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VOLUME II | Published Twice a Week. | PRINCE RUPERT, B. C., TUESDAY, JULY 4, 1911 | Price, Five Cents. | No. 5

AGAIN IN TROUBLE

Ald. Newton is Opposed to Any Enabling Measure in Connection With License Bylaws.

He Retails Reports Which He Has Heard Concerning Members of Council and Commission

Ald. Newton was again at the council board last night taking his place without comment. Throughout the first part of the meeting he showed no special disposition to consume time with speeches for which he has become somewhat famous, and there was a prospect of a fairly early adjournment.

The liquor amendment bylaw, however, gave the scope for his oratory and resulted in the council sitting until after midnight. Ald. Newton was in his usual form and proceeded along sensational lines.

The bylaw was committed with Ald. Morrissey in the chair. The bylaw is a simple one, introduced by Ald. Kerr. It provides for the suspension for two months of the clause in the liquor bylaw which insists upon an application being filed for a renewal of a license.

Ald. Newton wanted to know what was the object of suspending the rule for two months.

Ald. Kerr said that if the bylaw was read it would be seen that only one hotel could secure its license.

Ald. Newton said he did not find an answer in this.

Ald. Morrissey explained that there had been certain formalities that had not been complied with relative to securing a renewal of license. The amendment, as he understood it, would permit of the granting of the license.

This did not satisfy Ald. Newton and some other members of the board.

Ald. Newton said that the business had been decidedly botched from first to last. He had no more respect for the actions of the present license board than he had contempt for the old board of last year. The actions of the new board, as of the old board, had been carried along in a high-handed fashion, so that the public got heartily sick of it. This amendment was made he had no hesitation in saying, for the purpose of covering up dirty work by the commissioners. The council had no business to alter the bylaws to shield the commissioners. He had no intention of taking such a stand. He opposed this amendment because he felt that the liquor business was not conducted in a way to bring credit.

There were little plans being concocted. There had been some "frame-ups" of late so that ugly rumors were floating about and names of members of the council were being connected with contracts, etc. It was a disgrace that members of the board were so connected.

Speaking for the mayor, he did not believe he had any concern or any part in anything that had taken place of late. He would have preferred to have seen affairs going along in the smooth way in which it was done up to a few weeks ago. While the mayor was not tarnished in the least, in any of these moves, he felt that none of the other members of the council should be in a position to lend themselves to suspicion.

Ald. Kerr said that Ald. Newton misunderstood the intent of this. He had brought the motion in because there was only one licensed house in town that had complied with the regulations. It was up to the council.

Ald. Douglas said that he corroborated what Ald. Newton said. There were hard feelings against the license commissioners. They turned down Mr. Brown.

His Worship said that his idea of this was that the amendment was introduced to allow the licensing of the Savoy Hotel. The board had been criticised a good deal because it did not grant a renewal before. The board took the stand that it could not violate the regulations which forbade a license to a house within a distance of a church within which the Savoy came. The court had ordered a license to the Savoy and it had been granted.

There was a technicality in connection with the application for a renewal which made it impossible to legally grant it.

He stated that as far as he was concerned if there was any way of dealing with the Savoy license without that, he was prepared to abide by it. He was not concerned about granting licenses. He would not as long as he sat as a commissioner issue licenses except in conformity with the law.

Ald. Clayton was surprised that bottle licenses were issued. He was surprised that liquor men with the business ability they were supposed to have and so well represented as they were, should come here with the statement that a mistake had been made and this bylaw should be asked to be amended so soon. He felt that the hotel licenses could be renewed without this move, and therefore did not favor the amendment.

Ald. Hilditch rose to speak, stating that he did not care personally whether any of the licenses were renewed. He proposed, however, to deal with some personal remarks.

Ald. Morrissey, the chairman, said he would not permit personal references any longer. They must confine themselves to the question.

Ald. Hilditc hsaid he only wished to refer to the insinuations by Ald. Newton, which were absolutely cowardly.

Ald. Newton "always cowardly, of course." He then proceeded to say that it was cowardly to issue a challenge and then back down.

Ald. Hilditch said he never backed down.

Ald. Douglas attempted to get into the fray in defence of Ald. Newton, when Ald. Hilditch turned on him and said he saw him (Ald. Douglas) and Ald. Newton framing this up long before this. Ald. Newton, he said, made a charge that certain aldermen were mixed up with contracts and with licenses. Ald. Newton should not be allowed to make such charges.

Ald. Newton said that he stated that people were saying it.

Ald. Hilditch contended that this was a cowardly way of putting it.

After some further cross-fire, Ald. Morrissey ruled that Ald. Newton

(Continued on Page Four)

SERIOUS RIOTS

(Special to The Journal)

GLASGOW, July 4.—Serious rioting marked the Seamen's strike last night. The strikers cut the moorings of two vessels and allowed them to drift into the river. Several strikers were arrested by the police. Many rioters have been arrested.

KEEN COMPETITORS

Prince Rupert Shows That it Has Athletes equal to Those to be Fonnd Anywhere.

Under Trying Circumstances the Events of Dominion Day Were Carried Out by Committee

The competitions in the land and aquatic sports in the city on Dominion Day were keenly contested and local athletes showed themselves worthy of any company. The time made in the various events was a credit to those taking part.

In the forenoon the water contests were held in the waters of the harbor when interesting races were given. There is always keen interest in the motor boat race. The Kayex, long the holder of the cup, this year was forced to take a back place. The race was a handicap one. The Rover, Captain Partington, although the last to get away under the handicap rules, was the first in taking first place, with the launch from the hydrographic steamer Lillooett second.

The canoe and rowing races were keenly contested. In the crab race, Melville, one of the competitors, tipped his canoe and had to be picked up from the water.

The six-oar race between crews from the Lillooet and the Longshoremen, was won by the latter in easy style, the winners pulling a very steady course.

Land Sports

In the afternoon the scene was transferred to the corner of McBride street and Sith avenue, where the land sports were held. This year brought together a number of new athletes. Everywnere the familiar colors of the Baptist Brotherhood were to be seen showing that Rev. W. H. McLeod is giving marked attention to the development of the physical side of the young men. Mr. McLeod, as a starter, gave eminent satisfaction during the day. Mayor Manson and Frank Mobley looked after the tape at the judges' stand.

The ten-mile race proved a very interesting one. Nicholson, a phenomenal runner, winning in easy style, making the distance over anything but an easy course in one hour's time. With a steady gait he acquired the lead in the first half mile and never again lost it. His last mile was made in practically the same time as the first one. Watson,

(Continued on Page Eight)

PROMOTION LISTS

Results of the Public School Examinations Held in the City.

