in hand. Among the various methods which are given for the cleaning and freshening of a shabby carpet is to wipe it over with a cloth which has been wrung out of warm water and vinegar in the proportion of a cupful of the latter to a pailful of water. This process must not be carried out, however, until the carpet has been carefully and assiduously brushed, and care must be taken to let it dry thoroughly before it is walked over.

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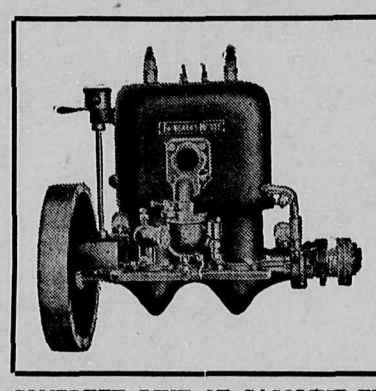

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COAL MINES ACT

Skeena Land District—District of Cassiar.

TAKE NOTICE that Charles J. Gillingham, of Prince Rupert, B. C., occupation contractor, intends to apply to the Minister of Lands for a license to prospect for Coal and Petroleum over 640 acres of land:—Commencing at post planted 6½ miles N. E. of the mouth of the White River and the junction of the Naas, marked Chas. J. Gillingham's S. E. Corner; thence 80 chains North; thence 80 chains West; thence 80 chains South; thence 80 chains East to point of commencement and containing 640 acres more or less.

CHARLES J. GILLINGHAM.
Charles M. Huff, Agent.
Dated March 4, 1911. 4-18

Skeena Land District—District of Cassiar.

TAKE NOTICE that Charles J. Gillingham, of Prince Rupert, B. C., occupation contractor, intends to apply to the Minister of Lands for a license to prospect for Coal and Petroleum over 640 acres of land:—Comencing at a post planted 7 miles N. E. of the mouth of the White River and the junction of the Naas, marked Chas. J. Gillingham's S. E. Corner; thence 80 chains North; thence 80 chains West; thence 80 chains South; thence 80 chains East to point of commencement and containing 640 acres more or less.

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Dated March 4th, 1911. 4-18

Skeena Land District—District of Cassiar.

TAKE NOTICE that Charles J. Gillingham, of Prince Rupert, B. C., occupation contractor, intends to apply to the Minister of Lands for a license to prospect for Coal and Petroleum over 640 acres of land:—Commencing at a post planted six miles N. E. of the mouth of White River and the junction of the Naas River on Canyon Creek, marked Chas. J. Gillingham's S. E. Corner; thence 80 chains North; thence 80 chains West; thence 80 chains South; thence 80 chains East to point of commencement and containing 640 acres more or less.

CHARLES J. GILLINGHAM.
Charles M. Huff, Agent.
Dated March 4th, 1911. 4-18

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CHARLES J. GILLINGHAM.
Charles M. Huff, Agent.
Dated March 6th, 1911. 4-18

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.

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

NOTICE

APPLICATION FOR LIQUOR LICENCE.

I, Edward James Maynard, of the City of Prince Rupert, in the Province of British Columbia, Liquor Dealer, hereby apply to the Board of Licence Commissioners for the said City of Prince Rupert for a Bottle licence to sell intoxicating liquors under the provisions of the Statutes in that behalf and the by-laws of the City of Prince Rupert, and any amendments thereto, for the premises known and described as Lot 29, Block 11 Section 5, to commence on the 15th day of June, 1911.

And I hereby agree that in case a licence is granted pursuant to this application that no Asiatic shall be employed, or be permitted to be upon said premises, other than in the capacity of a guest or customer, nor shall Asiatics be employed off said premises to do any work to be used in or in any way connected with said premises, and I hereby agree that I shall accept said licence subject to this agreement, and that any breach of this agreement shall render me liable to all the penalties provided for in Section 19 of the Prince Rupert Liquor Licence By-law, 1910.

My postoffice address is Prince Rupert, B. C.

The name and address of the owner of the premises proposed to be licenced is C. D. Rand, Vancouver, B. C.

Dated at Prince Rupert this 4th day of May, 1911.

6-16 E. J. MAYNARD.

NOTICE

APPLICATION FOR LIQUOR LICENCE.

I, J. Arthur Smith, of the City of Prince Rupert, in the Province of British Columbia, Contractor, hereby apply to the Board of Licence Commissioners for the said City of Prince Rupert for a Bottle licence to sell intoxicating liquors under the provisions of the Statutes in that behalf and the by-laws of the City of Prince Rupert, and any amendments thereto. for the premises known and described as Lot 2, Block 34, Section 1 to commence on the 15th day of June, 1911.

