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WATER PIPE LINES

City Engineer Will Soon Report On a Distribution System For Place

Wooden Product, it is Announced, Does Not Find Much Favor With Col. Davis

It will not be long before the city engineer will have a comprehensive report ready on the subject of a water distribution system in the city foreshadowing the introduction next summer of the permanent system of supply for here. This was announced by His Worship at a meeting of the council and it was further stated that wooden pipes will not likely have any place in the system. The city will therefore go back to the reliable steel pipes generally used in the larger cities and which will have to be imported from the Old Land.

Another announcement was made that the city is in a very fair way to cope with fire in the business centre. This information was given at a meeting of the council on Wednesday night. The subject was brought up by Ald. McIntyre, who wanted to know what the city council intended to do with respect to a water pipe from Sixth street along Second avenue. If there was any intention of putting in any additional water pipe it would be wise to do it while the sewer pipe was being laid and before the cut was filled.

Ald. Mobley explained that the two inch pipe would not be all that would be available in the congested area. There was a larger pipe on Third avenue that could be got and he found that by laying hose lines three or four good streams could be brought to play on any part of the congested district.

His Worship said that the city engineer was at work on the question of water pipes. He believed that he was aiming at getting it laid as the work of grading was in progress. The engineer had not a very high opinion of wooden pipe for water and his report, he believed, would be against employing that kind of water main. The report was not yet ready but he felt sure it would be along that line.

BACK FROM HAZELTON

G. G. S. Lindsay is Quite Favorably Impressed With Skeena District

G. G. S. Lindsay, K.C., of Toronto, after a trip up the Skeena River, left last night for the south on his way home. He looked into some of the mining properties in that part of the country, but being a prospective purchaser he naturally was somewhat reluctant about placing an estimate upon the values of the mines. He was struck with the general mineralization in the district. From an agricultural standpoint also he was impressed with the immense growth of wheat and oats. He saw fields near Hazelton ripe and ready for cutting where the spring wheat was five feet in height and the oats little short of that. This was quite a surprise to Mr. Lindsay, who goes back east quite impressed with the northern part of British Columbia on this, his first trip to it.

WEDDED IN CITY

Mr. W. H. Derry and Miss Collins of England Joined in Marriage

Tuesday evening, September 27, 1910, was the occasion of an interesting ceremony when Mr. William Henry Derry, late of His Majesty's service of the ship Algeria, and now Dominion constable in the Indian department, was united in marriage with Miss Elizabeth Mary Collins, of Wadhurst Sussex, England. The ceremony was performed at the Methodist parsonage, Sixth avenue, by the Rev. Chas. R. Sing, B.D. Mr. Frank Derry, brother of the groom, and Mrs. Frank Derry, late of England, acted in the capacity of witnesses to the happy event.

Mr. and Mrs. Derry take up their residence in the city of Prince Rupert. The best of good wishes are extended to them for a prosperous and happy married life. The groom is well known here, while Mrs. Derry will be welcomed by the wide circle of friends made by her husband.

STARTING BUILDING

Next week the Canadian Fish & Cold Storage Company will begin active work of construction upon the half million dollar building that is to be put up by the company near Seal Cove. The delay now is in consequence of the steel not having arrived. This is expected at any time by the manager, G. H. Collins, and as soon as it arrives the sand and gravel will be got in place and the work commenced on the reinforced walls of the building.

With that work commenced there will be quite an addition to the staff employed there and the construction will be prosecuted steadily until completed.

A quantity of lumber was shipped this week from the Westholme Lumber Company's yards to Masset. It will be used in the construction of the home for Thomas Deasy, the Indian Agent there.

—o—

The finance committee of the city council has had referred to it a recommendation that some of the bylaws be printed in pamphlet form with some advertisements on the covers.

MUST STAND TRIAL

Alphonse Ricker Taken South Last Night to Await the Assizes.

He Was Committed by Magistrate on Evidence of Those Who Had to do With Case

Alphonse Richer, who stands charged with the murder of his fellow countryman a week ago was taken to Vancouver last evening to await his trial at the next assies, which open there early in October. The prisoner was taken south in the charge of L. Crippen who was sworn in a special officer for the occasion.

The accused was brought before Police Magistrate Carss on Wednesday morning for the preliminary hearing. The evidence put in was practically the same as that at the coroner's inquest. It went to show that there had been some dispute relative to a small amount of money. Richer had picked up the gun and it had gone off, although he had stated that he did not intend to shoot his companion, Beaudoin. He had then come into the city and given the information and done what he could to assist in bringing the victim to.

On the evidence the magistrate had no difficulty in coming to a conclusion to commit him for trial. Richer had no statement to make in the case.

The funeral of Joseph Beaudoin took place on Wednesday morning from Hart's undertaking parlors. The services were conducted by the officers of the Salvation army here.

RECEPTION TO NEW PASTOR

Rev. W. H. McLeod Given Hearty Welcome

A very hearty reception was given to Rev. W. H. McLeod, pastor of the First Baptist church, and family last evening. Solos were rendered by Mr. Davey and Mr. Parent, which were enjoyed by all, after which light refreshments were served by the ladies. In an address given by the pastor he emphasized the fact that the Baptist church which has been started here is the only one of that denomination north of Nanaimo, and that there are wonderful opportunities for doing a great work in this new country.

In connection with the church and Sunday school, Mr. McLeod has plans on foot to start a young men's organization similar to those of the larger churches in the south. Already a great many young men have expressed the desire to join and lend a hand in building up an organization such as this. The young men will meet Monday evening for a formal organization and election of officers.

Services will be held as usual in the church next Sunday, the pastor preaching morning and evening.

WATER ON NINTH

Subject of a Supply For That Avenue Is Introduced At Council Meeting

Engineer is Opposed to Putting in More Stand Pipes—To Investigate Needs

The subject of water mains on Ninth avenue came before the city council last evening by His Worship calling attention to the fact that Ninth avenue was without a main. His attention had been called to it and he believed it was about the only part that had no water. If something could be done it would be a great boon.

Ald. Mobley said that this had come up twice and the engineer had reported on it. In answer to request, Ald. Mobley, chairman of the committee, said that it was estimated to cost $2,400 for a two inch main that would be only of the most temporary character. One block above all these residents could get water. The residents were further asked through Mr. Tattersfield if they would instal the water and thus give some revenue to the city. If they would an effort would be made to put it in some shape. The committee felt that it could not well extend the system of mains without a revenue being assured.

Ald. Hilditch said that from McBride street west there was no service. There were about 51 houses there and if they could get the water any way, they should get it. They were entitled to consideration. The stand pipes would be useless for winter and the people would have to put in water in the houses.

Ald. Mobley said an inch pipe could be put down to the street very cheaply. If the people wanted it very badly they would get it by putting in services in the houses. The engineer was opposed to giving any further free water by stand pipe.

Ald. Hilditch thought the only way to deal with this was to give the people a chance to tap the pipe by putting the water in.

Ald. Hilditch said that he himself wanted water. It was going to cost him about $140 to run the necessary pipes to carry it in. These people would be in much the same position. Every part of the city should be given a chance to get water connection if they wanted it.

Ald. Pattullo thought in view of the recent rains with the increased water supply the situation might be changed somewhat and might be looked into.

The matter was referred to the water committee.

A bulletin board for notices of motion, etc., is to be placed at the entrance to the city hall.

READY FOR TENDERS

City Council Prepared to Do the Grading of all Section One.

Will Delay Calling for Tenders Until Settlement of Financial Matters

To those who may at times grow a little impatient at the rate of progress that the city is making, a little reflection upon what has been accomplished in the few months since the city started will tend to alter their opinion on this point. It is only a few weeks since the permanent engineer reached the city and yet today the council is ready for tenders for the grading of the whole of section one, the business portion of the place.

Citizens must take into account that the city of Prince Rupert is not a haphazard town. It is not being built for a few years as some of the mining towns of the province have been planned. Prince Rupert is building for the future and the work done here must be of the most permanent character. There has certainly been no waste of time by those concerned in getting things in shape. A policy relative to doing the work had to be agreed upon, the estimates made and a lot of preliminary arrangements with respect to the financial side of the question dealt with. All this has been practically accomplished and while work on part of the area has already been under way for some little time, the remainder is all to be contracted for within a very few days now.

Tenders were to be called for the whole of the work in grading section one and these were to have been received up to October 19. Following that the awards were to have been made as quickly as possible and a start made at points all over the business section. The desire of the council was to have had the work carried out just as quickly as is could be done, so as to allow private owners to expedite work on their properties in the way of putting up permanent buildings.

A little check has come in the matter of the finances as referred to in another column, but it is felt that this will not result in much delay. The situation in the city is such as to preclude the likelihood of any serious difficulty being met with.

New Conditions

At Wednesday evening's council meeting some changes, on the recommendation of the streets committee, were made in the forms of contract that will be accepted by the city. In accordance with the change the tenderers must put in bids on each section specifically.

The minimum pay for those em-

(Continued on Page Eight)

BOILERS BOUGHT BY THE CITY ARE GOOD

Work Will Be Rushed Forward Upon a Lighting Plant--New Site Near Market Place Will Likely Be Utilized

The boilers bought by the city from the B. C. Tie & Timber company have proved to be all right. A test was commenced upon them yesterday and at last evening's meeting of the council the mayor was able to report that two of them had already been found in first class condition, standing the test in excellent style. This announcement was received with a good deal of satisfaction by the members of the council and Ald. Mobley's eyes were seen to twinkle with delight as his opinion and that of Ald. Lynch had been taken by the other members of the council as expert in character.

A report from the light and telephone committee presented to the council set forth a list of materials all representing but small expenditures that would be required to proceed with the work.

Ald. Mobley explained that the boilers had been tested that day. The committee felt it advisable to proceed with the purchase of supplies and if the new site could be got in shape in time it would be advisable to instal the lighting plant at that location. If it could not be got ready in time they would instal one dynamo temporarily at Seal Cove. The engineer had been instructed to get the work rushed forward as fast as possible. All intended purchases were to be submitted to the committee.

In the matter of poles the committee recommended that the tender of F. Engler should be accepted. His tender was at the rate of 7½ cents for 30 foot poles, 8½ cents for 35 foot, 9½ cents for 40 foot, and 10½ cents for 45 foot.

It was explained that the lowest tenderer could not supply the poles in the time set and it had been found advisable to award the tender to the next lowest who could do it in the time.

Ald. Hilditch suggested that in future the tenderers be all asked to put up a deposit so as to ensure the work being done.

NEW ADDITION

Town of Ellison is Being Extended by Subdivision Adjoining Area

Purchasers in the new townsite along the route of the G. T. P. have been given another opportunity to secure choice locations. This is by the putting on sale of Rogers' Addition to the townsite of Ellison. The sale of lots in what is said to be a most desirable section of the new town is in the hands of the well known firm of Christiansen & Brandt.

Special inducements are being offered for early sales and according to reports at the office the public has not been slow to take advantage of the chances offered.

LEAVES WITH REGRETS

Mr. Stonham, of Bank of B. N. A. Became Attached to City

After five months spent in Prince Rupert, Mr. Stonham, who opened the local branch of the Bank of B. N. A., left last night by the Prince Rupert to resume his duties as inspector. There was a large party at the wharf to see Mr. Stonham off with wishes for an early return even if only for a brief visit.

During his residence here Mr. Stonham became very popular. He became very much impressed with the city and takes a most hopeful view of its future. So sanguine is he of it that he did not fail to make investments here. In Mr. Long, the new manager, Mr. Stonham says, the city has a decided asquisition.

Mr. Long has many friends here and feels quite at home in Prince Rupert.

ACCIDENTAL DEATH

Coroner's Jury Recommends That Private Walk Be Closed

After hearing the evidence in the case the coroner's jury reached a verdict on Thursday night that Charles Daly met his death by falling off a temporary sidewalk in the lane between First and Second avenues. The jury recommended that the thoroughfare be either closed by the city or made secure for pedestrians.

The evidence of Sergt. Regan, of the police force, went to show that Daly was intoxicated earlier in the evening.

The funeral of Charles Daly whose death followed the falling among the rocks below the private sidewalk resulting in concussion of the brain, took place yesterday. The funeral was in charge of F. W. Hart, and services were conducted by Rev. W. F. Kerr.

STEWART MINERS ORGANIZE

W. Davidson, ex-M.P.P. for Slocan, Paid City a Visit

William Davidson, member of the executive board of the Western Federation of Miners, has organized a strong miners' union at Stewart. Only the miners who were in town at the time became members, but Mr. Davidson expects soon that all the miners will join. The union elected its officers.

Mr. Davidson was formerly a member of the legislature in this province, representing Slocan. He contested the seat as a labor representative, but in the house came to follow J. H. Hawthornthwaite very closely and was ranked as a socialist. Last election for the federal house he was an unsuccessful candidate.

He was in Prince Rupert this week, leaving on Thursday night for the south. He is the organizer for the Western Federation for the whole of Canada and can spend but a short time in any one place, having a vast area to cover.

Speaking of conditions at Stewart Mr. Davidson expressed the opinion that there would be a very large exodus of miners out of the town for the winter. The high price at which lots sold in Stewart precluded miners buying and living on them during the winter.

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The Salvation Army is meeting with a very cordial reception here. The meetings are well attended and the officers are greatly encouraged with the results.

—o—

Henry Edenshaw, of Masset, was in the city this week. He is taking over some timber for the construction of a pile driver to be used in putting in a wharf at the Indian village.

FINANCES OF CITY

Bank of Montreal Asks for a Statement From the Mayor.

Council Will in Meantime Suspend Further Street Work And Adjust Matters

At the meeting of the city council last evening a letter was read which had been received during the day by the mayor. It was from the local manager of the Bank of Montreal and is self-explanatory. The letter read as follows:—

Fred Stork, Esq.,

Prince Rupert.

Dear Sir:—I regret to say that in consequence of reported differences between the city and the G. T. P. Railway Company that might result in serious impairment of the city's assessment and a consequent great reduction in its revenue, the General Manager has instructed me to advise you that the bank cannot undertake to make advances to the city till the differences between the city and railway company are adjusted.

I am advised that any issue of bonds offered in the London market would be prejudicially affected by the existence of such differences and the bank would not care to have any such come out under its auspices.

With a view to placing the situation before the General Manager and doing anything I can to overcome the present difficulties I would be glad if you have now in contemplation a memo of the city's available resources out of which their cost can be met.

The bank desires to further the interests of the city in all ways in its power. Yours faithfully,

J. M. CLANCEY, Act'g-Man.

The reading of the letter was followed by a very free discussion, the members of the council taking occasion to express their opinions regarding the press and various other aspects of the case. After a free discussion the council felt that while the situation created was a little awkward in view of the fact that tenders were to have been called for work in Section one, there was no doubt but what the financial question could soon be adjusted and work would proceed.

Upon the reading of the communication Ald. Barrow suggested that this be referred to the finance committee.

Ald. Hilditch wanted to know if there was really any difference between the city council and the G.T.P. Was it not really a question of the G. T. P. not having taken an appeal against the assessment and there the situation rested. He did not know of any friction existing.

His Worship said that there was no difference between the council and the company. There had never been any other than the kindliest feeling between the two.