Pupils Who Won Honor Rolls During the Term Which Has Just Closed

The results of the promotion examinations in the public school have been compiled by the teachers and now made public. As some rearrangement of the classes may follow the opening of a room in the business part of the city after the holidays, it cannot be finally decided in every case in what room the pupils will be placed.

The results of the examinations show the following:

DIVISION I

In Division I ten candidates have just written on the papers for high school entrance. Results will be published from the education office in about one month.

The following pupils will constitute the graduating class for 1912:

Chesleigh Moore,
Arthur Manson,
Elsie Dunn,
Sarah MacLeod,
John Dowling,
John Christiansen,
William Stephen,
William Rowell,
Arnold Dunn,
Walter Smith.

To this list will be added new pupils who come into the city and others who may fail to make the required percentage at the current examination.

(Continued on Page Eight)

GOOSE BAY MINES

Manager McDonald of the Granby Company Has Good Force Steadily Employed.

He Paid a Short Visit to Prince Rupert—Mr. Sylvester Is Expected Shortly

The development at Goose Bay is expected to be very rapid this summer. The Granby Company, which has a reputation for saying little before work is actually under way, is showing activity which promises well for the camp.

Mr. McDonald, the superintendent in charge at Hidden Creek, paid a short visit to Prince Rupert last week on business connected with the company. He had little to say as to the work or as to the plans of the company. He has a good force of men engaged in development work on the properties acquired from M. K. Rodgers, and there is also an investigation into adjoining properties being prosecuted with the object of purchase if all is found satisfactory.

DROWNING ACCIDENT

Wife Loses Life While Husband Is Saving Their Son from Death

(Special to The Journal)

HAMILTON, Ont., July 4.—Their skiff colliding with the steamer Turbine, Edward Shepherd and his son had a narrow escape from drowning here, while Mrs. Shepherd met her death. Her husband was unable to save her, having swam with the son to safety and the wife sinking before he could return.

GARBAGE DISPOSED

Weston Will Be Asked to Start Upon His Work at Once as the Old Company Has Ceased.

The Scow Will Be Moored at the Davis Wharf to Take on Material

The garbage question was before the council last evening again. It came up on the request of the sanitary inspector that Mr. Weston be requested to start work today and also on a report from the city engineer relative to the scow and its place for taking the garbage. The engineer recommended the Davis wharf as the place for having the scow moored. It was suggested that the waterfront now being granted by the Grand Trunk Pacific and the government might be utilized. It was pointed out, however, that before that was done a roadway would have to be built to it. The Davis wharf will be used in the meantime.

The sanitary inspector wrote that the Prince Rupert Scavenging Company had ceased to gather garbage and in consequence attention was required to overcome the conditions resulting. He suggested that Mr. Weston be authorized to begin the work at once.

His Worship said that the city solicitor had in compliance with the request of members of the committee been that day taking steps to have the contract entered into.

Ald. Douglas thought the agreement should be forthcoming before he started upon his work. Why was this contract so long in being prepared?

Ald. Kirkpatrick felt that the work done by Mr. Weston would be without prejudice until the agreement was entered into.

Ald. Hilditch said that neither the city solicitor nor the council were to blame for the agreement not being signed. The old scavenger had until July 15 to run.

Ald. Morrissey thought that the old scavengers might be compelled to live up to the terms of their license. In any event the agreement with Mr. Weston should date from the time he started work.

It was finally agreed, upon motion of Ald. Hilditch that Mr. Weston should be allowed to enter upon his duties upon condition that he agree to do the work at the rate set forth in the agreement.

WAPPENSTEINGUILTY

Former Chief of Police of Seattle is Held to Have Accepted a Bribe While in Office.

It Is Not Intimated When Sentence Will Be Passed Upon Former Head of Force

(Special to The Journal)

SEATTLE, July 4.—Former Police Chief Wappenstein was found guilty last night of accepting a bribe of $1,000 last August for permitting Tupper and Gerald to operate crib houses. This is the second trial for Wappenstein, the first jury having disagreed. No intimation is given as to when sentence will be passed on him.

IN CAUSE OF PEACE

(Special to The Journal)

WASHINGTON, July 4. — That Germany will not be far behind Britain in her acceptance of the principle of unrestricted arbitration of all issues including those involving national honor, is regarded here as practially certain in view of recent developments.

Awarded Contract

On the recommendation of the city engineer, endorsed by the streets committee of the council, it was decided to award the contract for sewer pipe to Handasyde & Hurt, the lowest tenderer, at a cost of $2,660.

SOCIAL EVENING

Typographical Ball Players and Their Friends Celebrate Victory in Fitting Manner

After their well-earned victory over the team drawn from the Royal Hotel a week ago, the printers' indoor baseball team enjoyed the fruits of their success last evening. Ben Self, of the Empress Dining Room, provided a splendid table for the team and the "rooters," after which the parlor of the hotel was placed at their disposal by Mr. Casley, and a social evening spent.

Frank Cullin acted as chairman while a programme of speeches, songs and recitations was carried through. Harry Potts was the star speaker, while W. G. Dennis gave one of his recitations in good style. Songs were given by Waterman, "Coffee" and Pearl Harris, with a piano solo by W. D. Black. Alex Gray presided at the piano as accompanist throughout the evening.

Those who sat down to the dinner, which was served in the best of style by Ben Self, were: P. R. Harris, Geo. Eckerman, L. T. Baarlaer, B. F. Self, Frank E. Cullin, W. H. Peck, H. R. Potts, W. G. Dennis, Patrick J. Burns, "Sandy," Albert L. Forsyth, "Coffee," A. Gray, Phil Hanefin, S. D. Macdonald, Geo. Lichtenauer, L. J. Curtin, W. H. Sherman, T. Thompson.

NEW ZEALAND'S WARSHIPS

(Special to The Journal)

LONDON, July 4.—New Zealand's first contribution to the Imperial Navy was launched Saturday. Lady Ward, wife of the premier of the colony, naming the vessel as it left the ways.

Dangerous to Horses

The transfer men of the city wrote the council last night calling attention to the condition of certain parts of the plank roadways and also complaining that the contractors in relaying the planks frequently were careless and left dangerous spikes protruding.

H. L. Johnson, formerly assistant engineer of the Grand Trunk Pacific here, left yesterday with Mrs. Johnson and family. They will take up their residence in Chilliwack, where Mr. Johnson has purchased a home. Mrs. Johnson will be very much missed in various circles in the city.

SPOKANE WRECKED

Passenger Steamer Hits in Seymour Narrows and Has to be Beached.

It Is Believed That the Vessel Can Be Salved and Put in Shape Again

The excursion steamer Spokane, of the Alaska Steamship Company, lies off Seymour Narrows, with her bottom torn, awaiting a survey to determine whether she is capable of being raised and put in order again.

When the Prince George left her on her last trip north the condition of the Spokane was that she was resting easily but with only the housework above water. It is believed she can be salved all right.