And I hereby agree that in case a licence is granted pursuant to this application that no Asiatic shall be employed, or be permitted to be upon said premises, other than in the capacity of a guest or customer, nor shall Asiatics be employed off said premises to do any work to be used in or in any way connected with said premises, and I hereby agree that I shall accept said licence subject to this agreement, and that any breach of this agreement shall render me liable to all the penalties provided for in Section 19 of the Prince Rupert Liquor Licence By-law, 1910.

My postoffice address is Prince Rupert, B. C.

The name and address of the owner of the premises proposed to be licenced is J. Arthur Smith, Prince Rupert, B. C.

Dated at Prince Rupert, this 4th day of May, 1911.

6-16 J. ARTHUR SMITH.

APPLICATION FOR LIQUOR LICENSE

TAKE NOTICE that I, Austin M. Brown, of the City of Prince Rupert, B. C., Retail Merchant, intend to apply to the Board of License Commissioners for the said City of Prince Rupert at their first meeting held after thirty days from the first publication of this notice, for a bottle license to sell intoxicating liquors by retail under the provisions of the Statutes in that behalf and the By-laws of the City of Prince Rupert and any amendments thereto, for my store premises situated on Lot forty (40) in Block seven (7) of Section one (1) Prince Rupert and being on Second Avenue in the said City of Prince Rupert.

And I hereby agree that in case a license is granted pursuant to this application that no Asiatic shall be employed or be permitted to be upon said premises other than in the capacity of a guest or customer nor shall Asiatics be employed off said premises to do any work to be used in or in any way connected with said premises and I hereby agree that I shall accept said license subject to this Agreement and that any breach of this Agreement shall render me liable to the penalties provided for in the Prince Rupert Liquor License By-law.

My postoffice address is Second Avenue, Prince Rupert, B. C.

I am the owner of the premises proposed to be licensed.

Dated at Prince Rupert this 11th day of May, 1911.

AUSTIN M. BROWN.

NOTICE.

TAKE NOTICE that I, J. E. Gilmore, intend to apply at the next sitting of the Board of License Commissioners to be held on the 14th day of June, next, for a transfer of the license issued to me for the Premier Hotel, situate on the G. T. P. Reserve in the City of Prince Rupert, to Fred W. Hemming, of Prince Rupert, B. C.

6-13 J. E. GILMORE.

NOTICE

A general meeting of the Prince Rupert General Hospital Association will be held in the Police Court Room, on Tuesday, June 6th, 1911, at 8 p. m.

Business:—To revise the By-laws of the association.

A. CUTHBERT,
5-30—6-6 Secretary.

Goods Must Be Moved ::: Building to be Remodelled

PREMISES WILL BE TRANSFORMED INTO HANDSOME ARCADE, MAKING A MECCA FOR SHOPPERS

WE WILL BE BACK AT THE SAME OLD STAND

SALE STILL ON---BARGAINS TO BE HAD

REDUCTIONS---To avoid moving much of our Big Stock it will be sold at Big Reductions.

HEADQUARTERS FOR THOSE THINGS YOU NEED FOR YOUR HOME SUCH AS FURNITURE, CUTLERY, LINOLEUM, GRASS CHAIRS, REED AND RATTAN GOODS. BEST LINES OF UPHOLSTERED COUCHES, ARM CHAIRS, PARLOR SUITES, ETC.

Again we remind you of the story of the Early Bird

Baby Carriages

Fourteen different styles at prices to suit all, from which to select your Baby Carriages

Glassware

In Tumblers we have twenty-one different kinds direct from the factory in Pittsburg

The Big Furniture Store

F. W. HART

Corner Sixth Street & Second Avenue Phone 62

The Big Furniture Store

MARINE NEWS

BEACON ESTABLISHED

Among the recent notices to mariners that have been issued by the Marine Department is one relating to a beacon placed on the rock off Fairview in this harbor. The notice says:

A beacon has been established on the rock that dries, off Fairview, Prince Rupert harbor, latitude N. 54 degrees, 17 minutes, 15 seconds; longitude W. 130 degrees, 21 minutes 33 seconds.

The beacon is a concrete structure in the form of a cube surmounted by a pyramid. It is 22 feet high.