Ald. Pattullo also agreed that there was no difference between the company and the council. He suggested that this came as a result of the uneasiness created by the publicity given to the reports that there was friction. If the bank officials were in formed as to the situation he felt that this could all be allayed. This came as no surprise to himself in view of remarks that had been made.

Ald. Hilditch suggested that the mayor and finance committee be authorized to take steps to put the matter before the bank officials.

His Worship said that he had asked the city solicitors to prepare a statement of the city's financial position for the bank. This the bank was entitled to and it would be sent on.

His Worship further said that he was not surprised upon receiving the letter. He had long expected this. The sending out of reports as to friction had been copied and an uneasy feeling created. There had been no friction at any time between the council and the G. T. P. He instanced the case of the wild reports concerning Bitter Creek at Stewart and the harm that had been done by it. This was a similar instance. The reports became exaggerated outside and did incalculable harm.

The council had been more or less criticised for carrying on some of its business in a private manner. He did not believe that a council should always make public all the business that came before it. This was an

(Continued on Page Eight)

PROVINCE'S WEALTH

J.S. Willison Gives Reason Why British Columbia Will Become Important

Potentialities in Various Lines Are Such as to Ensure Attention

British Columbia, as this province appeals to one of the leading editors of eastern Canada, Mr. J. S. Willison, of the Toronto News, who recently visited this city on his tour of the Pacific coast, is the subject of a recent editorial in that daily, which reads:—

"Several years ago Sir Edmund Walker intimated to the shareholders of the Canadian Bank of Commerce that British Columbia was destined to be the richest province of the nine which compose Confederation. The Bishop of British Columbia apparently is of somewhat similar opinion for he told the Anglican Church congress at Halifax that after the opening of the Panama Canal the Pacific Coast would become the centre of Canadian life. If this prophecy is well founded, Ontario has only a few more years in which to enjoy her long primacy. This month's meeting of the Canadian Manufacturers' Association in Vancouver may be accepted as indicating that hundreds of men prominent in the commercial and industrial life of the nation go at least some distance with the banker and the cleric in their views regarding the potentialities of the most westerly province.

Nor is it difficult to understand why they do. The huge copper and smelting industry in the Boundary country, the almost inexhaustible coal deposits of the Crow's Nest Pass, of Vancouver Island, and the North, the silver mines of the Slocan and recent stampede to Bitter Creek go to show that the Cariboo gold rush of the sixties only touched one pocket of the mineral wealth with which the Rocky Mountains and the coast ranges abound. Lying in the creek bottoms of British Columbia are tens of thousands of dollars in gold. The deposits only require transportation facilities and organized capital to help pour their riches into the world's lap. Hitherto the lack of railways has confined the working mines largely to the coast regions and to the southern end of the province penetrated by the Canadian Pacific lines. The construction of the Canadian Northern and Grand Trunk Pacific through the mountains farther to the north will render accessible some deposits already known to the prospector and, doubtless lead to the discovery of many others.

"Already British Columbians call their province the Orchard of the Empire, and with some justification, for such of its fertile valleys as have been occupied by the settler are yielding beautiful fruit. The wide uplands and secluded valleys, about to be penetrated by the new railways will afford happy homes for thousands of farmers and fruit growers, and produce great quantities of desirable food for the world's table. The timber wealth of the province is remarkable, and its fisheries are so vast in extent and so varied as to compare favorably with any in the world. Their immense value helps to render important the recent headland decision at The Hague, practically extending the area of coast waters over which the government may enforce its regulations.

"Washed by warm currents of the Pacific the coast regions enjoy a mild climate and in Vancouver city or on Vancouver Island the visitor imagines himself in England. Climatically, geographically and, perhaps, in natural resources the island is to North America what the British Isles are to Europe. The scenery in the Rockies and Selkirks at least equals that of the Alps. The interior abounds in game and game fish, and altogether its topography and sporting attractions stamp it as one of the world's great playgrounds and health resorts. Once Vancouver and Prince Rupert get into closer touch with Great Britain and Europe by way of the Panama Canal, British Columbia is likely to advance rapidly towards its rightful place in Confederation and in the world.

The Yakoun river will soon be cleared the full distance required according to Mr. Trodden, superintendent of wharves. It is now completed for about 30 miles. When all the obstructions are removed the river will be readily navigable by small boats.

We never know the meaning of life till we read it in the eyes of those we love.

ACCIDENT NEAR STEWART

Prospector Falls Into Yawning Crack And Breaks Leg

In the rush to the Naas river country following the placer news Bill Featherly, prospector, came near ending his exciting career by a misstep on the Bitter creek glacier which threw him into a crack breaking his right leg, says the Portland Canal Miner. His partners were unable to assist him greatly other than to make him as comfortable as possible and and hurry away for aid which was soon found, and then began a record breaking mush down the trail to Bitter creek where work was sent to Stewart. Immediately following the news here, Jack Huggard organized a rescue party to go to Featherly's aid. It was a hard 16-mile trip getting to the glacier, but that was not a circumstance to the difficulty of carrying the injured man back down the trail to Bitter creek where a wagon was in waiting. Featherly and his rescuers arrived in Stewart where Dr. G. E. Richards met them and took Featherly to the Stewart general hospital where he is getting along as nicely as circumstances will allow.

DEVELOPING COAL

Provincial Capitalists Will Begin Exploiting Measures On Islands

Areas Held Near Masset Will be Tested at Once by Boring Operations

Among the recent visitors to the city was John G. Johnston who is prominently identified with various enterprises connected with the Queen Charlotte Islands. He represents a strong syndicate of capitalists in Vancouver and Victoria who are interested in the coal deposits of that part of the province.

There is reason to believe that this syndicate will soon begin operations in connection with the properties held by them near Masset. Almost at once a first class boring outfit is to be put at work on the ground in order to fully test the measures which are held by the company. Following this there will be active mining carried on, the intention being to go right ahead with the development of the mines.

The reports of the engineers are all that could be asked for so that those interested have no doubt as to the future of the proposition. There is a demand for coal that will be ever increasing and the company is laying plans to meet the most active demands that may offer.

B. C.'S EXAMPLE

Ontario Will Follow Local License Legislation

Temperance leaders of Ontario have recently received assurances from semi-official sources that at the next meeting of the Ontario legislature Premier Whitney will present an entirely reconstructed liquor law which report says will be closely modelled upon British Columbia's legislation in this regard, the successful enforcement of which is being closely observed by eastern politicians.

In the new Ontario liquor law, it is promised, the present system, providing for independent district boards will be wholly abolished, and the law of the province will be administered from Toronto direct, the provincial police assuming similar functions to those bestowed upon them by the law in British Columbia.

Throughout British Columbia each day brings some new item of evidence suporting the success in practice of the new law, and it is interesting to note that certain of the strongest advocates of local option are now publicly endorsing a fair trial of the license law in association with a campaign of education in the evils of alcohol in preference to any attempt to bring forward the Canada Temperance Act at the present juncture.

The latest endorsement of the new act comes from Cumberland where at a meeting just held of the Local Option League, a resolution was adopted expressing satisfaction that "the Local Option League had secured the passage of this new law and that its enforcement all over British Columbia is proving a credit to the province."

She—No, Reggie, my mind is made up. He—What! Not even that much of you real?

Automobile Highway

The building of a complete highway from Calgary over the Rocky mountains down the Columbia valley, the "orchard of the prairies," to Wilmer, on beautiful Windermere lake, British Columbia, is being contemplated and it is probable that this project, which will result in perhaps the most beautiful highway in the world, will be undertaken in the course of a year or so. The aid of both the Alberta and the British Columbia provincial governments and of the Dominion government will be invoked and automobile associations will also be requested to help. The suggested name of the road is "the automobile highway of the Great Divide," says the Calgary Herald.

Mayor R. R. Jamieson was in the Columbia valley last week and talked the proposal over with R. R. Bruce, the executive head of the Columbia Valley Fruit and Land Co., Ltd., of Wilmer, B.C. The details of the plans for this road which will furnish a delightful automobile ride, have not been completed as yet, of course, but as outlined the scheme appears feasible. The scenery throughout is unequalled in the world. The road will pass through the Vermillion Pass, and the trip through the mountains and down the magnificent Columbia valley, will be one hundred and fifty miles in length and will combine a variety of scenery that will be entrancing to the eye of the tourist and sightseer. Inns located at places along the road will add attractiveness to the drive and furnish places for refreshment for the traveller, besides adding a certain picturesqueness and giving an old country aspect to the drive. A magnificent hotel at Windermere, on Windermere lake, will be built by the C. P. R. probably, and there travellers can enjoy all the plendor of a palatial hotel with occasional excursions into the mountains or aling the driveway.

Calgary has been suggested as the starting point for this highway of the great divide. The name, incidentally, was selected by Mayor Jamieson and Mr. Bruce, and appears eminently suitable from every point of view. From here to Banff, a distance of eighty miles, the automobile association will be asked to co-operate with the provincial government to make a good roadway. This will extend to the easterly limit of the National park, and will be a delightful drive in itself. Then the Dominion government will be requested to take care of the road from there to the summit of the Rocky Mountains to the eastern limit of British Columbia. Mr. Bruce informed the mayor of Calgary that the British Columbia government has signified its willingness to build the road from the summit of the Rockies to connect with the present road running from Golden to near Wilmer down the Columbia valley.

Those who have travelled through the mountains can testify to the magnificence of the scenery. Observation cars give the tourist an opportunity to see the rugged scenery, the dashing rivers and creeks, and the splendor of the Rockies. Along the proposed driveway, though, travellers will be given an opportunity to pause at particularly beautiful spots and to make side journeys into the mountains from the inns en route. The journey might be taken by stages, going from here to Banff, and stopping there for a day or so, and then on through the mountains with occasional stay-overs at the wayside hostelries to fish, hunt or sightsee for a day or so. Then another stage of the journey might be followed with a similar stop. The Columbia valley with its scenery, its fruit orchards and trees and beautiful Windermere lake, would form a fitting climax to the trip through the mountains.

At the magnificent new hotel planned at Windermere a stop for a few days would be pleasant and motor trips up the various valleys leading out of the main valley would acquaint the tourist with the country.

Then the trip could be continued down the valley to Cranbrook by an excellent road and over the summit of the Crow's Nest Pass to Calgary, making the trip a round one, or rather a square one, for the journey would comprise routes forming a huge rectangle, 150 miles around. Not another trip in the world, it would be safe to say, would combine the scenic possibilities of this trip and in a short time the "Automobile Highway of the Great Divide" would become world famous.

The mayor of Calgary has the highest opinion of the possibilities of such a driveway and is enthusiastic about it. The valley of the Columbia appealed very much to him. The C. P. R. has looked over the proposed road and find it feasible, the summit of the road being twenty-five feet lower than the summit of the main line of their railway through the Rockies.

An effort will be made to add quaintness and charm to the drive and automobilists from all over the world will doubtless soon be acquainted with the route. Steps will be taken in the near future to put the proposition in definite form. The value to Calgary of such a highway would be considerable.

WORLD'S COAL OUTPUT

Figures Relative to This Line of Industry Have Been Completed

The world's output of coal during 1908 is computed at 1,068 million tons, and its value is estimated at £409,500,000, says a London exchange.

Of this amount nearly 266,000,000 tons were produced in the United Kingdom. America tops the list with 377¼ million tons, and Germany comes third with 215,286,000 tons. But while the output of Great Britain is less than the United States, the value of America's coal is only £109,305,000, compared with £116,599,000 for the United Kingdom.

At home and abroad nearly 6,000,000 persons are employed in mining and quarrying. Of this total (5,819,120) nearly one-fifth, roughly speaking, are employed in the United Kingdom and more than one-third in the British Empire. More than one-half the people engaged in mining are employed getting coal, the figures for the more important coal producing countries being:—

United Kingdom	972,000
United States	690,000
Germany	667,000
France	196,000
Russia	165,000
Belgium	145,000
Austria	132,000
India	129,000

The total output of gold was 21 million ounces of £89,500,000 value, the British Empire supplying nearly 60 per cent and the United States 22 per cent. In the case of iron United States with an output of over 16,000,000 tons, ten millions less than the year before, was still considerably ahead of any other country, the German Empire producing six and two-third million tons and Great Britain nearly five million tons.

These statistics are published in a blue book concerning colonial and foreign mines and quarries issued by the home office. The volume shows that in coal mines the loss of life in Great Britain was 1.32 per 1,000 persons employed. For Germany it was 2.46, for the United States 3.42, while in France the figure was .95 per 1,000 employed.

Out of 203,994 persons employed above ground at mines in the United Kingdom, 6,225 were women. In Germany the number of women working above ground at mines was 11,556, and males 221,600.

LOTS FOR SALE

IN

Ellison

AND

Prince Rupert

Houses, Stores, Offices to Rent.

MONEY TO LOAN

C. D. NEWTON

Real Estate Exchange Block Notary Public

LADYSMITH

COAL

H. B. ROCHESTER, - Centre Street

The Washington Cafe

A PLACE TO EAT

Seats For Ladies

Everything Clean and Tasty

Prices Reasonable

W. F. CARPENTER, PROPRIETOR

Second Avenue, near Seventh Street

Portland Canal Short Line Railway

Pursuant to Section 7 of the Navigable Waters Protection Act (R. S. Can. cap 115) notice is hereby given that there has been deposited in the office of the Minister of Public Works at Ottawa and a duplicate in the Office of the Registrar of Titles at Prince Rupert, plans and description of the site and side elevation of a proposed railway wharf and trestle approach thereto to be constructed near the mouth of Bear River at Stewart, British Columbia, and that one month after the first insertion of this notice the Company will apply to the Governor-in-Council for the approval thereof.

Dated at Victoria, British Columbia, this 16th day of September, 1910.

GERARD RUEL,
Chief Solicitor.
EBERTS & TAYLOR,
Agents at Victoria, B.C.

S23

THE JOURNAL

Is the Official Advertising Medium for the City of Prince Rupert

FOLLOW THE TREND OF THE CITY'S PROGRESS BY SUBSCRIBING FOR THE PAPER

The Journal aims at keeping Prince Rupert and new B.C. ever before the public eye. Send it to your friends and any whom you wish to interest in the coming Metropolis of the North.

TRIAL ORCHARDS

Division for Experimental Work Has Been Made in Northern British Columbia.

Two Areas Designated on the Skeena River for Carrying on Operations

Fuller information as to the provincial government's intentions relative to the experimental orchards in the province are now forthcoming. According to the plan northern British Columbia will constitute the fifth official division, to which two orchards will be given, the one in the Kitsumkalum, and the other at Lakelse. It is probable, however(that a third may be located in connection with the model farm of Mr. Mitchell and his associates at Kitmangar.

To Vancouver Island two orchards are allotted, the one to be between Cowichan and Nanaimo, and the other in the Saanich peninsula somewhere in the vicinity of Victoria. Four orchards are allowed to the lower mainland; one probably in the Delta, one in Chilliwack and two in the Dewdney ridge.