The Spokane cleared from Seattle late Wednesday night with 149 passengers on board and a crew of 61. At the entrance to the Seymour Narrows, which she reached at 11 o'clock Thursday night, she struck a rock which punctured a large hole through both bottoms in the starboard side near the bow of the vessel. Although the pumps were at once manned, water gained on them so fast that it was considered advisable to land and the vessel was run on the beach at Plumper's Bay, where the operation of landing the passengers was begun. This was accomplished with some difficulty, owing to the fright of some of the ladies and Mrs. Strass and Mrs. Williams jumped overboard in their endeavor to reach land. Fears were entertained that they had been drowned. One of the women was

(Continued on Page Four)

NO SETTLEMENT YET

Final Attempt is Being Made by Conciliation Board to Adjust Trouble.

Miners and Operators in Crow's Nest Mines Refuse Proposals Made Recently

(Special to The Journal)

BANFF, July 4.—At a meeting of the conciliation board held on Monday the operators and the miners positively refused to accept the proposals of Chairman Gordon made on Saturday. The board went into secret session instructing the two parties to return in a short time.

Later the board announced that the final report wou d be taken up at once. Chairman Gordon intimated that this was his final attempt to bring about an agreement.

WANT SIDEWALKS

Petition Received by Council Asking That One Be Built on Third Avenue

There is considerable rivalry being manifested in the different parts of the city with respect to securing sidewalks and macadamized roads when the rough grading is completed. Each section wants the work done in front of the property.

Last evening a communication was received by the city council from McCaffery & Gibbons, who wrote relative to the question of a sidewalk on Third avenue between Fifth and Sixth streets. It was asked if the council would lay this as soon as the road was graded, the firm agreeing to become responsible for its payment pending the passing of the bylaw.

This was referred to the streets committee with power to act.

MANY FATALITIES

Series of Accidents Near Cincinnati Results in Heavy Loss of Life

(Special to The Journal)

CINCINNATI, July 4.—A climax of a day marked by four fatalities on rivers near here came Sunday evening when the steamer Island Queen ran down a skiff containing three women and two men. Alvin Seffrim, of this city, was struck by the the wheel and sank. The other four were rescued by bathers who swam to their assistance.

John Fischer and Clyde Taylor, of Cincinnati, and Cora Stegman, of Chicago, were drowned here. The drowning of Miss Stegman and Fischer was a double one. They were canoeing in a river near here and the canoe upset.

DEATH OF P. W. SCOTT

Well-Known Investor in Prince Rupert Passed Away on Friday Night

In the death of P. W. Scott, who passed away in this city last Friday night, the city loses one of its most ardent and optimistic admirers. Mr. Scott was a native of Scotland, but lived a good part of his life in the United States. He filled many important offices, being a member of the legislature of Minnesota. At one time he filled the office of American consul in Tangier and during the whole of his life took an active part in public affairs.

Becoming interested in Prince Rupert, he came here and bought considerable property. His faith in this city's future was unbounding. His last visit to the city was taken in the hope of residence here restoring his health in some part, as had been the result during a previous sojourn here. Bright's disease, however, had made such ravages upon his constitution that it was impossible for him to overcome the disease and he passed away on Friday at the age of 59.

The funeral was held on Sunday, under the charge of Haynor Bros. The members of Tsimpsean Lodge, A. F. & A. M., attended in large numbers, the deceased belonging to the order. Members of St. Andrew's Society, of which he was honorary president, also attended.

The services were conducted by Rev. Mr. DuBarres and Rev. F. W. Kerr.

AMONG THE MINES

CANCELLED CLAIMS

Cancellation of all the Cunningham coal claims in Alaska, the fight over which cost former Secretary of the Interior Ballinger his place in public life, has been ordered by Commissioner Fred Dennett, of the general land office, with the approval of Secretary Walter L. Fisher, of the interior department. This action of the government, it is alleged, will forever frustrate the Morgan-Guggenheim scheme to grab Alaska, as the lands are restored to the public domain and will be at once thrown open to re-entry.

Adherents of Gifford Pinchot, former chief forester, were jubilant when the government's decision was announced and consider that the fight against Ballinger has thus been entirely justified. Attorneys for the Cunningham claimants, however, have decided to carry the case to the United States Supreme Court and will fight to the last ditch to retain the Morgan-Guggenheim hold on the coal fields of the far north.

The decision of the government's finds: "Several locations, filings and entries made pursuant to an understanding and agreement of the claimants prior to their location to combine the claims for their joint use and benefit; each location, filing and entry was made with the unlawful purpose and intent that the titles acquired thereunder should inure to the benefit and use of an association or corporation of claimants."

The department then rules: "That no mine of coal opened or improved on these tracts shall be located or entered."

COAL AT ALBERNI

Discovery Has Occasioned Much Excitement at Port—Development Will Be Rushed

A seam of coal, of excellent quality, located almost in the middle of Port Alberni, has occasioned great excitement in that locality. A gang of men has already been started at work upon the outcrop by the Alberni Land Company, on the property of which the find was made. Archibald Dick is in charge of operations, and will, in a few days, put to work a larger gang. Work on the development of the measure will be rushed.

The news of the find was brought to Victoria by Mr. Leonard Frank, who, in company with his brother, Mr. Bernard Frank, of the staff of the Britannia mine, Howe Sound, came to Victoria from the west coast. Mr. Frank stated that the seam was located some time ago when the E. & N. grading operations were under way. The value of the find was not immediately recognized, but the analysis of the coal has demonstrated it to be of a very superior quality.

Work is now progressing in the immediate vicinity of the old Waterhouse wharf. What adds to the value of the coal is its close proximity to deep water.

AT SALMON RIVER

Good Prospects Are Shown at This Part of the Portland Canal Camp

The biggest strike of the season at the Portland Canal mining camp was made last week on the Cascades Falls claim, twelve miles up the Salmon River. Messrs. Dilworth and Bunting, locators of the property have crosscut through fifteen feet of solid galena which assays $35 on an average sample. As the hanging wall has not yet been reached it is impossible at the present time to even estimate the width of the ore body, which has been traced through three claims.

INDIAN MINES

The Indian Mines, owned largely in Prince Rupert are being developed in a conservative way by Geo. Clothier and are showing up in fine style. The group is expected to make one of the best in the camp.

Hard to Satisfy

Broker (to wealthy, but stingy, client)—Glad you did so well with those shares I told you to buy.

Client—Why, I lost a pot of money over them.

Broker—What! You bought at two and sold at seven, didn't you?

Client—Aye! But they went up to ten after!