The red conical buoy heretofore moored off Fairview has been withdrawn.

NOTE IN BOTTLE

A bottle containing a note signed Jack McNitt, supposedly written by one of the ill-fated passengers on the Sechelt has been picked up by two men, in the water near Brockton Point, Vancouver. The note bore the words "Jack McNitt, about to die on Sechelt, tell my friends good-bye." The name Sechelt could hardly be deciphered, and the "l" was missing. The bottle was white, with a screw top and the note was written on brown paper. The bottle was found by James Howard and John Tormey, employed by the Brockton Point Athletic Club.

The Sechelt foundered off Cape Church, the eastern point of Beecher Bay, on March 24, when on a voyage from Victoria to Sooke, and over twenty persons were lost. No passenger list was kept, and it is not known whether Jack McNitt was among those who took passage. His name was not mentioned among those known to have been lost, but there were several workmen bound for the railroad construction camp whose identity was not learned, included among the victims.

SEALING PATROL

About the end of this month or the beginning of next, H. M. S. Shearwater will leave Esquimalt for the Bering Sea to look after British interests during the sealing season. The sloop of war is now preparing for her trip to the north and will shortly commence taking on stores and provisions. Ever since her return from the South Seas the Shearwater has been lying at Esquimalt overhauling, and she will be ready to leave by the end of the month.

In the past it has been customary for Great Britain and the United States only to be represented in Bering Sea by protection vessels, but this year Japan has decided to send a vessel across to look after that nation's interests. The cruiser Naniwa left Hakodate on May 1 and will proceed first to the Kamschatka coast and Copper Islands. She is expected to reach the scene of sealing activities towards the close of this month.

Five revenue cutters are to protect the interests of the United States, four already having been sent north, and the other, the Rush, now awaits orders at Seattle. If pelagic sealing is not stopped as a result of the conference being held at Washington, it is reported that the American government will send a cruiser into Bering Sea to assist the revenue cutters.

Bottle Licenses are Granted

(Continued From Page One.)

newal of the wholesale license formerly held by Sutherland & Maynard. Clarke Bros.' license was renewed with leave to change the location of the premises. The Northern B. C. Liquor Company was granted a renewal. The Prince Rupert Wholesale Liquor & Supply Company aplied under the name of Mr. Hunt, for a renewal.

W. E. Fisher asked if the company was in existence.

The application was referred to and found to be asked for from June 15.

The application was laid over until the following day.

The applications for bottle licenses were also laid over until the following day in order to allow the commissioners to look into them as to their regularity.

Upon resuming its sitting yesterday, the chairman asked for the reading of the minutes of the sitting the day previous.

Upon the reading of the minutes, Alex Manson said he wished the day before to convey the meaning that he was applying for a renewal of Mr. Prudhomme's license from July 15, or whatever date the license would expire.

Mr. Peters said that it was clearly set forth in the application for a renewal that it should be from June 14. The board could not grant such a renewal from July 15. The board was powerless in the matter.

Mr. Manson then pleaded that Mr. Prudhomme's license should not be refused on the renewal application. It had been up for a long time. He thought that the commissioners might well waive any objections. Mr. Prudhomme, he could say, was ready to be reasonable in every way in seeking an amicable settlement of the difficulty.

Charles T. Parttington applied for a wholesale license to begin July 15, which was granted on a unanimous vote.

J. F. MacDonald asked for a wholesale license to begin June 14.

W. E. Fisher, representing Mr. MacDonald, explained that he had previously had a license for the B. C. Wholesale Liquor and Supply Company. He found that the license asked by the company was not in order. Mr. MacDonald wished to have the license for the sale of the property he held which was fitted up for it.

C. J. Maynard's application for a bottle license near the corner of Sixth avenue and Fulton street was then considered.

The chairman said that the commissioners had gone into the matter of the bottle licenses very carefully with the city solicitor. He would personally not be in favor of allowing any bottle licenses if it would interfere with the number of hotel licenses. The solicitor gave his opinion that it would not, however. Morevover,. the city of Victoria, which had many more bar licenses than was now allowed by law, had, during the last fifteen months granted additional bottle licenses, which showed that that was the way it was interpreted there. He thought that a bottle license would be a convenience to those who desired to have liquor for family use. If Victoria could grant these licenses without its being considered as effecting the hotel licenses he thought Prince Rupert should be able to do the same.