The second orchards district is to comprise Shuswap, Armstrong, Nicola, Salmon Arm and Penneys (Wallachin), two orchards going to the constituency of Yale and two to that of Kamloops. Either three or four orchards are proposed for the third official district, which is to include Vernon, Kelowna, Summerland, Penticton and Keremeos. The fourth district provides for the Arrow district, Kootenay and the Boundary country, East and N. E. Kootenay.

It is expected that two orchards will be awarded to the Slocan district, one being given on Arrow and one on Slocan lake, with one on the Kootenay lake in the vicinity of Nelson, one at or near Cranbrook, one at Windermere, one at Rossland, and another at Midway.

The method in which the work is to be carried out has been explained by Hon. F. Carter-Cotton, who, speaking recently on the subject, described the proposition as embracing a five acre plot.

The land of these five acres must be put into such shape that fruit could be raised upon it. If it were timber land it would be first sown in clover to improve the soil and when that was done the government would undertake to prepare the soil marked out, provide and plant the trees free of all cost to the owner of the orchard and deliver them at the station nearest to his place. Then the owner would take care of these trees for the period of five years. During that time he would be guided by the advice of experts of the department who should be at liberty at any time to hold a demonstration and show what could be produced and the best way to cultivate the trees. The government expert would select the trees and give the benefit of their advice in the choice of variety. After five years the orchard and trees would become the property of the owner of the soil, so that they saw it would cost nothing to the owners and the government was making a substantial grant by purchasing the trees besides people would have the advantage of the advice of those who made these things a study.

In many cases failure had arisen not through unfavorable conditions of soil and climate but through inexperience and lack of knowledge when they started the orchard. It was to obviate this the scheme was planned and he would be much pleased if their association would take counsel in this matter and make an offer of a five acre tract to the government for the establishment of one of these demonstration orchards within the next few weeks. That was one of the ways a government could foster local industry without interfering with individual effort.

TECHNICAL EDUCATION

Manitoba Has Appointed a Commission of its Own on Subject

The Manitoba government has appointed a technical educational commission, headed by the minister of education and consisting of twenty-two persons, representing labor, manufacture, educationists, the agricultural college and social workers

A feature is the inclusion of two women, Mrs. A. W. Puttee, wife of a former member for Winnipeg, and Miss Juniper, a well-known social worker.

Manitoba thus stands aloof from the federal government commission along similar lines.

Guiding Torpedoes

Some remarkable results have been achieved by Mr. A. J. Roberts, a young Australian inventor, in the control and guidance of torpedoes and aeroplanes by means of Hertzian waves. These are, in the language of the layman, electrican discharges and are a form of "wireless."

Mr. Roberts is at present in England, whither he proceeded last year bearing credentials to the Admiralty from Mr. Deakin. His brother has furnished some account of his doings. Mr. Roberts established himself on a lake at Dagenham, Essex, and, after many delays and mishaps got his apparatus into working order. About three months ago he had the satisfaction of successfully guiding a torpedo on and under the surface of the water in any direction he desired. "It rammed a moving buoy," said Mr. Roberts yesterday, "dived below the surface of the lake, dashed along the top in figures of eight, and then my brother whistled to it, and it returned to the dock like a well-trained seal."

The system by which these remarkable evolutions are accomplished is simply an application of the principles of wireless telegraphy. "We send messages to the torpedo," said Mr. Roberts, "and the torpedo understands them. The waves are so regulated as to effect different receivers on the torpedo, by means of which various electric switches are affected, and the planes and rudders regulated at the will of the operator. When the torpedo is submerged deeply by the depression of ata iIplane, the communication is temporarily broken."

"Then how do you get her up again if you can't speak to her?"

"That's easy," smiled Mr. Roberts, as he pulled a stop-watch from his pocket. "When she gets round to here," (indicating the racing hand of the watch) "she connects up a switch which operates the planes, and up comes the torpedo. There is an automatic arrangement which straightens the plane when she reaches the surface. Anyhow, she couldn't fly up in the air, but if the plane were not straightened it would retard her speed. We have marked her course before she dives, and we pick her up again when she comes to the surface."

"Your trials were made in smooth water. What about a rough sea?"

"Yes, that makes it more difficult, but you know that Brennan fitted his torpedo with gyroscopes to keep her straight. Our idea is to fit the Brennan with our gear and probably attach an aerial wire to receive the messages. That would enable the torpedo to run submerged, and thus preserve the great advantage of the invisibility. You can kil a torpedo with quickfirers if she runs on the surface. The depth at which she runs is regulated by an automatic contrivance of air chambers. Of course, that is all Brennan's stuff. We have to do only with the directing. If we should miss our target we can circle her round again and have another shot. We were well satisfied with our trials—there were three official occasions—and we have to make certain improvements in the hull to meet conditions which the trials discovered. We want to fix our gear to an Admiralty torpedo modified to suit it. An aerial wire, for instance, would affect her running in the water and that, among other things, would have to be met."

"The principle may be extended to navigation?"

"Yes, my brother brought a French dirigible, 105 feet in length, 40-horse power, and was able to guide her with the wireless apparatus He has also sent up a Voisin biplane and manipulated both rudders and planes by wireless. There was a pilot on board in case any of the delicate mechanism failed, and he also looked to it that the engine kept running. You don't send thousands of pounds' worth up into tricky air currents, and risk too much on a chance. We had a small model plane at Doncaster, which we were controlling in this way. My brother has also applied the gyroscope to the aeroplane for lateral stability by fitting his 80-horse power Voisin with gyroscopes revolving 6,000 times per minutes. The problem has been solved, but at the cost of greatly-increased weight and a bigger strain on the driving power of the engine. But all this aeroplane work is in the purely experimental stage. The torpedo control is the finished article, and in that we are practically within sight of our goal."

It is always safe to learn, even from our enemies—seldom safe to instruct, even our friends.

BACK TO CANADA

T. J. Tait After Putting Australian Railways in Shape Has Retired.

Well Known Transportation Man Expects to Return to This Country

The retirement of Mr. Thomas James Tait, chairman of the Victorian railway commission, in Australia, has taken place under remarkable circumstances.

Mr. Tait went there several years ago from Canada, where he had been manager of transportation over the entire system of the C. P. R., says a special cable to the News-Advertiser from Melbourne. In the spring of 1903 he took over his appointment in this state and started in to effect many reforms in the administration of the railways.

He labored hard and as a result of his work the railway system of the state was converted from a non-paying to a paying basis. Indeed so successful was he that recently a profit of $2,750 a day was made on the system; while last year's surplus reached the considerable figure of $1,000,000.

During the present year Mr. Tait's good fortune did not continue, however. Accidents were numerous on the line and some lives were lost as well as great damage being done to property. Much unrest in the ranks of the workers displayed itself and in addition the Labor party in the state parliament launched venomous attacks against Mr. Tait's management.

One section of the press also aided the agitation and made grossly unfair charges.

Matters came to a head recently when the adjournment of the house of assembly was moved to afford opportunity for discussion of a proposal to hold official inquiry into the cause of the numerous accidents on the system.

The premier, however, before the debate had proceeded far, rose and announced that Mr. Tait, for family erasons, had decided to relinquish his post under the government. His engagement would in any event have terminated shortly, but Mr. Tait was anxious to be released at the beginning of December.

The leader of the government and his supoprters warmly eulogized the work of Mr. Tait in the state and referred to him as "a first-class railway manager."

In a letter Mr. Tait said he wished to leave Australia solely for family reasons.

It is understood he returns to Canada in the new year.

The statement of Sir Thomas Shaughnessy of the Canadian Pacific railway, is recalled here by the press which regrets Mr. Tait's departure: "Mr. Tait should never have left us. There is a chair waiting for him."

Mr. Tait was born in Melbourne, Quebec, in 1864. The son of Sir Melbourne Tait, chief justice of the superior court for the province of Quebec, he was educated at the High School, Montreal, and in 1880 entered the audit office of the Grand Trunk railway.

Later he became secretary to Sir William Van Horne, then vice-president and general manager of the C. P. railway. Afterwards he was successively assistant superintendent at Moose Jaw; general superintendent Ontario division at Toronto; general superintendent of Ontario and Quebec division; assistant general manager of the whole system; manager of the lines east of Port Arthur; manager of transportation east of Port Arthur, and finally manager of transportation over the whole system.

When he took up his duties in Melbourne the deficit on the state railways in Victoria averaged $5,000 a day, so comparing the magnitude of the present surplus some idea of his achievements may be gained.

LAND PURCHASE NOTICE

Coast Land District—District of Skeena.

TAKE NOTICE that we, George Hie and Robert Corlett, of Little Canyon, B.C., occupation farmer and farmer, intend to apply for permission to purchase the following described lands:—Commencing at a post planted at the south-east portion of an island situated and lying about two miles below Little Canyon, near the south bank of the Skeena river, Range V, Skeena Land District, District of Coast, thence northerly, thence easterly, thence southerly around the shores of the island back to the point of beginning and inclosing 30 acres, more or less

GEORGE HIE,
ROBERT CORLETT.
Dated August 1, 1910. A19

PHONE 138

Letter Heads, Envelopes,
Statements, Business Cards
Visiting Cards, etc., etc.

Prince Rupert Journal

NOTICE

NOTICE is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia at its next Session for an Act to incorporate a company with power to construct, equip, maintain and operate a line or lines of railway of standard guage with any kind of motive power for the conveyance of passengers and freight, and with all the powers contained in the "Model Railway Bill": Commencing from a point at or near Port Simpson, or Work Channel, in the Coast District, British Columbia, by the most feasible, desirable and practicable route to a point on the Eastern boundary of the Province of British Columbia, via the South-west side of Work Channel to the Skeena River; thence up the North side of the Skeena River to a point near Hazelton; thence to the junction of the Bulkley River; thence up the right bank of this River eight (8) miles to the Suskewa River; thence up this River by a low divide to the head of Babine Lake; thence to the north end of Stuart Lake; thence north of McLeod Lake to the Misnichinca River; thence up the Misnichinca River by Summet Lake to Pine River Pass; thence north-westerly to head of Pine River, and down this River to Moberley Lake; and thence by the Peace River to the Eastern boundary of the said Province of British Columbia; and with power to construct, operate and maintain all necessary bridges, roads, ways and ferries; and to build, acquire, own and maintain wharves and docks in connection therewith; and to build, acquire, own, equip and maintain steam and other vessels and boats, and to operate the same on any navigable waters; and with power to build, equip, operate and maintain telegraph and telephone lines in connection with the said Railway and branches, and to transmit messages for commercial purposes, and to charge tolls therefor; and to generate and to sell electricity for the supply of light, heat and power; and with power to expropriate lands for the purposes of the Company; and to acquire lands, money bonuses, privileges or other aids from any Government, municipal corporation or other persons or bodies; and to levy and collect tolls from all persons using, and on all freight passing over any of such roads, railways, ferries, wharves and vessels built by the Company; and with power to connect with and make traffic or other arrangements with railway, steamboat, or other companies:

Dated at Victoria, B.C., this 11th day of August, 1910.

BARNARD & ROBERTSON,
A19. Solicitors for the Applicants.

IN THE SUPREME COURT OF BRITISH COLUMBIA

In Chambers before the Honourable Mr. Justice Gregory.

Between:

John Jacobs, Frank Johnson and Charles Carlson, carrying on business as contractors under the firm name or style of Hawkins & Co., Plaintiffs.

And

C. Peterson, C. Larson, and C. Anderson, Defendants.

UPON the application of the Plaintiffs and upon reading the affidavits of James Allan Aikman sworn herein on the 20th and 21st days of September instant, and filed, and the Exhibits therein referred to, it is ordered that service of the writ of summons in this action upon the Defendants C. Peterson and C. Larson, be effected by serving Lewis W. Patmore, Barrister-at-law, with a copy of the writ of summons herein, and a copy of this Order, at Prince Rupert, in the Province of British Columbia, and by publishing notice of the said Writ of Summons and Order in the Prince Rupert Journal, a semi-weekly paper, published in the town of Prince Rupert, in the Province of British Columbia, for six issues thereof, and that the said Defendants, C. Peterson and C. Larson, be required to appear to the Writ of Summons in this action within eight days from the last publication in the said newspaper or from the service of the said Lewis W. Patmore, whichever shall last happen, and that the same shall be good and sufficient service of the Writ of Summons herein;

And, it is further ordered, that the costs of, and incidental to this application be costs in the cause.

(Signed) F. B. GREGORY, J.

Clarmont Rooms

Sixth Avenue near Fulton Street

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

Rates, $3.00 a Week and Upwards
Mrs. Annie McGrath, Proprietoress

COAL NOTICES

Skeena Land District—District of Coast.

TAKE NOTICE that I, K. M. McInnes, of Prince Rupert, occupation mariner, intend to apply for a license to prospect for coal and petroleum on the following described lands:—Commencing at a post planted on the south shore of Crow Bay, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to post marked K.M.McI.'s S.E. corner.

Dated August 18th, 1910.
S16 KENZIE McLEOD McINNES.

Skeena Land District—District of Coast.

TAKE NOTICE that I, K. M. McInnes, of Prince Rupert, occupation mariner, intend to apply for a license to prospect for coal and petroleum over the following described lands:—Commencing at a post planted on the south shore of Crow Bay, tnence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to post marked K.M.McI.'s S.W. corner.

Dated August 18th, 1910.
S16 KENZIE McLEOD McINNES.

Skeena Land District—District of Coast.

TAKE NOTICE that I, K. M. McInnes, of Prince Rupert, occupation mariner, intend to apply for a license to prospect for coal and petroleum over the following described lands:—Commencing at a post planted on the south short of Crow Bay, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to post marked K.M.McI.'s N.E. corner.

Dated August 18th, 1910.
S16 KENZIE McLEOD McINNES.

Skeena Land District—District of Coast.

TAKE NOTICE that I, K. M. McInnes, of Prince Rupert, occupation mariner, intend to apply for a license to prospect for coal and petroleum over the following described lands:—Commencing at a post planted on the south shore of Crow Lake, thence south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to post marked K.M.McI.'s N.W. corner.

Dated August 18th, 1910.
S16 KENZIE McLEOD McINNES.

Skeena Land District—District of Cassiar.

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

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

COAL CLAIMS

Skeena District—Queen Charlotte Islands.

To all to whom it may concern:—

NOTICE is hereby given that I, the undersigned, intend to apply for a license to prospect for Coal and Petroleum upon the following lands situate on Graham Island, one of the Queen Charlotte Group, in the Province of British Columbia, and more particularly described as follows, viz: Commencing at a stake planted one and a quarter miles west of the north-east corner of Louis Inlet, and marked "P. C. Coates' S. E. Corner Claim No. 1," thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to the place of commencement.

Staked June 14th, 1910.
Dated this 28th day of July, 1910.
P. C. COATES,
By his Agent, Wm. Edward Laird
A9

COAL CLAIMS

Skeena District—Queen Charlotte Islands.

To all to whom it may concern:—

NOTICE is hereby given that I, the undersigned intend to apply for a license to prospect for Coal and Petroleum upon the following lands, situated on Graham Island, one of the Queen Charlotte group, in the Province of British Columbia, and more particularly described as follows, viz:—Comemncing at a stake planked at the S. E. corner of P. C. Coates' Claim No. 1, and marked "Wm. Penman's S. W. Corner, Claim No. 1," thence east 80 chains, thence north 80 chains, thence west 80 chains, thence south, 80 chains to the place of commencement.