NEW COASTERS

To provide for the rapidly increasing traffic between Victoria and Puget Sound ports and San Francisco and other California cities, the Pacific Coast Steamship Company, which operates the steamships Governor and President, sailing direct from 'Frisco for Seattle, and the City of Puebla and Queen, calling at Victoria en route, is planning to make an important addition to its fleet of vessels.

Arrangements have been completed for the construction of two palatial passenger liners to cost approximately $1,500,000 each, for service between Seattle, San Francisco, Los Angeles and Southern California ports.

Bids will be requested in the near future for the construction of two 8,000-ton turbine passenger steamships, which will be capable of making a speed of twenty knots an hour. The vessels will be double-bottom, twin-screw steamships with the latest type of engine. They will contain elaborate passenger accommodations and will be equipped with everything known to convenience and safety in ocean travel.

NOTICE.

In the matter of an application for the issue of a duplicate of the Certificate of Title for Part (N. 25 Acres) of the S. E. part of Section 16, Township 1, Range 5, Coast District:

Notice is hereby given that it is my intention to issue at the expiration of one month after the first publication hereof a duplicate of the Certificate of Title to the above mentioned lands in the name of John Flewin, which Certificate was issued on the 21st day of November, 1906, and is numbered 284.

WILLIAM E. BURRITT,
Dist. Regr.

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

PUBLIC SERVICE ACT.

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

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

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

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

P. WALKER,
Registrar, Public Service.

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

CANCELLATION OF RESERVE.

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

ROBERT A. RENWICK,
Deputy Minister of Lands.

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

NOTICE.

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

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

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

WILLIAM R. ROSS,
Minister of Lands.

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

NOTICE

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

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

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

ROBT. A. RENWICK,
Deputy Minister of Lands.

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

TRUST COMPANIES.

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

W. U. RUNNALS,
Inspector of Trust Companies.
4-18—1m

RESERVE

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

ROBT. A. RENWICK,
Deputy Minister of Lands.

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

CANCELLATION OF RESERVE.

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

ROBT. A. RENWICK,
Deputy Minister of Lands.

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

Skeena Land District—District of Coast—Range V.

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

PRINCE RUPERT SAND & GRAVEL Co., LTD.
Per J. Y. Rochester, Agt.
Dated May 30, 1911. 6-2

Skeena Land District—District of Coast—Range V.

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

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

Skeena Land District—District of Coast—Range V.

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

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

WATER NOTICE

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

Dated June 12th, 1911.

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

Skeena Land District—District of Coast—Range V.

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

JOHN KIRKALDY.
Dated April 11, 1911. 5-5

Skeena Land District—District of Coast.

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

V. W. SMITH,
Locator.
Staked 31st May, 1911. 6-6

Skeena Land District—District of Coast—Range V.

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

MINNIE MEREDITH.
John Kirkaldy,
Agent.
Dated February 20th, 1911.

Skeena Land District—District of Coast.

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

JOSEPH EDWARD MERRYFIELD.
E. Spro, Agent.
Dated April 4, 1911. 4-7

Skeena Land District—District of Coast Range 5.

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

CHARLES JAMES GILLINGHAM
Robert Osborn Jennings, Agent.
Dated January 5, 1911.

Skeena Land District—District of Coast—Range V.

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

ANNIE KIRKALDY.
John Kirkaldy, Agent.
Dated May 13, 1911. 5-19

Skeena Land District—District of Coast.

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

GEORGE RUDGE.
Lionel Crippen, Agent.
Staked 11th May, 1911. 5-23

For Job Printing of all kinds see The Journal man.

Skeena Land District—District of Queen Charlotte Islands.

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

FLORA ORR.
M. A. Merrill, Agent.
Dated November 25, 1910.

Skeena Land District—District of Queen Charlotte Islands.

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

ARTHUR IVES, Sr.
M. A. Merrill, Agent.
Dated Nov. 25, 1910.

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Lynn Sutherland, of El Paso, Texas, U. S. A., occupation auditor, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 40 chains south and 120 chains east of the S. E. corner of Lot 35; thence north 80 chains; thence east 80 chains; thence south 80 chains; thence west 80 chains, containing 640 acres.

LYNN SUTHERLAND.
M. A. Merrill, Agent.
Dated Nov. 25, 1910.

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Arthur W. Nelson, of Chicago, Ill., U. S. A., occupation clerk, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 4½ miles north of the S. E. corner of T. L. 40859; thence north 80 chains; thence east 80 chains; thence south 80 chains; thence west 80 chains, containing 640 acres.

ARTHUR W. NELSON.
M. A. Merrill, Agent.
Dated Nov. 27, 1910.

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Wesley Singer, of Masset, B. C., occupation farmer, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 4 miles north of the N. W. corner of T. L. 40859; thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains, containing 640 acres.

WESLEY SINGER.
M. A. Merrill, Agent.
Dated Nov. 27, 1910.

Skeena Land District—District of Queen Charlotte Islands.

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

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

Skeena Land District—District of Queen Charlotte Islands.

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

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

Skeena Land District—District of Queen Charlotte Islands.

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

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

Skeena Land District—District of Coast—Range V.

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

WILLIAM H. HARGRAVE.
Mancell Clark, Agent.
Dated 20th March, 1911.

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

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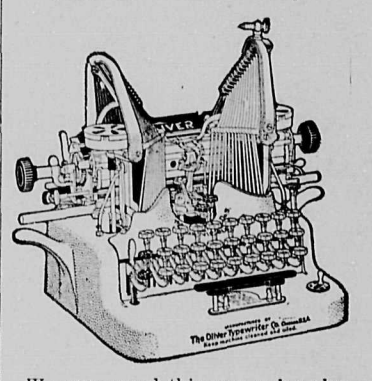

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The result has been such a deluge of applications for machines that we are simply astounded.

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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.

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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

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Electric, Facial and Scalp treatment; Scientific Massage treatment for rheumatism, nervousness and poor circulation. Manicuring also Chiropody work.

TRIBUTE TO BRAVE

Dawson News Recalls the Heroic Acts of Mounted Police Party That Perished From Hunger.

The Fight Against Fate That Was Put up by Little Band in the Arctic

Yukon bends today in sorrow. The loss of the Macpherson-Dawson patrol will be written indelibly on the history of the Northland, says the Dawson News, referring to the loss of the Royal Northwest Mounted Police Patrol. The heroism in the last struggles of the members of the little band will make their names imperishable in the chronicles of Arctic expeditions. Vast is is Britain's domain, no such desperate struggle before has been recorded by her frontiersmen or explorers within the Arctic zone. Yukon has known many a tragedy. Yukoners in large numbers perished in such disasters as the Islander wreck, the Chilkoot disaster and the burning of the Columbian. But none of these tragedies carried with them that singular element of adventure and heroism in face of awful privation suffered by those brave Britons, Fitzgerald, Carter, Taylor and Kinney.