Alex Manson said that he had been asked to appear for certain citizens to oppose the issue of any bottle licenses. He contended that it was clear by the statute that the bottle license was regarded as a retail liquor license just as a bar license was. The population of the city was not sufficient to warrant any further retail licenses under the act.

He argued also that the act had not been complied with in the applications. In certain cases the scale of the drawing was not correct. All the owners were not shown. In cases the agents signed for the property which was not according to the statute. In this connection he instanced the case of the bank managers signing for the bank.

The chairman said that the act had been gone into very carefully by the board with Mr. Peters. What had actuated the commissioners in coming to the conclusion they did was that Victoria had been granting the licenses on the basis suggested.

Commissioner Merryfield asked who Mr. Manson appeared for.

Mr. Manson said he appeared on his own behalf as well as for others whose names he did not care to divulge.

Mr. Peters said he had not given a written opinion. He further pointed out that the bar licenses were intended in the act to be retail licenses in the proper sense of the word. It was true that within the meaning of a certain section the bottle licenses were included as retail licenses but he felt that that must be interpreted as being intended as applying only within the meaning of that particular section.

The license was allowed on a unanimous vote of the commissioners.

On the application of J. A. Smith for a bottle license being brought up Commissioner Smith asked to have leave to take no part in the proceedings owing to the fact of the relationship between himself and the applicant.

Mr. Manson said he did not wish to raise any objection to the application of Mr. Smith. He was opposed to the bottle licenses.

The license was granted.

In the case of Austin M. Brown's application for a bottle license no affidavit accompanied the application.

The license was refused on a unanimous vote.

The court then adjourned until July 14.

GRAND TRUNK PACIFIC

Double Weekly Service

S.S. PRINCE GEORGE

Sails for Stewart, Sundays, 8 a. m.

Sails for Vancouver, Victoria and Seattle

Mondays and Fridays at 8 a. m.

S. S. "PRINCE ALBERT" for Port Simpson, Naas River Points, Massett, Naden Harbor, every Wednesday, 1:00 p. m.
and for
Refuge Bay, Skidegate, Queen Charlotte City, Lockeport, Pacofi, Jedway, Ikeda Bay, Rose Harbor and return via Queen Charlotte City, every Saturday, 1:00 p. m.

THE GRAND TRUNK RAILWAY SYSTEM, connecting with trains from the Pacific Coast, operates a frequent and convenient service of luxurious trains over its DOUBLE TRACK route between Chicago, Toronto, Montreal, Quebec, Halifax, Portland, Boston, New York and Philadelphia.

Information and tickets obtainable from the office hereunder mentioned. Trans-Atlantic steamship bookings by all lines arranged

A. E. McMASTER
Freight and Pasenger Agent, G. T. P. Wharf.

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Choice of Return Route

Tickets to the Old Country by all Lines. Take any Steamer from Prince Rupert.

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CANADIAN PACIFIC RAILWAY CO.
B. C. Coast S. S. Service

CANADIAN PACIFIC RAILWAY

Famous Princess Line

Princess Royal
SOUTHBOUND FOR
Vancouver, Victoria,
AND
Seattle
Friday June 16, at 9 a.m.

J. G. McNAB,
General Agent.

For Neat Job Printing
see the Journal Man
Tel. 138

Princess Ena arrived from the south last evening with a cargo of coal for Rogers & Black.

The steamer Princess Royal sailed south at 1 o'clock this afternoon.

SHERWIN & WILLIAMS

PAINTS

COVER THE EARTH.

WE ARE SOLE AGENTS

CARLOAD JUST ARRIVED

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

Water Stains and Decotint IN ALL COLORS

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

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

We Require Listings of Inside Business Property

Also Residence Property at Right Prices

M. M. Stephens & Co. Ld.

Real Estate, Insurance and Investments,
Notaries, Mines, Timber

Box 275 PRINCE RUPERT, B.C.
PHONE 222 OFFICE THIRD AVE.

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Frank Nelson, of Chicago, Ill., U. S. A., occupation clerk, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about one mile north of N. W. corner of Application to Purchase 6953; thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains, containing 640 acres.

FRANK NELSON.
M. A. Merrill, Agent.
Dated Nov. 25, 1910.

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Fred. A. De Lisle, of Masset, B. C., occupation farmer, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 40 chains south and 120 chains east of the S. E. corner of Lot 35; thence north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains, containing 640 acres.

FRED. A. DE LISLE.
M. A. Merrill, Agent.
Dated Nov. 25, 1910.