Staked, June 14th, 1910.
Dated this 28th days of July, 1910.
WM. PENMAN.
By his Agent, Wm. Edward Laird.
A9

LAND PURCHASE NOTICES

Coast Land District—District of Skeena.

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

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

Coast Land District—District of Skeena.

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

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

Skeena Land District—District of Cassiar.

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

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

Skeena Land District—District of Coast.

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

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

Coast Land District—District of Skeena.

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

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

Skeena Land District—District of Queen Charlotte.

TAKE NOTICE that the Queen Charlotte Whaling Company Limited, of Victoria, British Columbia, occupation manufacturers, intend to apply for permission to purchase the following described lands:—Commencing at a post planted about fifteen chains south of a small creek on the west side of Rose Harbour, Moresby Island, thence west forty chains, thence north forty chains, thence east forty chains, thence southerly following the sinuosities of the foreshore line forty chains, to the point of commencement.

Queen Charlotte Whaling Company Limited.
Per Sydney Charles Ruck, Agent
Dated July 14th, 1910.
Rose Harbour, Q.C.I. A5

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Arthur A. Wilson, of Fort William, Ont., occupation banker, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 7 miles south from the southeast corner of Lot 227 and 1½ miles west from shore line, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to point of commencement, containing 640 acres.

ARTHUR A. WILSON.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Coast

TAKE NOTICE that I, William David Allen, of Victoria, B.C., agent, intend to apply for permission to lease the following described land:—Commencing at a post planted at the northwest corner of Lot 542, Range 5 Coast (Skeena), thence east 60 chains to the inner part of Kinnealon Inlet, thence south 80 chains to south east corner of said lot, thence west 80 chains to westerly limit of said lot, thence north and at right angles to the southerly limit of said lot to the shore line, thence north along the shore line of said Inlet to place of beginning: containing about 600 acres, more or less.

WILLIAM DAVID ALLEN,
Robert Mason, Agent.
Dated Sept. 23. S.23

Prince Rupert Journal

Telephone 138

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Advertising rate furnished on application.

O. H. NELSON, EDITOR.

Friday, September 30, 1910.

CRITICS OF THE PRESS

At last evening's meeting of the city council the press of the city came in for a good deal of criticism. Members of the press are always prepared for that. Without meaning to any way apply the reference to the members of the Prince Rupert City Council in this particular case, there is ever a tendency on the part of representative bodies when they get into trouble to find some excuse for getting out and in about nine cases out of ten the unfortunate press is blamed for the trouble. Again we say we do not mean to make this apply in the present instance because the council showed a creditable spirit in facing the situation which has arisen, in a manly way and proceeding at once to right matters. The Journal has confidence enough in the business ability of the council to believe it will get things in shape so that the city will feel no evil effects from the situation created.

But dealing with the question of the press as discussed by the council we are inclined to think that the members of the council failed to appreciate the questions which the press are called upon on short notice to decide every day. The press has a duty to the public. It is to give them the news as it happens. It is a serious matter to supress the news and the very people who are generally the first to critize the press for the publication of information that may not be agreeable to them are the first to raise loud objections when news is suppressed which might have an injurious effect upon others.

The result has been that the best journalists have found that the wisest course is to publish the ungarbled facts as they arise irrespective as to who is affected by it. There must of necessity be some variations from this rule which must be decided on their merits as they arise, but the reputable newspaper has always got to bear in mind that it has contracted with its readers to give them a fair chronicle of the events as they transpire. As in other walks of life of course every one outside of a newspaper office knows infinitely more about running a paper than the men who are engaged in it.

As has before been stated in these columns, we do not believe that a city council, any more than any other body of business men, is called upon never to hold private sessions. The council might well find it necessary in the public interest to meet privately. The council must take the responsibility in each case for so meeting. We believe that a council will find it unnecessary to often resort to private meetings, but matters will sometimes arise that require such methods of handling. If the representatives of the people err in judgment in holding such a meeting in private it is almost sure to come back against them later on when the facts must come out.

In connection with the question of the assesment of the G. T. P. property and the difference of opinion that has arisen with the council, the Journal feels that it cannot be charged against this paper that it sought to inflame public opinion over the matter. While we felt called upon to give all the facts as they arose, we refrained in the public interest from making news capital out of it. We avoided studiously all sensationalism in the matter. Feeling the important bearing that it had upon the city we felt it a duty to urge prompt action looking towards a final settlement which would remove all danger of anything such as has now arisen coming forward. The tone of this paper in the matter has been far less sensational than some of the speeches of members of the council in the matter.

We still believe that the question is one in which sentiment must play little or no part. It is a business proposition that must be faced in cold blood. Let there be an absence of panic and of temper and all can be adjusted satisfactorily.

For the enlightenment of the members of the council we will state that as far as the Journal is concerned we will be very reluctant to suppress anything that takes place in open session of the council. Members of the council must feel their responsibility in the position they occupy and if they do not want their statements made public they should restrain themselves. We realize our duty to the public to give them the news and will not shirk that responsibility. This is no new doctrine to us that is being preached by members of the council. We have experience to go by and will follow the lessons learned.

When it comes to a question of public spirit and an honest endeavor to serve the best interests of Prince Rupert we are not prepared to take second place to any member of the city council.

FINANCIAL QUESTION

The council has been asked for information relative to the financial position of the city by the Bank of Montreal as a condition upon which the necessary money will be advanced preparatory to floating the debentures of the city. The submitting of this to the manager of the bank at Montreal will necessarily delay operations by the council with respect to starting work on the whole of section one, but there is no reason for anticipating that the delay will be long.

The bank practically urges a settlement of the assessment dispute with the G. T. P. as a necessary move before the debentures are put on the money market. The bank is concerned alone with the financial aspect of the matter. With a difference existing between the railway company and the council no matter how small an amount is involved, a disquieting effect might be produced on the money markets which would have its effect in the sale of the debentures for which the bank will be the agents. The management of the institution is therefore concerned in seeing the matter settled in some way or another so as to preclude any disquieting effect.

The sum involved in dispute is too trifling to prejudice the city's credit, but in floating debentures the bank probably realizes that it cannot afford to have anything that requires explanation and might involve loss in the proceeds of the stock offered.

It is not to be anticipated that the whole matter will not be settled and that quite quickly, but in Prince Rupert we have come to look for things moving with the greatest acceleration. No allowance is made for necessary delays as in older places.

It is reasonable to suppose that the Bank of Montreal does not care whether the G. T. P. is taxed twice as much as at present or exempted altogether from taxation. All that the bank is concerned with is the question of whether there is anything which will tend to upset the financial arrangements which it has to carry out. A settlement of some kind will remove all this and the bank would then feel confident in going on the market.

The question that has arisen is one of those vexatious things that every public body is liable to run up against. It requires careful handling and an absence of panic on the part of the citizens and all will come well.

The council has the most exact information in the whole matter. They realize the situation very fully we believe and should not be too much embarrassed by the general public while making an effort to adjust the financial matters connected with carrying on the works of improvement here. It may possibly have the effect of more quickly settling the assessment question as it is reasonable to suppose that the G.T.P. will be only too anxious to expedite matters and thus aid the financial arrangements of the city being carried out.

A UNION SHOP

The Journal has no desire to become mixed up in any petty wrangling as to conduct of the office. For the information of the public, however and to remove any doubt which might happen to be aroused we will state that the Journal is a union office and has always been one. We have had no trouble with the Typographical Union and are not courting it. As a "union shop" we are paying the union scale of wages as every man must know. No other office in the city pays higher wages than the Journal.

We acknowledge that we never heard that the International Typographical Union, which embraces thousands of members on this continent, and which is recognized by practically every printing office in Canada and the United States, had made any special efforts to secure the Journal to the union. We further do not believe that this was done, and feel that this same statement would apply to every other office in the city.

Personals

Miss Coral Barker entertained a number of her friends at her home Wednesday evening.

* * *

O. B. Bush, who sold the lots for the electric lighting plant to the city, left last night for the south.

* * *

J. Y. Rochester, who was overtaken with a weak spell owing to an affection of the heart a few days ago, is now making satisfactory progress.

* * *

Sol Cameron, of the Westholme Lumber company has returned from the south. He went on to Stewart on Wednesday evening to inspect the work he has in hand there.

* * *

Dr. Kergin, of Stewart, was in the city this week. He will move to Prince Rupert in about three weeks' time, taking up his residence here in future.

* * *

Miss Cusack on Tuesday night met with an accident while passing along Sixth avenue. She slipped from the planking and fractured a small bone of her ankle.

* * *

Mr. B. B. Brin, one of the members of the Brin Furniture Comapny, has returned from an extensive trip of the south and east, and is very glad to get back to his friends and work here.

* * *

The many friends of Mrs. J. J. Chisholm of this city, who has been very ill for some time in Portland, Ore., will be glad to learn that she is out of danger and is progressing very favorably.

* * *

F. E. Mitchell, of Victoria, who is interested in the model farm at Kitmangar, and also in Ellison townsite, left last night for his home in the south. He is delighted with the conditions up the Skeena.

* * *

Campbell Sweeney, manager of the Bank of Montreal in Vancouver, and superintendent in British Columbia for that institution, was in the city for a few days this week, returning by the Prince Rupert last night. His visit was one taken partly for the outing and partly to enable him to see how work was progressing on the new building for the bank. Mr. Sweeney appeared to be well satisfied with the progress of the city.

MUST REMOVE BUILDINGS

City Council Will Give Final Chance to Those on Streets and Lanes

The streets committee at the council meeting on Wednesday night recommended the serving of another notice to those having buildings on the streets and lanes that they should be removed within six days or the city would do it. This it was recommended was necessary, so that the succeeding council might not be troubled with it.

Ald. Mobley thought six days might be a little too short a time to do some of the work.

The report was adopted, however.

In future dragging logs along the planked streets without some protection being afforded in the way of support will be prohibited. The police and the building inspector will be empowered to see that the rules are carried out.

Clarke Brothers, importers and wholesale dealers in wines and liquors, have now opened up in the Christiansen & Brandt building, on Third avenue. They are making a specialty of family trade and carry a complete stock in all lines.

Sloan & Company, the popular clothiers, are begining another "suit club" which has been so popular with their patrons. Thirty members pay $1 to join and $1 a week till each has drawn a suit. Each member is given a number. These numbers are placed on cards, the cards placed in a box, and one drawn out each week by some member of the club. As the number is drawn, that one stops paying and choses his suit.

The Prince Rupert Wholesale Liquor & Supply Co., on First avenue, has fitted up excellent quarters and is now doing business in a wholesale way. Mr. J. F. Macdonald, the manager, has returned from the south, where he made arrangements for an excellent line of liquors. The firm is the sole agents in Northern British Columbia of B. C. Distillers, Clan Mackenzie, old matured Scotch whiskies; Harvey's special liquors; Barclay Perkins, London stouts and ales; White Rock, and Lemps beer.

PROVINCIAL FLYER

W. W. Gibson of Victoria Has Demonstrated the Success of His Machine.

His Lack of Knowledge in Aviation, However, Results in Damage

W. W. Gibson, the Victoria aviator, has made a second flight with his twin-plane. This flight showed once more the flying qualities of the machine, but it demonstrated also that while inventors may be born, aviators must be made.

Mr. Gibson left the shed with his plane about 4 o'clock in the afternon anod starting his engine on a slight incline rose to the air about fifty feet from the shed. Passing the shelter of a clump of trees a strong cross wind was encountered with the result that the aeroplane was drifted dangerously near some trees, Mr. Gibson not using his rudder. He shut off his engine to avoid colision and came down, but unfortunately his wheels were not equipped with brakes and the momentum drove the aeroplane into an oak tree at the rate of about 25 miles an hour. The slight damage which occurred as a result of the contact with the tree indicated strongly the substantial structure of the machine. The damage, apart from the splitting of a couple of wooden planes and the buckling of a wooden lateral truss, was confined to injury of two of the whee'ls. Repairs will be effected within the course of a few days and another flight will then be made.

In discussing the flight, Mr. Gibson said he was under the disadvantage of having to learn the art of aviation by experience, there being no "flying schools" in British Columbia. His flights have demonstrated to his sitisfaction that the machine is all that is required and all that is necessary to demonstrate it is practice in "airmanship."

The Gibson twin-plane is a unique machine. It differs from all previous types of aeroplanes. It is composed of two planes, one behind the other, both triangular. These planes are fixed, the machine rising or falling according to the elevation of depression of a triangular plane of cedar which is worked by a lever and forms the nose of the craft. There are also a couple of other cedar planes beneath the triangular canvas ones which aid materially in lifting. Altogether he has 330 square feet of lifting service as against 160 of the Bleriot monoplane.

The remarkable feature of the Gibson twin-plane is that owing to its design it is automatically stable and its stability is increased by the fact that the engine is suspended in the centre of the airship beneath the planes. The propelelrs are fixed, one in front and one behind the engine. These revolve in contrary directions and the air produced contributes to the buoyancy of the craft instead of tending to depres it as is the case with other aeroplanes which have their propellers fixed on the top of the machine. The operator sits in front and above the front propeller and thus is no incommoded by the wind made by the revolving blades. This removes much of the discomfort experienced by other airman owing to the coldness developed by the wind from the propellers.

The craft is steered by a rudder somewhat of the same shape as the rudder of a racing shell and is made of varnished cedar.

In general appearance the Gibson twin-plane is also unique. It is about 64 feet long by less than ten feet in width at the widest part, tapering to a point fore and aft, thus the air resistance is reduced to a minimum and much greater speed per horse-power can be devoleped. This type of machine too, offers much less surface to the wind, and so will be able to cope with much more adverse atmospheric conditions than the familiar monoplane or biplane. The engine develops forty horse-power and was designed by Mr. Gobson himself. The machine, also, complete with engine, weighs about 500 pounds, and has been tested to carry half a ton dead weight with ease.

The building inspector has condemned the Dunedin block and insists upon its being vacated until strengthened. The council, upon his recommendation, last night decided to endorse the proposal.

MEAGRE WINE HARVEST

This Year's Will be the Worst on Record in France

It can safely be said that the wine harvest of 1910 will be one of the worst on record, says a Paris despatch.

Particularly is this so in France. It sometimes happens that a comparative failure in the claret district may be compensated by a respectable champagne vintage, or a poor crop may be gathered in Burgundy at the same time that the Charentes are producing one of the finest brandies on record, but this year's outlook is exceedingly gloomy over the whole of France.

M. Goulet, president of the syndicate chamber of wholesale wine and spirit merchants of Paris and the department of the Seine, sums up the situation as follows:—

"Bordeaux vineyards are affected to the extent of fifty per cent. Lower Burgundy will yield nothing. In the Yonne there will be no gathering at all. Chablis will yield probably 6,000 gallons. The Cote d'Or and the Grande Crus will produce about one-eighth of their usual quantity. The losses in the Beaujollas amount to four-fifths of the yearly average. As for champagne, the situation spells disaster, but the details are not yet forthcoming."