They failed in their undertaking to cross the Rockies, and were not successful on a trail which had been negotiated successfully several times by other parties. But that does not diminish the magnificence of their fortitude and their devotion to duty and their country. The men perished by virtue of having lost their course. They were lost by reason of having no familiarity with the route. A mistake was made that a party with so meagre knowledge of the country should ever have been launched on such a hazardous expedition without a native guide for the entire distance. Natives have been known to lose their way in that region, but very seldom.

The Fitzgerald party deserves the encomiums of an empire for the reason it fought for success and strove to push forward until there was not the slightest hope to succeed on the forward track. The men turned back only because they knew the track back. They were as far or farther from Macpherson than Dawson. Only ten to fourteen days would have brought them through to Dawson, yet they traveled fully a month or more on the back track, and then with scarcely a handful of supplies. They had hazarded their lives for days seeking blindly in bitter January temperature of perhaps 70 below zero the course that would lead over the Rockies to the Dawson side. They wandered long about the head of the Wind River. At last they could see that here was no longer reason in attempting to go forward . In fact, they came to the conclusion too late. Had they started back earlier they would have been safe. Their strength held out to within two or three days of their homes. Had they but started back three or four days earlier; in fact, started back at the end of the time they had calculated on getting into Dawson their supplies and their dogs would have seen them safely in Macpherson. But fate had decreed it otherwise. No doubt their devotion to duty was their chief zeal. But a time comes when it is the greater duty to save oneself than to be uselessly sacrificed fighting an inexorable foe, such as a blinding mountain barrier and pitiless cold and storm.

No one living will ever know the real fortitude of that intrepid little band, struggling day after day, subsisting on the flesh of dogs, devouring at last the deer thongs of the toboggans and perhaps the harness. No human heart ever will know how the comrades bent to their work and encouraged each other while sickened, heartsore and footsore, over the unbroken course. The Great Trail Guide alone knows, and for such brave souls there can be naught but high reward. Determined as were all, Fitzgerald was a true leader. No man at the head of a charging column on a battlefield apparently ever displayed more mental fortitude. His kindest attention to his last fallen companion attests the man's keen mentality to the end. In all probability the sense of the responsibility for the entire party and an unflinching control of mind over weakening flesh alone kept him doggedly struggling until after the others had yielded.

Canada, in all her years, has no heroes more deserving a memorial. Canada, in all her time, may not be able to point with more just pride to an example of greater fortitude under as trying circumstances in Arctic travel. True, it was in retreat, but it has been said that to conduct a successful retreat oftentimes requires greater skill than to advance. So far as supplies and strength bore up the men, their fight was victory.

Dempster and his men of the rescue party deserve praise for a magnificent achievement. They also encountered a bitter storm returning. Splendid reward should await the leader, but his party had an advantage of knowing the course, the point wherein the others utterly failed.

It will be long before the horror of the shock of the Dawson-Macpherson patrol will be forgotten in the Yukon. In far lands hearts of loving mothers, wives and sweethearts are broken. Their sacrifice to the Empire cannot be replaced to them, and the Empire can ill afford to lose such splendid men—matchless men of the type that makes Canadians proud of their Canadianship and British proud to be Britishers.

The brave little band lies buried beneath the snows in the village at far Macpherson. There the simple rites were said, and there Yukon and Canada will hold ever in grateful remembrance the deeds of Fitzgerald, Taylor, Kinney and Carter. As a testimonial a memorial service in Dawson, where some of the party were known, and where Carter long made his home, would be a fitting final tribute.

But this not alone should be the last respects. Time should see a fitting memorial erected to these men, and doubtless will.

How sleep the brave, who sink to rest
By all their country's wishes blest!
When spring with dewy fingers cold
Returns to deck their hallowed mould,
There honor comes, a pilgrim grey,
To bless the earth that wraps their clay.

VALUABLE BARK

Raw Cascara Is Likely to Be Obtained in Large Quantities on Vancouver Island

According to Mr. F. E. Corneille, a merchandise broker now resident in Victoria, who represents large manufacturing interests using cascara bark in the products they turn out, the supply of raw cascara in Washington and Oregon, the two states upon which the manufacturers have depended largely heretofore, is almost exhausted and fresh supplies must be found.

Vancouver Island, Mr. Corneille declares, is known to these interests as perhaps the most prolific district in the raising of the tree from which the bark is obtained, in the entire west. Mr. Corneille is seeking to establish the trade and says that his principals can take four carloads of the bark at once, at good prices laid down at tide water. It is probable that residents of the several districts where the cascara bark is most plentiful will engage at once in the work of peeling and gathering it and, if what the broker says turns out to be correct, a new industry on that island is in fair way of being established.

The gathering and marketing of the cascara bark is not wholly new to the island. The earliest settlers learned the efficacy of the bark from the Indians who used its properties quite skilfully in their rude medicines. The tree which produces this bark is known familiarly as the barberry tree. It resembles the alderwood tree to some extent but its bark is rougher and it is found mostly in swampy, low places. This tree is common in almost all parts of the island but there are certain districts only where it is to be found in what might be considered really profitable quantities. Within the past few months more than 100 tons of the bark were shipped from the Little River district and smaller quantities have been exported from time to time from other districts.

PRISONERS' PROTECTION

VICTORIA—In accordance with suggestions made by Fire Chief Davis and emphasized by the grand jury serving at the recent session of the asisze court in this city, instructions have been issued for the further improvement of the fire protection and alarm system at the Victoria provincial jail, while correspondence is taking place with a view to the possible substitution of electricity for gas as an illuminant and a universal release system will be installed, all cell doors being in cases of emergency opened by means of a single lever operated from the warden's offices. The suggestion that a new provincial jail be provided will not be taken up until Attorney General Bowser returns from the old country, when it is expected that the proposal will obtain ministerial consideration.

Skeena Land District—District of Queen Charlotte Islands.

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

JAMES MULLIN.
G. S. Mayer, Agent.
Dated Feb. 24th, 1911.

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that J. K. Anderson, of Masset, B. C., occupation farmer, intends to apply for permission to purchase the following described lands:—Commencing at a post planted on the shore of Masset Inlet, about two miles west of the S. W. corner of T. L. 40787, thence north 80 chains; thence west 40 chains; thence south 80 chains more or less to the shore of Masset Inlet; thence easterly along the shore back to the place of commencement, containing 320 acres, more or less.

J. K. ANDERSON.
M. A. Merrill, Agent.
Dated Nov. 25, 1910.

Skeena Land District—District of Queen Charlote Islands.

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

WIRT A. STEVENS.
G. S. Mayer, Agent.
Dated Feb. 24th, 1911.

Skeena Land District—District of Coast.

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

ROY CHRISMAN.
Dated April 11, 1911. 4-25

Skeena Land District—District of Coast—Range V.