Municipal Notice

LOCAL IMPROVEMENT NOTICE

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

A 16-foot plank roadway from the intersection of McBride street and Eighth avenue to the intersection of Eighth avenue and Hay's Cove Circle, and to assess the final cost thereof upon the property fronting or abutting thereon, or to be benefitted thereby, and that a statement and diagram showing the lands proposed to be so especially assessed for the said improvements or work is now filed in the office of the City Clerk, and is open for inspection during office hours.

The estimated cost of the work is $6,731.

Dated at Prince Rupert this 27th day of September, 1910.

ERNEST A. WOODS,
City Clerk.

S27

DURESCO

The King of Water Paints

FIRST IN THE FIELD — FOREMOST EVER SINCE

SOLE AGENTS IN WESTERN CANADA

The Staneland Co. Ltd

836-840 Fort Street, VICTORIA, B.C.

GRAND TRUNK PACIFIC

GRAND TRUNK PACIFIC STEAMSHIPS

For VANCOUVER, VICTORIA, SEATTLE.

Connecting with Eastbound Trains

Prince Rupert sails every Thursday, 8.30 p.m.
Prince George sails every Monday, 8.30 p.m.

FOR STEWART:

Bruno sails every Sunday at 5 p.m., returning Monday evening to connect with Prince George, southbound.

Bruno sails Wednesday, 5 p.m., returning Thursday evening, connecting with Prince Rupert southbound.

FOR MASSET—Bruno sails 10 p.m. every Monday, returning Tuesday night, and for Skidegate and other Moresby Island Ports, Bruno sails 10 p.m. Thursday, returning Saturday.

Tickets, reservations and information from

A. E. McMASTER

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

Atlantic Steamship Agency

Through tickets and excursion rates to

England, France, Germany, and all *Scandinavian Ports.*

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

J. H. ROGERS

General Steamship and Railway Agent, Prince Rupert, B.C.

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

The new Steel Passenger Steamer

"Camosun"

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

For Stewart City on arrival from Vancouver Friday night.

Northbound, leaves Vancouver Wednesdays at 9 p.m.

Steerage Fare $5.00

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

J. H. ROGERS, Ticket Agent

HAYNOR BROS.
FUNERAL DIRECTORS
and
PROFESSIONAL EMBALMERS

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

WM. S. HALL, L. D. S. D. D. S.
DENTIST
Crown and Bridge Work a specialty. All dental operations skillfully treated. Gas and local anaesthetics administered for the painless extraction of teeth. Consultation free. Offices, Helgerson Bk., Prince Rupert

J. H. Pillsbury W. A. Casey
PILLSBURY & CASEY
CIVIL ENGINEERS
Surveying, Designs, Estimates, etc.
Room 7, Exchange Block, Corner Third Ave and Sixth Street
Prince Rupert

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

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

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

The Thompson Hardware Co.

—SECOND AVENUE—

Paints, General Hardware, Oils, Stoves and Ranges.

ROGERS' ADDITION TO ELLISON!

ROGERS' ADDITION TO ELLISON!

The future commercial centre and distributing point of the Bulkley, Kispiox and Skeena River Valleys, is now platted and lots offered to the investor on the most liberal terms.

Rogers' Addition to this new G. T. P. Town of Ellison is located on high level land only seven blocks from the propsed station and depot grounds.

The G.T.P. Railway Company expects to reach this town early next summer with the rails and property will then advance by leaps and bounds.

There is no investment like Real Estate; it is safe, certain and profitable. We have all had this experience in the past and have but recently experienced the marvellous increase made on investment here in Prince Rupert.

TERMS:
Cash $10.00; Balance Easy Payments

Another opportunity is now before you. Do not fail to take advantage of this; get in on the ground floor and reap the benefit of advance. A limited number of these lots are now offered at the low price of,

$100.00 TO $125.00
for corner lots

Size of lots are 33 by 120 feet, street alleys and blocks all conform to the Main Townsite of Ellison.

FOR MAPS AND FURTHER PARTICULARS CALL OR ADDRESS

The Christiansen-Brandt Company

Financial Agents **Corner 3rd Ave. and 5th St.** **Prince Rupert, B.C.**

SPORTS

AFTER MANN CUP

Vancouver's champion senior amateur lacrosse team has gone east.

The boys are going after the Mann cup, emblematic of the amateur championship of Canada, and they carry with them the best wishes of thousands of lacrosse enthusiasts in the west. It is the first trip ever taken by an amateur team in quest of championship honors and the boys are determined to return with the scalps of the easterners.

Eighteen have gone along in the party, the players travelling by their own car.

Mr. James Findlay will manage the tour. The players who are making the trip are: Goal, McDonald; point, F. Matheson; cover point, F. Burns, defence, C. McQuaig, C. Donohue and E. Matheson; centre, Fierheller or Calder; home, S. Gunn, W. Peacock, and R. Knight; outside home, R. Murray; inside home, A. E. Gilmore. Reserves: Arthur Wright and Grant Gunn. Games will be played in Toronto October 1st and 8th with the winner of next Saturday's game between St. Catherines and Young Torontos.

ROYAL SPORTSMAN

There can now be no doubt but that King George V is to take an active interest in the turf. The entries for the big classics of 1912 are published and his majesty has entered animals freely, which may be accepted as a sign that he will soon follow turf affairs as his father did, and it goes almost without saying that a victory for the royal colors either at Epsom or Doncaster would be hailed with the greatest delight. In the Derby the king has made five entries, and an equal number have had the first forfeit paid in the Oaks and St. Leger. King George became a member of the jockey club so long ago as 1894. He has been a frequent visitor to Newmarket, Ascot and Goodwood, and he was present on each of the memorable occasions when King Edward won the Derby. His majesty has of late years been a breeder of blood stock on a small scale.

The king has also graciously consented to become patron of the amateur football association, and, in fact, for every branch of sport he has at one time or another shown that he has a liking. He is particularly fond of gun and rifle, and few men of his age have had more variety of sport. He has shot, for instance, crested screamers on Argentine pampas; quail, peacock, duck and kangaroo in Australia, and elk, sambus, snipe and buffalo in Ceylon; while in China he actually had a shot at a fox. There are, indeed, very few better shots in Europe than the king—a fact which proves him to be the possessor of sureness of eye and coolness and steadiness of nerve. A magazine of sport recently held a sportsman's plebiscite as to who were the twelve most remarkable shots in the country, and the result found the then Prince of Wales in the fourth place, after Lord de Brey, Lord Walsingham and Headley Noble. His majesty has performed the very astonishing feat of firing both barrels of two guns in such rapid succession that he has had four dead pheasants falling through the air at the same moment. At Balmoral he achieved what is nearly a record—out of twenty-two stags, the result of a week's stalk, King George had thirteen to his own rifle.

WESTERN OARSMAN

British Columbia oarsmen have a worthy representative in the east in the person of Charlie Laing, the former Vancouver sculled, who is on an extended visit to the east. The announcement that he has been matched with Eddie Durnan, the crack Torontonion, will be read with interest Laing represented the Vancouver club in many important events on the Pacific coast in late years, winning the single scull championship a couple of seasons ago from Gloss, the crack Portland sculler. Last year he went east to represent the V. R. C. at the Canadian Henley, and while on a visit to the Cobalt district was taken ill and laid up for several months. He expects to return to Vancouver early next spring.

The conditions in his match race Durnan are that it shall be a three-milec ontest, that Laing shall have a lead of 20 seconds, and that each man shall be backed to the extent of $1,000 a side. The race is to be rowed either on Toronto bay or at Boston in about a month's time

An eastern exchange, referring to Laing, says: "Laing, who held the Pacific coast championship for four years, has been at Lachine all summer. Charles Stevenson and James Wray, the well-known oarsmen and coaches, will have him in the pink of condition by race day. Laing is 26 years of age and weighs 168 pounds. He claims that he was out of shape when he was beaten at the Canadian Henley this summer."

BASEBALL CHAMPIONSHIP

The first game of the world's baseball championship series between Chicago and the Philadelphia Athletics will be played in Chicago on Sunday, October 15, according to present plans. If Stanley Robison and the St. Louis team would only move up one of the last games the opening date would be made one day earlier, but Robison says he can't see it.

There will be a meeting in Chicago as soon as the pennant races are absolutely decided between the members of the national committee and representatives of the two teams to arrange the details of the games. A move is on to take the seventh game, if one is required, to New York.

A BOOM IN LACROSSE

During the year 1911 the whole of Canada from coast to coast will receive the greatest boom in lacrosse that it has seen since the game was first introduced. This is the opinion of Joe Lally, of Cornwall, who came west with the Nationals of Montreal. Mr. Lally is one of the most enthusiastic lacrosse men in Canada and one who knows the game from beginning to end. He is prepared to do all in his power to stimulate the game and before he leaves for the East he will assist in the organization of school lacrosse leagues in New Westminster, Vancouver and Victoria. He will continue this work as he proceeds eastward and his firm are doubling their working staff in order to supply the increased demand for lacrosse sticks. Here is what the Montreal Gazette has to say about Mr. Lally's trip West:

"Joe Lally, of Cornwell, will witness the struggles at New Westminster between the National and New Westminster teams for the Minto cup. He will leave Cornwall for Toronto this morning, where he will attend the meeting of the board of trustees of the Mann cup, to make final arrangements for the play-off, which will be held in Toronto. Up to the present time Vancouver and Winnipeg are the two teams from the West which have sent challenges for this trophy, and when the C. L. A. championship has been decided the final play-off will take place. There is considerable interest aroused in Winnipeg and Vancouver over the coming matches to decide the possession of this cup, and it looks as though amateur lacrosse is coming back strong. Leaving Toronto Saturday night or Sunday morning, Mr. Lally's first stop on the road out will be Winnipeg, where he expects to stay a day or so. He will go then to Vancouver and from there to Victoria. Beginning with Victoria, it is his intention to assist in the organization of school lacrosse leagues in that city, Vancouver and New Westminster. After the Minto cup games, which he will witness, he will start for home, going to Nelson, Rossland, Calgary, Edmonton, Saskatoon, Regina, Brandon and Winnipeg. In all these places the Cornwall man will endeavor, with the assistance of local enthusiasts, to establish lacrosse leagues in the different schools, by interesting devotees of the national game in a similar manner to which he did in the East, and will be prepared to meet any demands made upon him for sticks, as he is doubling his working staff this year.

Mr. Lally says he has several letters from lacrosse-loving sports in these different places, and is satisfied that Canada, from coast to coast will receive the greatest boom in lacrosse during 1911 that it has seen since the game was first introduced. Joe Lally has done as much, if not more, for the national game than any man in Canada, and has long been considered one of the best and squarest referees in the country. He knows the style of play of both the East and West, and will be able to give a fair and impartial opinion of the Minto cup games on his return east."

For Job Printing of all kinds see the Journal mar.

MARINE NEWS

To Arrive

Friday, Sept. 30.—Camosun from Vancouver.
Cottage City from Seattle.
Saturday, Oct. 1.—Princess Royal from Skagway.
Humboldt from Seattle.
Prince Albert from Masset.
City of Seattle from Skagway.
Sunday, Oct. 2.—Camosun from Stewart.
Prince George from Vancouver.
Monday, Oct. 3.—Prince Albert from Stewart.
Princess Beatrice from Vancouver.
Tuesday, Oct. 4.—Prince Albert from Queen Charlotte City.
Wednesday, Oct. 5.—Prince Rupert from Vancouver.
Cottage City from Skagway.
Thursday, Oct. 6.—City of Seattle from Seattle.
Prince Albert from Stewart.

To Depart

Friday, Sept. 30—Camosun for Stewart.
Cottage City for Skagway.
Saturday, Oct. 1.—Princess Royal for Vancouver.
Humboldt for Skagway.
City of Seattle for Seattle.
Hazelton for Hazelton.
Sunday, Oct. 2.—Camosun for Vancouver.
Prince Albert for Stewart.
Monday, Oct. 3.—Prince George for Vancouver.
Prince Albert for Queen Charlotte City.
Princess Beatrice for Skagway.
Wednesday, Oct. 5.—Prince Albert for Stewart.
Cottage City for Seattle.
Thursday, Oct. 6.—City of Seattle for Skagway.
Prince Rupert for Vancouver.

BANNOCKBURN LEAVING

The steamer Bannockburn, Capt. Bent, expects to get away from this port about Sunday. The G. T. P. is using all expedition to get the cargo of rails off so as to allow of this being carried out. Leaving here the steamer will proceed to Nanaimo and take on coal. She will then proceed to San Francisco and load 7,000 tons of barley for the United Kingdom. The Bannockburn is one of the best appointed steamships engaged in the carrying trade. She can make a speed of 14 knots without any trouble, and Capt. Dent expects to make the trip to Nanaimo in 36 hours.

COMPULSORY WIRELESS

Compulsory wireless legislation requiring vessels carrying passengers and touching Australian ports, will be in force in the Antipodes within the course of a year, is the opinion of Mr. C. E. W. Bean, one of the editors of the Sydney Morning Herald, who arrived in Vancouver a few days ago on his way to London to take up his duties as London correspondent for his paper. Mr. Bean is one of the best known newspaper men in the Commonwealth, and his opinions on matters of public importance are accepted as final by the reading public of Sydney and the surrounding country.

Mr. Bean was especially struck by the work of the wireless apparatus of the Marama, which while lying in Honolulu harbor, picked up a message from the American Naval station at Sitka, Alaska, over 2,500 miles away. The Marama also kept in communication for a distance of 2,200 miles from Sydney, with H. M. S. Powerful, flagship of the Australian fleet. Only for two days was the Marama out of communication with the rest of the world.

"While approaching the Pacific coast it was like coming under the fire of a battery of guns," said Mr. Bean. "As soon as we were out of Honolulu the operator aboard the vessel began picking up the word of the different stations along the American coast and by this means we were able to keep in communication with the rest of the world."

MAY TIED UP

The C. P. R. will not likely have the use of the steamer Princess May again this year. This is due to the fact as anounced some time ago in the Journal that a hitch has occurred in connection with the bids for repairs. The underwriters have considered that the bids submitted for the work of repairing the steamer Princess May in consequence of her stranding at Sentinel Island reef on August 5, are excessive. Seven bids were submitted, the lowest being that of the British Columbia Marine Railway company, of Esquimalt, which agreed to make the necessary repairs, according to the specifications drawn up by the surveyors for the owners and underwriters, for $85,000, the work to be completed within eighty days. The tenders were:—

Heffernan Engine Works, Seattle, $131,200, (including duty), 85 days.

Hall Bros., Eagle harbor, $120,000 (plus duty) 95 days.

Moran Shipyards, Seattle, $125,000 (including duty) 60 days.

Willamette Iron Works, Portland, $105,000, (plus duty) 90 days.

Wallace Shipyard Co., Vancouver, $98,750, 76 days.

Victoria Machinery Depot, $94,200, 84 days.

British Columbia Marine Railway Co., $85,000, 80 days.

The bids were referred to the underwriters in England by cable and a reply was received ordering the steamer afloat. The underwriters cabled to Capt. J. W. Logan, special agent of the London Salvage Association, who is in charge of the business, that they were of the opinion that the bids were too high and that it was not the intention to award a contract. Meanwhile the Princess May has been floated from the ways of the British Columbia Marine railway at Esquimalt, where she was hauled out on being towed to Esquimalt by the tug William —olliffe, of the B. C. Salvage Company, which vessel aided the steamer Santa Cruz, of the Puget Sound Salvage Company in floating the vessel.

The two salvage vessels were engaged under a daily charter by Capt. Logan, who superintended the work of floating the steamer, and the underwriters defrayed the actual expense of the salvage instead of entering into a contract on the "no cure no pay" arrangement as is usual.

Approximately eighty plates have to be handled, about fifty being renewed, and many floors, beams and frames have to be replaced and repaired.

The case of the Princess May is unlike that of the Yucatan. In that case the underwriters have found the bids submitted satisfactory, but the owners contend that the steamer is a constructive total loss and have refused to accept her, even when repaired. In the case of the Princess May the owning company has not advanced the contention of constructive total loss although the amount bid for the repairs is close to the lowest bid put in for the repairing of the Yucatan, $89,950, submitted by the Willamette Iron & Steel Works, of Portland, Ore. The underwriters and owners are still negotiating with regard to this steamer which is tied up at the outer wharf, and it is expected an arrangement will be made in the near future.

Local News

The ladies of the Methodist church will hold their annual banquet on Thanksgiving evening.

The new band organ at the Skating Rink is drawing large crowds to that place. The floor is in splend'd condition for skating.

Residents of Ambrose street, section seven, have asked the city for a plank roadway. It has been referred to the streets committee for report.

L. Crippen has resigned from the provincial government offices. He He has gone south and will later return and look after some interests he has in this part of the province.

The city purchasing agent has been authorized to purchase a clock for the city hall. In future the office hours of the clerk will be from 10 in the forenoon to 4 in the afternoon. This will enable him to devote the remainder of the time to the clerical duties of his office.

The fire and water committee recommended to the council that when necessary the sidewalks might be widened to allow the hose reel to be taken along them without interference while the street planking was torn up. This was agreed to, and the work is already being done. The cost is very nominal, it being necessary to lay a few planks alongside the existing sidewalks. This will preclude any danger of not being able to take the hose reel to any place while the streets are being graded. Another recommendation that was agreed to was that those moving houses should report each night to the fire chief the exact location of the building on the streets.

NEWS OF THE PROVINCE

Items of General Interest From Centres in British Columbia.

Testing Pipes

Vancouver.—City Engineer Clement has reported to the board of works on the tests made by him of vitrified and cement sewer pipe, but owing to there being some doubt existing as to where certain pipes came from which were used in the test, another test will be made in the presence of the board of works, when the various parties interested are to be present.

The tests made were as follows: Two twelve inch cement pipes were subjected to a crushing weight, one cracked at 11,455 pounds and the other at 12,178 pounds. A bursting pressure of 60 pounds was applied to the cement pipe, while the tile pipe stood a strain of 110 pounds without breaking. The specifications called for a strain of 30 pounds. In the absorption test the title pipe had a decided advantage over the cement make. Two tile pipes made in St. Louis stood 99 per cent, and a Victoria make 96 per cent. The dry cement pipe absorbed 47 per cent and 50 per cent, while the wetted pipe stood 75 per cent and 87½ per cent respectively. Owing to the crude facilities at hand these tests were made at a disadvantage. For the tests to be made six pipes of each make will be used.

Christmas Fruit

Vernon.—A fine opportunity will be afforded those having friends in the Old Country to send them very acceptable Christmas gifts this year, and to incidentally give the Okanagan a good advertisement. Many people have, in former years, desired to forward packages of fruit to their friends in Great Britain, but have been deterred by the high express charges and the uncertainty of the fruit reaching its destination in good condition. These difficulties have now been overcome by an arrangement between the Board of Trade and the C. P. R. whereby a shipment of fruit will be sent forward in November at car rates, in cold storage, and will be distributed by an agent in Liverpool to those to whom it is addressed. The charge will probably not exceed eighty cents a box, and it will be handled in such a manner as to ensure safe and speedy delivery in good condition. Mr. H. P. Lee of this city has been authoried by the Board of Trade to take charge of this shipment.

Power Plant

Comox, Vancouver Island.—Engineers are now at work making surveys in connection with the project of the Canadian Collieries, Limited, (Mackenzie & Mann), for the development of 50,000 horse power on the Puntridge river in the centre of the Comox coal field. Within six weeks hundreds of men will be engaged in building a dam across the river and erecting a power plant. About a year will be occupied in completing the big undertaking. The proposed improvements will cost $1,000,000. The electrical energy to be developed will be utilized in operating a system of compressed air haulage in the mines and running various plants as well as fourteen miles of railway connecting the collieries with ore bunkers at Union Bay.

Herd of Goats Annihilated

New Westminster. — Sixty-four Angora goats were killed by the C. P. R. train from Seattle on Sunday evening. The animals had climbed on to the high railway trestle near Clayburn, when the train ploughed through them. A heavy fog prevented the train crew from seeing the herd, which was the property of Mr. Nicholls.

Placers of Goat River

Nelson. — Great excitement has been aroused in the Creston district by the discovery of rich placer gold deposits in the bed of the Goat river.

Ira Beam, an old-time prospector and gold miner, who has passed through some of the greatest gold rushes in western America, including the stampede to Nevada, is the lucky discoverer of these claims.

About a year ago Beam was observed paning gold dust on sections of the Goat river, but it was thought to be only another instance of a prospector's madness. He appeared in Creston on Thursday last with some fine specimens of coarse gold and the news leaked out that he had located two claims just above the canyon in the Goat river. A rush at once was made to the vicinity of the finds. Messrs. Stocks and Jackson and J. McFarland were the first wise ones and they have taken up four claims close to the ones filed on by the original locator. Up to the present time eighteen claims in all have been staked.

A few days ago work at Erickson was entirely suspended while the adult population hastened out to secure claims. Pannings have given fifteen colors to the pan of coarse gold. Traces of the precious metal have been found fifty to sixty feet in the banks of the stream and in the bed of the river gold is believed to be present in paying quantities, as the pannings give better results right down to the water.

A meeting of the claim holders will be held this week for the purpose of forming a syndicate to carry out the necessary fluming and tunnelling to enable the gold to be taken from the bed of the stream down to bed rock, which is about from ten to fifteen feet below the water mark.

The syndicate will be known as the Indiano Group, and all the owners of the various claims being local men, it is believed the money necessary to exploit the properties can be easily raised. The river at the present time is very low and conditions are very favorable for prospecting.

The claims can be worked fully seven months of the year. They are such that they can be worked with a low capital outlay, and the present indications are that a large quantity of the precious metal can be profitably taken from them. The claim owners are anxious to avoid a stampede from the outside, and it is difficult to get the facts as to the real value of the find.

Lillooet Mines

Victoria.—That the upper Lillooet country is rich in mineral deposits which will well repay attention on the part of prospectors, who have heretofore neglected the district, is the opinion of the provincial mineralogist, W. Fleet Robertson, who has just returned to Victoria from this season's second field expedition, which led into this section of the province.

At the Pemberton Meadows, Mr. Robertson found that all available areas have been taken up, and the prices of farming land have in the last few years advanced from $6 to $120 per acre in view of the probability of early railway construction from the Squamish, now reached by three full days' travelling over an indifferent trail. The revival of gold mining on Bridge river (and on Cadwallader creek, more particularly) is very encouraging. The only ore warranting attention under existing transportation conditions is free milling gold, and very satisfactory results are being obtained by a number of small companies now at work on the ground. One of these is the one with which William Sloan, ex-M.P. is prominently identified, and which is working in very good looking ore, which seems to be present in abundant quantity.

It is the expectation that an infinitely shorter route into the Bridge river country will shortly be obtained by the cutting of a trail from Bute Inlet, into which Tatlayoco lake empties by way of the Homathko river. The trail would naturally follow the Homathko by preference along the line of the old Bute Inlet survey but there are a number of bad canyons on the river which will in all probability occasion difficulties for the road builders. The feasibility of the trail has still to be determined by engineer's investigations. This trail if built would bring the Bridge river district within forty or fifty miles of the coast, although the road at present providing the only means of access to the country involves from 300 to 350 miles of travelling.

On a previous trip this season Mr. Robertson had gone in from the 150-Mile House through the Chilcotin country to Tatalayoco Lake and Chilco Lake, finding the water too high to cross with a pack train, and in consequence being obliged to come out and return to the coast by way of the Caribou road.

Brick and Tile

Nanaimo.—The Red Cliff Brick & Tile Company, Ltd., has been incorporated for the purpose of exploiting shale beds at East Wellington, near this city, comprising some 117 acres which have been proved to a depth of fifty feet, estimated to contain sufficient material to manufacture 300,000 bricks a day for over a century, and furnish employment for one hundred men.

This company has been formed for the purpose of taking over and developing a most valuable deposit of shale situate on Vancouver Island, near Nanaimo. The company have had the advice of Mr. Berg, of the Berg Machinery Manufacturing Co., of Toronto, who examined the property and who has had no hesitation in stating the deposit to be of the best and a most valuable material, capable of turning out a first-class grade of brick, as good or even better than the sample.

The company intend installing a Berg plant immediately with a daily capacity of 40,000 bricks.

The company intend manufacturing tile for roofing, and should the market warrant it, all kinds of lavatory ware, the company's shale being particularly suitable for this.

An Immense Map

When the Missouri Pacific railway directors gather for the first time in their new boardroom at 160 Broadway, within a few days, they will have ready for their deliberations a great wall map of the railways of the United States that is probably the largest roller map ever made. The map measures thirty-five feet across and is forty-five feet high when unrolled. In its mahogany frame which takes up nearly the whole of the long side of the Gould boardroom, only a fourth of the depth of the map shows between the rollers at the top and bottom.

The map was made by C. P. Gray, of 130 Fulton street, who constructed the first great map that Mr. Harriman used to study in working out his railroad problems in the Union Pacific boardroom. The new Guild map is considerably larger than that one. The Harriman was drawn to the scale of ten miles to the inch. The Gould map is on the scale of eight miles to the inch. The Harriman map shows the western part of the United States only, coming east no farther than Ohio. The Gould map shows the entire country excepting a part of New England, and in addition covers the continent from the level of the great Canadian trunk lines down to Panama. Every inch of steam railway in the interior covered is shown and Mr. Gray will keep filling in as more track is laid.

The map has been a year in making, and eight men have worked nearly continuously upon it. It was made in sections about ten feet square. These were assembled a few weeks ago on the floor of the Twelfth regiment armory, New York, and sewed and pasted together so skillfully that it requires close examination to detect the juncture lines. Then it was rolled up on its rollers and transported downtown on a theatrical truck.

A shade roller manufacturing company made the two rollers. The big one, which is simply a giant spring roller made of steel, is the largest thing of the kind ever constructed. The manufacturers declined to guarantee that it would work properly, and Mr. Gould had it made at his own risk. The roller is five inches in diameter and thirty-seven feet long. Since it is impossible to construct, even of steel, a tube supported at the ends only that would not sag sufficiently to make the map hanging from it show distortion, Mr. Gray used a roller cradle, which is designed for the Harriman map, which holds the roller up at the middle point. This consists of two smaller rollers, placed just far enough apart under the big one to give a little depression, into which the big one, with the map rolled around it sits. They roll with the big one, and are provided with springs and adjustments to make up for the varying thickness of the rolled-up map, which rolls face-on to the big roller, thus making it so that the little cradle rollers touch only the canvass back of the map.

About a fourth of the depth of the map shows at one time By a crank and automobile chain and sprocket arrangement, a man at one end of the mahogany frame can make the two rollers move in unison and bring any point in the United States down to the eye level. It was Mr. Gould's first plan to have the map rolled by an electric motor, but he was advised that the whole apparatus might be ruined if somebody who didn't know how, should try to work the current and make a mistake. The apparatus now works perfectly, the great map rolling up and down smoothly, without hitch or wrinkle.

The prominent topographical features on the Gould map show up in higher color contrasts than they do upon the Harriman map, and the state divisions, railroad lines, etc., are more distinctly visible from the opposite side of the room. A discussion of the proposed route or connection could be followed by members of the board seated at the long table until they got down to the names of small towns and minute details, when it would be an advantage to go close to the map. The different railway systems and independent lines are variously colored for convenience. The Gould lines are painted in a everything else. It may be of some broad red line, that shows out above significance that the Western Maryland is colored in the same fashion, and the broad red line, with a maze of network above and below, stretches from the headwaters of the Chesapeake clear across the United States to the San Francisco terminus of the newly opened Western Pacific, with the exception of a few inches of dotted line, indicating road under construction or projected near Pittsburg.

J. H. Trodden, superintendent of the Dominion government wharves in the province, was here a few days this week leaving Wednesday for Stewart. He explains that the delay in connection with the approach to the wharf at Stewart is due to necessary timber not arriving when expected.

For Job Printing of all kinds see the Journal man.

LAND PURCHASE NOTICES

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Charles Rubidge Dunsford, of Fort William, Ont., occupation retired, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about seven miles south of the southeast corner of lot 227 and 1½ miles west from shore line, thence east 80 chains thence south 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, containing 640 acres.

CHARLES RUBIDGE DUNSFORD.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Norman M. Patterson, of Fort William, Ont., occupation grain merchant, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 7 miles south from southeast corner of Lot 227, and 1½ miles west from short line, thence west 80 chains, thence south 80 chains, thence east 80 chains, thence north 80 chains to point of commencement, containing 640 acres.

NORMAN M. PATTERSON.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Benjamin Ostrander, of Fort William, Ont., occupation grain merchant, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 7 miles south from southeast corner of Lot 227, and 3½ miles west of shore line, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, containing 640 acres.

BENJAMIN OSTRANDER.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

LAND PURCHASE NOTICES

Omineca Land District—District of Coast, Range Five.

TAKE NOTICE that E. Lucas, of West Carnie, Ont., occupation banker, intends to apply for permission to purchase the following described lands:—Commencing at a post planted at the southwest corner of lot 2287, District of Coast, Range Five, and marked E.L.'s N.W. corner, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, containing 640 acres more or less.

E. LUCAS,
Steven McNeill, Agent.
Dated Sept. 22, 1910. S27.

Omineca Land District—District of Coast, Range Five.

TAKE NOTICE that W. G. Whitesides, of South Bend, Ont., occupation bank clerk, intends to apply for permission to purchase the following described lands:—Commencing at a post planted at the southeast corner of lot 1729, District of Coast, Range Five, and marked G.G.W.'s N.E. corner, thence west 40 chains, thence south 80 chains, thence east 40 chains, thence north 80 chains to point of commencement, containing 320 acres, more or less.

W. G. WHITESIDES,
Steven McNeill, Agent.
Dated Sept. 22, 1910. S27

LAND LEASE NOTICE

Skeena Land District—District of Coast.

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

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

LAND PURCHASE NOTICES

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Thomas Samuel Smith, of Fort William, Ont., occupation contractor, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 7 miles south of the southeast corner of ot 227, and 5½ miles west from shore line, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, containing 640 acres.