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

W. H. FERGUSON.
G. Hansen, Agent.
Dated April 22nd, 1911. 4-25

Skeena Land District—District of Coast

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

FRANK TAUNTON SAUNDERS, Locator.
W. Hamilton, Agent.
Staked 17th, Feb., 1911.

Skeena Land District—District of Queen Charlotte Island.

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

ROBERT FRASER OGILVIE.
Arthur Robertson, Agent.
Dated Dec. 9, 1910.

Skeena Land District—District of of Coast.

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

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

COAL MINES ACT

Skeena Land District—District of Cassiar.

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

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

Skeena Land District—District of Cassiar.

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

CHARLES J. GILLINGHAM.
Charles M. Huff, Agent.
Dated March 5th, 1911. 4-18

Skeena Land District—District of Cassiar.

TAKE NOTICE that Charles J. Gillingham, of Prince Rupert, B. C., occupation contractor, intends to apply to the Minister of Lands for a license to prospect for Coal and Petroleum over 640 acres of land:—Commencing at a post planted 7¼ miles N. E. of the mouth of the White River and the junction of the Naas and marked Chas. J. Gillingham's S. E. Corner; thence 80 chains North; thence 80 chains West; thence 80 chains South; thence 80 chains East to point of commencement and containing 640 acres more or less.

CHARLES J. GILLINGHAM.
Charles M. Huff, Agent.
Dated March 5th, 1911. 4-18

Skeena Land District—District of Cassiar.

TAKE NOTICE that Charles J. Gillingham, of Prince Rupert, B. C., occupation contractor, intends to apply to the Minister of Lands for a license to prospect for Coal and Petroleum over 640 acres of land:—Commencing at a post planted 7½ miles N. E. of the mouth of the White River and the junction of the Naas, marked Chas. J. Gillingham's S. E. Corner; thence 80 chains North; thence 80 chains West; thence 80 chains South; thence 80 chains East to point of commencement and containing 640 acres more or less.

CHARLES J. GILLINGHAM.
Charles M. Huff, Agent.
Dated March 5th, 1911. 4-18

Skeena Land District—District of Cassiar.

TAKE NOTICE that Charles J. Gillingham, of Prince Rupert, B. C., occupation contractor, intends to apply to the Minister of Lands for a license to prospect for Coal and Petroleum over 640 acres of land:—Commencing at a post planted 6¼ miles N. E. of the mouth of the White River and the junction of the Naas, and marked Chas. J. Gillingham's S. E. Corner; thence 80 chains Nortn; thence 80 chains West; thence 80 chains South; thence 80 chains East to point of commencement and containing 640 acres more or less.

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

Skeena Land District—District of Cassiar.

TAKE NOTICE that Charles J. Gillingham, of Prince Rupert, B. C., occupation contractor, intends to apply to the Minister of Lands for a license to prospect for Coal and Petroleum over 640 acres of land:—Commencing at a post planted about 8 miles N. E. of the mouth of White River and the junction of the Naas River, marked Charles J. Gillingham's S. E. Corner; thence 80 chains North; thence 80 chains West; thence 80 chains South; thence 80 chains East to point of commencement and containing 640 acres more or less.

CHARLES J. GILLINGHAM.
Charles M. Huff, Agent.
Dated March 5th, 1911. 4-18

Skeena Land District—District of Cassiar.

TAKE NOTICE that Charles J. Gillingham, of Prince Rupert, B. C., occupation contractor, intends to apply to the Minister of Lands for a license to prospect for Coal and Petroleum over 640 acres of land:—Commencing at a post planted 6¾ miles N. E. of the mouth of White River and the junction of the Naas, marked Chas. J. Gillingham's S. E. Corner; thence 80 chains North; thence 80 chains West; thence 80 chains South; thence 80 chains East to point of commencement and containing 640 acres more or less.

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

Skeena Land District—District of Cassiar.

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

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

Skeena Land District—District of Cassiar.

TAKE NOTICE that Charles J. Gillingham, of Prince Rupert, B. C., occupation contractor, intends to apply to the Minister of Lands for a license to prospect for Coal and Petroleum over 640 acres of land:—Commencing at a post planted about 8 miles N. E. of the mouth of White River and the junction of the Naas River, marked Chas. J. Gillingham's S. E. Corner; thence 80 chains North; thence 80 chains West; thence 80 chains South; thence 80 chains East to point of commencement and containing 640 acres more or less.

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

Skeena Land District—District of Cassiar.

TAKE NOTICE that Charles J. Gillingham, of Prince Rupert, B. C., occupation contractor, intends to apply to the Minister of Lands for a license to prospect for Coal and Petroleum over 640 acres of land:—Commencing at a post planted about 8 miles N. E. of the mouth of White River and the junction of the Naas River, marked Chas. J. Gillingham's S. E. Corner; thence 80 chains North; thence 80 chains West; thence 80 chains South; thence 80 chains East to point of commencement and containing 640 acres more or less.

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

Skeena Land District—District of Cassiar.

TAKE NOTICE that Charles J. Gillingham, of Prince Rupert, B. C., occupation contractor, intends to apply to the Minister of Lands for a license to prospect for Coal and Petroleum over 640 acres of land:—Commencing at a post planted about 8 miles N. E. of the mouth of White River and the junction of the Naas River, marked Chas. J. Gillingham's S. E. Corner; thence 80 chains North; thence 80 chains West; thence 80 chains South; thence 80 chains East to point of commencement and containing 640 acres more or less.

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

Skeena Land District—District of Cassiar.

TAKE NOTICE that Charles J. Gillingham, of Prince Rupert, B. C., occupation contractor, intends to apply to the Minister of Lands for a license to prospect for Coal and Petroleum over 640 acres of land:—Commencing at a post planted about 8 miles N. E. of the mouth of White River and the junction of the Naas River, marked Chas. J. Gillingham's S. E. Corner; thence 80 chains North; thence 80 chains West; thence 80 chains South; thence 80 chains East to point of commencement and containing 640 acres more or less.

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

WATER NOTICE.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that George Stanley Mayer, of Masset, B. C., occupation farmer, intends to apply for permission to purchase the following described lands:—Commencing at a post planted on the east shore of Tsu Skundale Lake; thence east 80 chains; thence south 40 chains, more or less, to the north boundary of T. L. 35413; thence west and south along the boundaries of T. L. 35413, to the shore of the Ain River; thence northerly along the shore, back to the place of commencement, containing 500 acres, more or less.

GEORGE STANLEY MAYER.
M. A. Merrill, Agent.
Dated Nov. 28, 1910.