THOMAS SAMUEL SMITH.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Nelson Noel Smith, of Winnipeg, Man., occupation contractor, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 9 miles south of the southeast corner of Lot 227, and 5½ miles west from shore line, thence west 80 chains, thence south 80 chains, thence east 80 chains, thence north 80 chains to point of commencement, containing 640 acres.

NELSON NOEL SMITH.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that E. N. Ensworth, of Fort William, Ont., occupation accountant, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 9 miles south of the southeast corner of Lot 227, and 5½ miles west from shore line, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to point of commencement, containing 640 acres.

E. N. ENSWORTH.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Mary Smith, of Fort William, Ont., occupation married woman, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 7 miles south of the southeast corner of Lot 227, and 5½ miles west from the shore line, thence 80 chains west, thence 80 chains south, thence 80 chains east, thence 80 chains north to point of commencement, containing 640 acres.

MARY SMITH.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Frederick Babe, of Fort William, Ont., occupation barrister, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about five miles south of the southeast corner of Lot 227 and two miles west from shore line, thence 80 chains east, thence 80 chains south, thence 80 chains west, thence 80 chains north to point of commencement, containing 640 acres.

FREDERICK BABE.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that James Murphy, of Fort William, Ont., occupation coal merchant, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about five miles south from the southeast corner of Lot 227, and two miles west from shore line, thence east 80 chains, thence north 80 chains, thence west 80 chains, thence south 80 chains to point of commencement, containing 640 acres.

JAMES MURPHY.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Arthur A. Vickers, of Fort William, Ont., occupation agent, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about five miles south from the southeast corner of Lot 227, and two miles west from shore line, thence west 80 chains, thence south 80 chains, thence east 80 chains, thence north 80 chains to point of commencement, containing 640 acres.

ARTHUR A. VICKERS.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that John C. Murray, of Fort William, Ont., occupation capitalist, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about five miles south from the southeast corner of Lot 227 and two miles west from shore line, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to point of commencement, containing 640 acres.

JOHN C. MURRAY.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Alexander C. Moffat, of Fort William, Ont., occupation agent, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about seven miles south from southeast corner of Lot 227 and 1½ miles west from shore line, thence east 80 chains, thence north 80 chains, thence west 80 chains, thence south 80 chains to point of commencement, containing 640 acres.

ALEXANDER C. MOFFAT.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

LAND PURCHASE NOTICES

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Edward Robert Wayland, of Fort William, Ont., occupation grain merchant, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 7 miles south from southeast corner of lot 227, and 3½ miles west from shore line, thence east 80 chains, thence north 80 chains, thence west 80 chains, thence south 80 chains to point of commencement, containing 640 acres.

EDWARD ROBERT WAYLAND.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that William Curtis Lillie, of Fort William, Ont., occupation agent, intends to apply for permisison to purchase the following described lands:—Commencing at a post planted about 7 miles south from southeast corner of Lot 227, and 3½ miles west from shore line, thence west 80 chains, thence south 80 chains, thence east 80 chains, thence north 80 chains to point of commencement, containing 640 acres.

WILLIAM CURTIS LILLIE.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that John Russel Smith, of Fort William, Ont., occupation grain merchant, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about seven miles south from southeast corner of Lot 227, and 3½ miles west from short line, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to point of commencement, containing 640 acres.

JOHN RUSSEL SMITH.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Agnes Smith, of Fort William, Ont., occupation widow, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 9 miles south from the southeast corner of Lot 227, and 3½ miles west from shore line, thencfie east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, containing 640 acres.

AGNES SMITH.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Sidney Smith, of Fort William, Ont., occupation gentleman, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about nine miles south from the southeast corner of lot 227, and 3½ miles west from shore line, thence east 80 chains, thence north 80 chains, thence west 80 chains, thence south 80 chains to point of commencement, containing 640 acres.

Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Ardagh Smith, of Fort William, Ont., occupation agent, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about nine miles south from southeast corner of Lot 227, and 3½ miles west from shore line, thence west 80 chains, thence south 80 chains, thence east 80 chains, thence north 80 chains to point of commencement, containing 640 acres.

ARDAGH SMITH
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that John L. Davidson, of Victoria, B.C., occupation agent, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 9 miles south of the southeast corner of Lot 227, and 3½ miles west from shore line, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to point of commencement, containing 640 acres.

JOHN L. DAVIDSON.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Josephine J. Davidson, of Victoria, B. C., occupation married woman, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 9 miles south of the southeast corner of Lot 227, and 5½ miles west from shore line, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, containing 640 acres.

Arthur Robertson, Agent.
Dated August 20th, 1910. S30

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that James Henry Smith, of Victoria, B.C., occupation agent, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 9 miles south of the southeast corner of Lot 227, and 5½ miles west from shore line, thence east 80 chains, thence north 80 chains, thence west 80 chains, thence south 80 chains to point of commencement, containing 640 acres.

JAMES HENRY SMITH.
Arthur Robertson, Agent.
Dated August 20th, 1910. S30

CANADA'S RAILWAYS

Hon. George P. Graham Gives Interesting Information as to Government Policy

Some Facts Relative to the Aid Granted Transportation Companies in This Country

"Canada's Government Pushing Big Railway Projects" is the heading of an interesting article in a recent issue of the New York Herald from the pen of R. H. Patchin, the correspondent of that great journal who accompanied Sir Wilfrid Laurier on his western tour. It is in the form of an interview with Hon. George P. Graham, minister of railways and canals, and includes an accurate character sketch of that able statesman:

"It is thed uty of the government to provide transportaion facilities for every part of the Dominion. We believe this the best way to build up a nationality. Until all the people of Canada have facilities for sending their produce cheaply to market the government's duty wil not have been discharged."

Mr. George P. Graham, Dominion minister of railways and canals, made this statement to a Herald reporter in his car on a special train which was bearing Sir Wilfrid Laurier, Prime Minister of Canada, through the West. The Premier's "swing around the circle" was undertaken to permit him to get into close touch with the new population of the West, and his minister of railways has been an important factor in the success of the political pilgrimage. With its vast areas Canada is vitally dependent upon transportation. The greatest agencies in the opening of the prairie provinces to settlement have been the government's immigration policy and the booming of the "last Great West" by the railways.

The Laurier government is playing years ahead of the game in projecting new transportation lines and aid their construction by private enterprise. Sir John A. Macdonald, the great Conservative leader, made possible the construction of the Canadian Pacific railway, greatest of all transcontinental systems. That line was driven across the land as a consequence of confederation and for the purpose of substantially linking British Columbia with Eastern Canada. Since that time the post of minister of railways has been one of the most important at Ottawa.

Mr. George P. Graham was a minister's son. His profession was journalism, but he left the editor's sanctum of the Brockville, Ont., Recorder for politics. The leaders buckled on his spurs and invited him to take the railway portfolio under the Laurier government after he had done valiant service for the Liberal party in the provincial government of Ontario at Toronto. Today with their Premier sixty-nine years old, the active workers of the Liberal party have to look ahead to a time when the personality of Sir Wilfrid Laurier will no longer be their greatest asset. Many of them believe the mantle will descent to George P. Graham.

Irish, tall, gray and calm, Mr. Graham is an effective influence in conferences with railway kings, in debates in the House of Commons or on the stump. It is not known what kind of letters he writes to his successful sons, but more than a suspicion is justified that they would be good reading for all requiring level-headed, unemotional, shrewd advice.

During the Premier's journey Mr Graham is usually placed last on the programme of speeches at public meetings. It is no easy task to rise at a quarter past ten o'clock and hold an audience of three thousand persons with a discoure on railway building. Yet that is exactly what Mr. Graham did at Saskatoon, at Humbolt, at Regina, and a doen other points. His platform manner is as forceful, although not so gesticulative as Colonel Roosevelt's, as shrewd as Mr. Leslie M. Shaw's, and as earnest as President Taft's. Nor could Senator Chauncey M. Depew more toothsomely "jolly" the women who make up an interesting portion of western audiences.

One Grahamesque bit is worth remembering: "Some men," he told the Canadian club at Moose Jaw, "have a wishbone where their backbone ought to be."

When asked to outline for the Herald the government's general scheme of railway enterprise, Mr. Graham made it plainfi as has the Premier, that the government was not inclined toward public ownership of railways, but preferred to provide the country with transportation facilities by aiding private enterprises and subjecting systems to the most rigorous government control.

"The government has already a railway, the Intercolonial, 1,447 miles long," said Mr. Graham. "It was built not as a commercial enterprise, but at an obligation of confederation. Through entering confederation the Maritime provinces were wrenched from their natural channel of trade with the United States. To link them closely to Quebec and Ontario it was necessary to build the Intercolonial, operating between Montreal and St. John and Halifax. If we had it to do today I do not believe the Intercolonial would be constructed as a goverament owned line.

"The necessity for railway construction, especially in the West, is astounding. We have a greater area than the United States. The Republic has 229,300 miles of railway for its 90,000,000 inhabitants. We have 24,104 miles for our 7,000,000 inhabitants. The United States has a mile of line for every 365 persons. Canada has a mile for every 300 persons. That is the greatest per capita mileage of any nation in the world, but in proportion to our area we have the smallest mileage, only six-tenths of one mile per 100 square miles.

"When the Canadian Pacific was built the most optimistic could think of Canada as little more than a thin line on the horizon. We felt we need not go far from the track in either direction. Since that time the country has undergone a marvellous change. Vast areas hitherto deemed unproductive have been converted into the most valuable farm land in the world. Resources unsuspected when Sir John Macdonald aided the Canadian Pacific railway have been developed.

"We now have not only the Canadian Pacific crosisng the continent, but(through the government's policy the Grand Trunk Pacific is being constructed. The Canadian Northern will be operated as a transcontinental railway in three or four years. That makes three transcontinental lines. I believe there will be need for another great railway system to open up the fertile wheat valleys of the Peace River country, in Northern Alberta, toward which settlers are already making their way.

"The next important step is to provide feeders for these great lines which will permit the farmers to ship their produce cheaply to market. It will benefit the country but little for us to bring in new peoples unless they have the means of shipping their wheat, their stock, their timber and their minerals to the markets of the world.

"A tremendous amount of money has been expended by the Dominion government in aiding the construction of railways. We pay bounties, usually amounting to $6,500 a mile, to corporations undertaking to build railways where they are most needed. The provincial governments frequently give additionally. In some instances, where it would be difficult otherwise to finance a railway, we guarantee the bonds. This was done in the case of the Grand Trunk Pacific railway from Winnipeg to the Pacific Coast. The government undertook the construction of the line from Winnipeg to Moncton, N.B. Together the government and the Grand Trunk Pacific Railway company have expended $104,000,000 on this project. It is a large sum, but it is a great railway, touching none but Canadian soil, and built on the lowest grade in America. When completed it will have a ruling grade of six-tenths of one per cent, against west bound traffic and four-tenths of one per cent against east bound traffic, which will permit a locomotive on this line to haul with the same energy twice as great a load as any of the great lines now spanning the continent. This must mean a lower expense of operating, therefore, a lower average freight rate.

"While the hauls are generally longer in Canada than in the United States the freight rates in this country are cheaper. This can be demonstrated by comparison of figures, but it is our desire not to rest content with present conditions, but to do everything to permit the establishment of even cheaper trade routes. The best regulator of freights is a water route.

"At the present time the natural route for the shipment of western grain to Eastern Canada and to Europe is by way of the great lakes, through the terminal elevators at Fort William and Port Arthur. From those elevators steamers take the grain to Montreal or to railway terminal points on Georgian Bay. The fact that the eWlland canal is now only fourteen feet in depth prohibits shipment direct from Port Arthur to Montreal in the largest vessels. The government recognizes the necessity of deepening the Welland canal to twenty-two feet. This will permit the shipment of grain from the head of Lake Superior to Montreal for three and a half cents a bushel. That will mean a tremendous saving to the western grain grower, but it is not the only advantage which we have in view for him.

"In the old days the missionaries, fur traders and Indians came from Eastern Canada to the West by following the Ottawa river, the Mattawa river, Lake Nipissing and the French river into Georgian Bay. By constructing only twenty-six miles of canal and connecting it with straightened channels and dredged river courses we can make this route a navigable waterway from Georgian Bay to Montreal, cutting off more than four hundred miles from the lake route now followed.

"In addition to this, and more immediately in prospect, is the Hudson Bay route. Glance at the map and you will see that Hudson Bay lies as far west as Lake Superior and that Fort Churchill and Fort Nelson, on its western coast, are as far west as Duluth. Fort Churchil is 2,926 miles from Liverpool. For generations the feasibility of a railway connecting the prairie provinces with Hudson Bay has been discussed, but not until two years ago did the Dominion government take it up. It is our puopose to have constructed a railway from La Pas, on the Saskatchewan river, running either to Fort Churchill or Fort Nelson, whichever is found to be the more suitable terminal. This will bring the heart of the wheat raising country within 3,500 miles of Liverpool, the world's wheat market. The shortest route via the great lakes or Eastern Canada ports is 1,500 miles longer.

"We have sent two ships into Hudson's Bay this summer to determine the relative merits of Fort Churchill and Fort Nelson. I incline to the belief that Fort Nelson is the better port, for it affords facilities for the creating of a large harbor, for docks, and for the terminal grain elevators which must be an important factor in this new transportation system.

"It has not yet determined precisely by what means this line will be built. Some railways already operating in Canada doubtless would be glad to construct the line with government aid. There is an element however, which is strongly of the opinion that the government should build the line itself and operate it when completed.

"It is not only a question of building a railroad, however. A steamship line must be operated in connection with it. I would favor the construction of the railroad to Hudson Bay, even were there no prospect of steamship connection with Europe. A few years ago the provincial government of Ontario projected the Temiskaming and Northern Ontario Railway, a line designed to reach James Bay, an arm of Hudson Bay, We thought it would open up only an agreeable summer territory and bring within reach a certain amount of pulp wood. Before the construction had long proceeded the workmen began to pick nuggets out of the rich ground, and today Cobalt is the richest silver-mining region in the world.

"The Hudson Bay route should be an effective regulator of transcontinental freight rates. Whatever method is pursued in the development of this route, the line will be subject completely to the supervision of the Dominion board of railway commissioners. That body has been given greater powers than any similar tribunal in the world. A sincere effort has been made to divest it of a high judicial character in the sense that complainants are made dependent upon lawyers in the presentation of grievances.

"Transportation stands as the greatest question before the Canadian people. Already the Dominion, provincial and municipal governments have aided the construction of railways, including the Intercolonial and Grand Trunk Pacific, to a total money value of more than $420,000,000. The capital invested in Canadian railroads is nearly $1,500,000,000. Guarantees authorized from time to time have been invaluable in enabling promotion of railway projects beneficial to the country. Moreover, we expend large sums annually in steamship subsidies, making possible direct steamship connection between Canada and foreign markets.

"It is my theory that we soon will carry not only all our own trade over our own transportation lines, but that we will have established such direct routes and such low rates that we will be hauling much of the produce of our good friends the Americants. With our Welland canal deepened to accommodate the largest lake freighters there will be a much lower rate on wheat from the head of the lakes to Montreal than there is now. It will be lower than any present or prospective route to New York. Shippers tell me that with the Georgian Bay canal completed a still lower rate will be possible. The Americans ar shrewd. It stands to reason they will ship by the cheapest route, and this will mean increasing traffic for Canadian trade routes."

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

Quotations given on short notice in all lines.

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We handle Plaster and Lime at reasonable prices

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WE ARE SOLE AGENTS

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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.

CONTINUED PROSPERITY

Bank Reports Show That Canada is Experiencing Good Times

Regarded as a business barometer, the monthly official report of the Canadian banks, just issued by the finance department, indicates continued commercial expansion.

The statement shows that during August the banks met the enhanced demand by increasing their loans by $5,0400,000 and their circulation of bank and Dominion notes by $2,500,000, while at the same time adding to their own reserve and assets.

A feature of the showing is the withdrawal of the banks' credits abroad for employment at home.

On August 31, current deposits in the banks in Canada stood at $256,613,172, an increase of $4,974,650, as compared with July. Savings deposits in the banks increased by nearly $7,000,000 during the month, namely from $538,364,371 to $545,357,452.

The circulation of bank notes increased by $675,307, and of Dominion notes by $1,999,525.

Call and short loans in Canada increased by $246,740, while similar loans made by Canadian banks abroad were reduced by $1,988,749.

Current loans in Canada representing the banks advances to business enterprises stood at $657,813,770 on August 31, an increase during the month of $4,805,434.

Current loans abroad were reduced by about $2,000,000 as compared with the July statement. The return for August shows that the banks increased their assets by $12,595,091, and decreased their liabilities by $11,423,237, while the reserve was increased by $393,701.

"I'm just as sick as ever," complains the patient. "And you claimed to be able to cure me by mental suggestion. You're a fake!"

"I'm not!" hotly retorts the mental healer. "How can I make any mental suggestions if there isn't a mental terminus for the suggestion to reach?"

IN THE COUNTY COURT OF ATLIN HOLDEN AT ATLIN

In the matter of the Estate of Thomas D. Kearns, deceased, intestate

All parties having claims against the above Estate are required to forward the same, with full particulars thereof, duly verified, to the undersigned, not later than the sixteenth day of February, 1911, after which said date the Estate of the said deceased will be distributed amongst those entitled thereto.

Dated at Atlin, B.C., this nineteenth day of August, A.D. 1910.

PATRICK FOLEY,
Administrator.

A6-08

NOTICE TO CONTRACTORS

Graham Island School

SEALED TENDERS, superscribed "Tender for Graham Island School," will be received by the Honourable the Minister of Public Works up to and including Monday, the 10th day of October, 1910, for the erection and completion of a small one-room school building at Graham Island, one of the Queen Charlotte Islands, Skeena Electoral District.

Plans, specifications, contract and forms of tender may be seen on and after the 12th day of September, 1910, at the offices of John L. Barge, Secretary to the School Board, Queen Charlotte City; the Government Agent, Prince Rupert; the Mining Recorder, Jedway; and the Department of Public Works, Victoria.

Each proposal must be accompanied by an accepted bank cheque or certificate of deposit on a chartered bank of Canada, made payable to the Honourable the Minister of Public Works, for the sum of $125, which shall be forfeited if the party tendering decline to enter into contrac. when called upon to do so, or if he fail to complete the work contracted for. The cheques or certificates of deposit of unsuccessful tenderers will be returned to them upon the execution of the contract.

Tenders will not be considered unless made out on the forms supplied, signed with the actual signature of the tenderer and enclosed in the envelopes furnished.

The lowest or any tender not necessarily accepted.

F. C. GAMBLE,
Public Works Engineer.

Public Works Department,
Victoria, B.C., September 7, 1910.

EXAMINATION FOR INSPECTOR OF STEAM BOILERS AND MACHINERY

Examinations for the position of Inspector of Steam Boilers and Machinery, under the "Steam Boilers Inspection Act, 1901," will be held at the Parliament Buildings, Victoria, commencing November 7th, 1910. Application and instruction forms can be had on application to the undersigned, to whom the former must be returned correctly filled in, not later than October 24th, 1910. Salary $130 per month, increasing at the rate of $5 per month each year to a maximum of $150.

JOHN PECK.
Chief Inspector of Machinery,
New Westminster, B.C.

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Seventeen Cents a Day

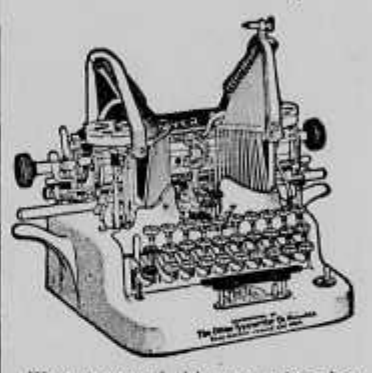
Please read the headline over again. Then its tremendous significance will dawn upon you.

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

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

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

Yours For 17 Cents a Day



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

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

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

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

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

A Quarter of a Million People are Making Money With

The OLIVER Typewriter

The Standard Visible Writer

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

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

"An Oliver Typewriter in Every Home!"

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

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

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

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

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

CANCELLATION OF RESERVE

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

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

The Hazelton Nine-Mile Mining Co'y.

The Lead King

Men who foresee the possibilities of the Nine-Mile country are buying NOW. The thinking public does not want investments which take such advertising as "luck," and "take a chance." The people who are buying Hazelton Nine-Mile Mining Co. stock at 15c are those who have investigated. This is no proposition for the sentimental. Would you rather wait and pay more?

50,000 Shares Only at 15c Per Share

FOR FURTHER INFORMATION CALL OR ADDRESS

The F. T. BOWNESS BROKERAGE CO.

PHONE 77 Office: Dawson Building, Third Avenue, Near Sixth Street PHONE 77

WOMAN'S AUXILIARY

Ladies of City Organizing to Assist in Hospital Work Here.

Another Meeting Will be Held Oct. 4 —Plans Already in Hand For Raising Funds

A woman's auxiliary in connection with the local hospital now being built has been organized as a result of the move made by the board of directors at the last meeting.

In response to the call of the directors about twenty or twenty-five women met in the board of trade room Wednesday afternoon.

Several members of the general association were present and explained the necessity for organization of a woman's auxiliary.

After the members of the association had withdrawn, discussion followed among the ladies which resulted in the election of officers as follows:—

President—Mrs. Eggert.
Vice-president—Mrs. Tite.
Secretary—Mrs. McCaffrey.
Treasurer—Mrs. Stork.

Various plans for the raising of money were sugegsted and it was resolved to give a series of popular entertainments. The following committees were appointed:—

Dance committee, with Mrs. A. Manson, convener, to arrange for a ball to be given about October 14.

Concert committee, consisting of the officers who are to interview the school principal and teachers to secure their co-operation and if possible arrange for a school concert about October 28.

Tag day committee, with Mrs. Craig convener, to arrange for date or dates, etc., and report at the next meeting.

There will probably be two more balls given under the auspices of the auxiliary—one about the New Year, if it does not conflict with other balls—and another later; also a bazaar and food fair about Easter, and, if possible, another concert or two.

At present the auxiliary has not imposed a membership fee, though it may be necessary in order to keep the work properly before the eyes of the members. It is desirable, however, that every woman shall take an interest in this work.

A meeting is called for Tuesday next, October 4, in the board of trade rooms to hear reports and make further arrangements.

—o—

At the last meeting of the city council it was decided to grant the request of Police Magistrate Carss, who asked for copies of the plans of the city, copies of bylaws and a late edition of Crankshaw. This was done in view of the police magistrate stating that an aplication to quash a conviction made by him relative to a launch on the waterfront had been made on the ground that he had no jurisdiction in the case as it was outside the city limits.

FINANCES OF THE CITY

(Continued from Page One)

instance in case. Mr. Hays had himself asked him (the mayor) and Ald. Barrow that this should be treated privately. They were asked by Mr. Hays to go back and confer with the council on the matter.

Ald. Mobley felt that the situation would soon be relieved. He felt like the previous speakers on the matter of the publicity given to the matter, but be felt that the Bank of of Montreal would probably find upon looking into the ful. statement to be made that the situation was such as to permit of the money being advanced. If it did not do so he felt there were other sources from which the money could be got.

Ald. Hilditch said he felt that the Board of Trade was open to criticism most strongly in trying to stampede the council in this matter He did not like to critize any one as all were liable to err. He did not Trade. The press were to be criticised but not so strongly as the Board of Trade.

Ald. McIntyre said he concurred with what had been said but he felt that there was no need to be discouraged. The money would be forthcoming from other quarters if the bank concerned did not advance it. The credit of the city was good.

Ald. Pattullo was pleased to see the unanimity which prevailed at the council board. He felt that this was only a temproary set back. He would have liked this kept back if possible in the public interest.

His Worship said that the council had been subjected to criticism all along even though the members of the council had worked as hard as possible. The object was to belittle the council, but they had attacked the credit of the city. No one would regret this more than the G.T.P.

Ald. Mobley said he felt the Bank of Montreal would not turn the city down for any length of time. The delay was severely felt. He knew that they could get the money in other qunrters.

Ald. Lynch thought there was no need to feel uneasy in the matter as far as the bank was concerned. The city was well able to handle its finances independent of any taxes from the G. T. P.

Ald. Hilditch thought it would be advisable if the press would not give publicity to this situation that had arisen.

His Worship said Mr. Hays had been the first one to suggest that there should not be any publicity given to the matter. Mr. Hays himself had been the first one to give publicity to this.

A motion to stop work until the finance committee should report upon the financial situation was opposed by Ald. Hilditch, who said he believed that a report from the finance committee would be forthcoming in a few days that would result in work going right on.

Ald. Lynch said that the stopping of work was probably the wisest course until the financial situation was cleared.

The motion to go on no further with the calling of tenders in section one until the financial situation was adjusted was carried.

—o—

ELECTRIC LIGHT SITE

The special committee having in hand the question of a site for an electric plant, has recommended the purchase of lots 44 and 45, block 17, section one at a cost of $5,000. The site is on Third avenue, below the Market Place, east of the Westholme lumber yards, and convenient to the waterfront.

Ald. Pattullo moved that the mayor and clerk execute the necessary conveyance.

The purchase of this site will enable the council to instal a plant there in case the Seal Cove location is not available as has been reported.

READY FOR TENDERS

(Continued from Page One)

ployed by the contractors on the work is to be $3 a day and for any portion of a day 37½ cents a hour. The men are to be prohibited from being worked more than eight hours a day. Sunday labor is to be prohibited. Pay days shall be fortnightly.

Ald. Pattullo wanted to know if this fortnightly pay day might not work a hardship on the small contractor.

Ald. Lynch said that he thought it would be a safeguard to the city where a small bond was called for. He also suggested that a pay roll should be produced before the payment was made on the estimated work. This was agreed to and was to be incorporated in the contract.

The McMordie Contract

His Worship explained that he had seen Mr. McMordie in the matter of the trouble with his men. Mr. McMordie had explained that it was optional with his employees whether they worked longer than eight hours a day. If they were agreeable to working overtime they were paid at the same rate. He had assured him (the mayor) that he would not be able to work longer than eight hours a day much longer as the days were getting shorter. Mr. McMordie also intimated that he would shortly increase the staff he had at owrk, dividing it into several sections.

His Worship said that he believed they would not hear much further complaint in this matter.

Ald. Hilditch wanted to know if that was a new stand taken by Mr. McMordie or did he take that stand before he discharged the men.

His Worship said he had not taken that up.

Dumping Grounds

The streets committee on the report of the engineer that the work would not be delayed any in consequence of raising the grades in certain parts recommended that the grade be raised on Third avenue between Seventh and Ninth streets and also the raising of it between McBride and Fulton.

This work, it was explained, could be done and would work no inconvenience in letting the contracts at once.

Ald. McIntyre said he only moved the other night to proceed without wainting for any charge in grade because he did not want to see the work held up. He agreed with the city engineer that it would be well to alter the grades in some measure and as it could be done without holding up the work he favored this move.

The report was adopted.

—o—

Most of the eastern colleges will open next Monday for the fall and winter term. Mr. Robson, druggist, who has been employed at Orme's drug store, left last week for Montreal to take up third year work in medicine at McGill University. A car of western students for various colleges in the East left last week from Vancouver for Montreal.

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Nanaimo Beer

the best local beer on the market. We also carry a complete stock of all standard brands of

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—o—

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RATES, FIFTY CENTS AND UP

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

IN THE SUPREME COURT OF BRITISH COLUMBIA

Between:

John Jacobs, Frank Johnson, and Charles Carlson, carrying on business as Contractors under the firm name or style of Hawkins & Co., Plaintiffs.

And

C. Peterson, C. Larson, and C. Anderson, Defendants.

To C. Peterson, and C. Larson, of Prince Rupert, in the Province of British Columbia:

YOU are hereby required to take notice that a Writ of Summons was issued in the Supreme Court of British Columbia, Victoria Registry, against you, C. Peterson, and C. Larson, and C. Anderson, at the suit of John Jacobs, Frank Johnson, and Charles Carlson, carrying on business as Contractors under the firm name or sty'e of Hawkins & Co., on the 29th day of November, 1909, claiming to have it declared that the Defendants on or about the 15th day of January, 1909, withdrew from the partnership business then being carried on by the Plaintiffs and ceased from said date to have any interest therein, having abandoned the same and that they thereby forfeited all right in or to any of the monies earned by such business under and by virtue of a contract entered into with D. A. Rankin in or about the month of August, 1908, and completed on the 13th day of November, 1909, to do certain work upon a portion of the Grand Trunk Pacific Railroad near Prince Rupert in the Province of British Columbia, and for an account and for a receiver, and that you are thereby required to cause an appearance to be entered for you at the Victoria Registry of the Supreme Court aforesaid and that in default of your so doing the Plaintiffs may proceed therein and judgment may be given in your absence.

And you are further required to take notice that by an order of the Honourable Mr. Justice Gregory made in the said cause on the 22nd day of September, 1910, service of the said Writ of Summons upon you C. Peterson and C. Larson was ordered to be effected by serving Lewis W. Patmore, Barrister-at-Law, with a copy of the Writ of Summons herein and a copy of the order now being recited and by publishing notice of the said Writ of Summons and order in the Prince Rupert Journal for six issues thereof. And that you be required to appear to the said Writ of Summons within eight days from the last publication in the said newspaper or from the service on the said Lewis W. Patmore whichever should last happen and that the same should be good and sufficient service upon you of the Writ of Summons in the said action.

Dated this 23rd day of September, 1910.

Yours, etc.,
J. A. AIKMAN,

Solicitor for the Plaintiffs, whose address for service is at the office of the said J. A. Aikman, Imperial Bank Chambers, corner of Yates and Government streets, Victoria, British Columbia. S27

Fred Stork

General Hardware

...Complete Line of...

VALVES

Pipe and Pipe Fittings

CANCELLATION OF RESERVE

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

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

Hear the Truth

There's nothing about a set of harness that requires such careful attention, in both leather and workmanship, as traces and collars, there's where the strain lies, there's where we excel, though we are just as watchful as to every other detail of a complete set of harness, be it for heavy or light work.

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