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Robert Cross, of Masset, B. C., occupation farmer, intends to apply for permission to purchase the following described lands:—Commencing at a post planted on the east shore of Tsu Skundale Lake; thence east 80 chains; thence north 80 chains, to or near to the S. E. corner of Lot 35; thence west 40 chains, more or less; thence south 40 chains, more or less; thence west 40 chains more or less, following the southern boundaries of Lot 35; thence south to the shore; thence southerly along the shore back to the place of commencement, containing 500 acres, more or less.

ROBERT CROSS.
M. A. Merrill, Agent.
Dated Nov. 28, 1910.

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Christina Orr, of Masset, B. C., occupation married, intends to apply for permission to purchase the following described lands: —Commencing at a post planted about 40 chains south and 3 miles east of the N. E. corner of Lot 35; thence south 40 chains; thence west 80 chains; thence north 40 chains; thence east 80 chains, containing 320 acres.

CHRISTINA ORR.
M. A. Merrill, Agent.
Dated Nov. 25, 1910.

Skeena Land District—District of Queen Charlotte Islands.

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

CLARA ORR.
M. A. Merrill, Agent.
Dated Nov. 25, 1910.

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Merton A. Merrill, of Masset, B. C., occupation prospector, intends to apply for permission to purchase the following described lands:—Commencing at a post planted at the S. W. corner of T. L. 40787; thence north 80 chains; thence west 80 chains; thence south 80 chains, more or less, to the shore of Masset Inlet; thence easterly along the shore back to the place of commencement, containing 640 acres, more or less.

MERTON A. MERRILL.
Dated Nov. 25, 1910.

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that Carl Nelson, of Chicago, Ill., U. S. A., occupation draughtsman, intends to apply for permission to purchase the following described lands:—Commencing at a post planted about 80 chains east and 120 chains north of N. E. corner of Lot 35; thence south 80 chains; thence east 80 chains; thence north 80 chains; thence west 80 chains, containing 640 acres.

CARL NELSON.
M. A. Merrill, Agent.
Dated, Nov. 26, 1910.

Skeena Land District—District of Coast—Range V.

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

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

NOTICE.

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

ERNEST A. WOODS,
City Clerk.

Prince Rupert Private Detective Agency

N. McDonald, Manager

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That comes from the hive
Take up the phone and
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Prince Rupert Journal
Telephone 138

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

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

Advertising rates furnished on application.

O. H. NELSON,
Editor.

Tuesday, July 4, 1911

PERNICIOUS PRACTICE

There is a pernicious practice which is all too prevalent in this city of taking liberty with the reputations of men who may occupy public positions or who live even in private walks. This is all the more to be frowned upon because the community is as yet comparatively small and the circulation of such reports is calculated to work greater injury to those against whom they are directed than if the city were larger.

Last evening the council listened to most damaging charges being aimed at members of the board, although the person hurling them out so freely took the ground that he did not pretend to substantiate them, but stated that he only said people were saying that this was true.

Surely, Ald. Newton will concede that the floating out of charges on such a foundation is not fair to those against whom the accusations are made. We have no desire to screen any one, but in a spirit of what is fair, surely, accusations should not be made against any one without stronger grounds for these charges than is to be found in the gossip of the street. A man's reputation in the community is surely not to be trifled with quite so easily as that.

If there are charges to be made against any one let them be made on facts and not on gossip.

RECREATION GROUNDS

Each succeeding celebration in the city brings more forcibly than its predecessors the need that exists here for a recreation park of some kind. With the increase in population the necessity becomes greater both from the standpoint of the young men and boys who train and take part in the sports and also from the standpoint of the citizens who wish to attend and watch the sports.

Through no fault of the committee in charge, the sports of Saturday were sadly marred by the impossibility of seeing the events in anything like a satisfactory way. Crowded together on a narrow street the citzens failed to witness with any degree of comfort and the participants were handicapped in no small measure by the narrow space given them. This is not written in a spirit of fault-finding with any one. Succeeding committees have tried their best to arrange matters so that they would be satisfactory, but without solving the trouble. The The only solution seems to be the providing of a recreation ground of some kind.

With the acquisition of the park sites from the Grand Trunk Pacific by the city, which now seems settled, something should be done to fit up a small area where sports can be held. Even a small beginning might be made at an early date without involving much expense. A good location is said to be found on Acropolis Hill, where an early start should be made in draining so that the preparation of the soil may follow at an early time.

If possible, something should be done before any Dominion Day, to provide for a suitable place to hold the sports. The long evenings that are so characteristic of this latitude is an incentive to sports of various kinds if suitable grounds could be provided.

Stewart Celebration

Stewart celebrated Dominion Day in royal fashion. There was a large attendance from outside places.

Entertained Friends

The Kaien Island Club gave a most enjoyable dance last Friday. Like all other functions arranged by this popular club all the arrangements were perfect.

Prince Rupert Coming

The Grand Trunk Pacific steamer Prince Rupert will reach here tomorrow again on her regular schedule. She will continue on the run the rest of the season. On Thursday morning she will leave for Stewart, thus giving the northern city a twice a week service by means of the Grand Trunk Pacific steamers. The vessel has been fully overhauled.

The Hospital Board will meet on Friday at the hospital.

COMMISSION COMING

Railway Court Will Hold a Sitting in Prince Rupert on August 19.

Tourd of Various Western Points Is to Be Made by the Body During Next Month

According to information sent out from Ottawa the Railway Commission will sit here on August 19 to dispose of any applications that are to be argued here.

The commission is to make a tour, sitting at Port Arthur on August 10 and at Fort William on the day following. Then the commissioners will jump half way across the continent to hold the third session at Prince Rupert on August 19 and subsequently at Vancouver on August 31.

They will be at Calgary September 8; Edmonton, September 11; Regina, September 14 and Winnipeg on September 15.

ATTENDED GRAND LODGE

M. M. Stephens Returns from Annual Communication Held in Victoria

M. M. Stephens has returned from the annual communication of the Most Worthy Grand Lodge, A. F. & A. M., of British Columbia, which was held in Victoria, a few days ago. Mr. Stephens has been made a grand lodge officer, being Grand Superintendent of Works. The officers of the Grand Lodge for the year are as follows:

M. W. Bro. Francis J. Burd, Grand Masterd; R. W. Bro. Arthur H. Skey, Deputy Grand Master; R. W. Bro. John M. Rudd, Senior Grand Warden; R. W. Bro. William Henderson, Junior Grand Warden; M. W. Bro. Harry H. Watson, Grand Treasurer; V. W. Bro. W. A. DeWolf-Smith, Grand Secretary; V. W. Bro. T. Mitchell, Sr., Grand Tyler. V. W. Bro. Rev. H. G. Fiennes- Clinton, Grand Chaplain; R. W. Bro. P. J. Riddell, D. D. G. M. District No. 1; R. W. Bro. Angus Munn, D. D. G. M District No. 2; R. W. Bro. Chas. H. Gatewood, D. D. G. M. District No. 2a; R W. Bro. L. H. Fraser, D. D. G. M. District No. 3; R. W. Bro. P. F. McGregor, D. D. G. M. District No. 4; R. W. Bro. C. H. Barker, D. D. G. M. District No. 5; R. W. Bro. Surtees J. Towgood, D. D. G. M. District No. 6; R. W. Bro. George D. Clark, D. D. G. M. District No. 7; R. W. Bro. George G. Jewell, D. D. G. M. District No. 8; R. W. Bro. Gerald L. Parker, D. D. G. M. District No. 9; R. W. Bro. Eliel A. Wert, D. D. G. M. District No. 10; V. W. Bro. W. A. DeWolf-Smith, Grand Historian; W. Bro. Samuel A. Cawley, Grand Senior Deacon; W. Bro. Matthem J. Barr, Grand Junior Deacon; W. Bro. William Astley, Grand Director of Ceremonies; W. Bro. M. McK. Stephens, Grand Superintendent of Works; W. Bro. Stewart M. Manuel, Grand Marshal; W. Bro. John Warwick, Grand Sword Bearer; W. Bro. Frederick W. McLaine, Grand Standard Bearer; W. Bro. Ernest H. Russell, Grand Organist; W. Bro. Thos. Long, Grand Pursuivant; Grand Stewards—W. Bros. John H. Kilmer, J. C. Pitts, Chas. Bridges, Chas. L. Wain, W. H. Fisher and Robert Gordon.

Installation of Officers

The local lodge, I. O. O. F., will install officers this evening in the lodge rooms. After the ceremony the lodge will be at home to its friends.

SPOKANE WRECKED

(Continued From Page One.)

later found, but it is feared that the other has been lost.

The Admiral Sampson, which was on her way south to Seattle from Skagway, and the Grand Trunk Pacific steamer Prince George, which had left Vancouver for Prince Rupert and Stewart, were both signalled by wireless and at once stood by to render all necessary aid. The American vessel took on all the passengers of the disabled steamer and a portion of the crew and proceeded on her way southward. After standing by for several hours, the Prince George also continued on her way, and the captain, mate, chief engineer and cook, with some of the sailors, were left alone on the vessel. All efforts to keep her clear of water were discontinued.

Soon the water entered the engine room and the dynamo which operated the wireless apparatus, which was considered the most up to date on the coast, was flooded.

AGAIN IN TROUBLE

(Continued From Page One.)

should not make any more allusions to those personal matters.

Ald. Newton said he was leading up to a motion to strike out this motion.

Ald. Douglas said that there was no frame-up between himself and Ald. Newton. He denied this.

Ald. Newton tried to explain, but the chairman insisted that they should keep to the question.

Ald. Clayton asked why this amendment should be adopted.

Ald. Newton said that he thought he could answer this. It was that two bottle licensees wanted their licenses put through and this was intended to allow it.

Ald. Morrissey said that men had put their money into a business. He did not favor doing something that would cut them out.

Ald. Clayton wanted to have a legal man consulted outside of the city solicitor. He felt that any technicalities could be overcome without this amendment.

Ald. Newton wanted to know where these licenses were going to end. He had no fear with respect to the hotel keeprs. They would have corner saloons soon. He would not endorse the methods pursued.

Ald. Morrissey stated that the commissioners were not to blame in this matter at all.

After some further discussion Ald. Kirkpatrick called attention to the fact that it was after 11 o'clock (it was almost twelve), which was the hour for adjourning automatically.

The question of a settlement did not seem in sight and Ald. Kerr moved that the committee rise in order to consider the amendment at a later meeting.

Ald. Hilditch, in amendment, moved that the amendment pass committee.

The latter amendment was voted down and the motion to rise carried.

Ald. Newton, upon the council resuming proposed the six months' hoist in order to kill the amendment, but this was lost, so that the amendment will come up at the next meeting again.

Skeena Land District—District of Coast—Range V.

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

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

1836 1911
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Family Trade

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Liquors

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Cascade Beer

The best local beer on the market.

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MERRYFIELD'S CASH GROCERY

TIDES AT PRINCE RUPERT, JULY, 1911

	DATE AND DAY	HIGH WATER				LOW WATER			
		Time	Ht	Time	Ht	Time	Ht	Time	Ht
1	Saturday	4:44	19.7	17:47	18.9	11:15	3.7	23:47	7.6
2	Sunday	5:42	18.1	18:39	18.4	....	....	12:05	5.3
3	Monday	6:50	16.6	19:33	18.0	0:49	7.9	12:58	6.9
4	Tuesday	8:06	15.6	20:29	17.8	1:58	7.7	13:56	8.3
5	Wednesday	9:21	15.3	21:24	17.9	3:10	7.2	15:00	9.1
6	Thursday	10:28	15.4	22:14	18.3	4:14	6.4	16:00	9.6
7	Friday	11:22	15.9	22:58	18.8	5:05	5.5	16:50	9.6
8	Saturday	12:09	16.4	23:39	19.3	5:49	4.7	17:34	9.5
9	Sunday	....	....	12:50	17.0	6:28	4.0	18:14	9.2
10	Monday	0:17	19.8	13:26	17.5	7:03	3.5	18:53	8.8
11	Tuesday	0:54	20.2	14:01	17.8	7:36	3.1	19:31	8.4
12	Wednesday	1:30	20.4	14:35	18.1	8:08	2.9	20:08	8.1
13	Thursday	2:06	20.4	15:08	18.2	8:41	2.9	20:45	7.7
14	Friday	2:43	20.2	15:40	18.3	9:15	3.0	21:23	7.5
15	Saturday	3:21	19.8	16:13	18.4	9:50	3.5	22:03	7.2
16	Sunday	4:01	19.2	16:48	18.4	10:27	4.2	22:48	7.2
17	Monday	4:46	18.3	17:30	18.3	14:07	5.0	23:43	7.0
18	Tuesday	5:42	17.3	18:20	18.4	11:52	6.0	....	....
19	Wednesday	6:49	16.3	19:20	18.6	0:49	6.9	12:48	7.0
20	Thursday	8:14	15.8	20:26	19.0	2:03	6.4	13:57	7.9
21	Friday	9:38	16.0	21:33	19.8	3:19	5.3	15:13	8.2
22	Saturday	10:48	16.8	22:34	20.8	4:28	3.9	16:21	8.0
23	Sunday	10:49	17.9	23:.2	21.8	5:26	2.3	17:22	7.4
24	Monday	....	....	12:41	19.0	6:18	1.1	18:18	6.8
25	Tuesday	0:26	22.6	13:29	19.9	7:06	0.2	19:11	6.0
26	Wednesday	1:17	22.9	14:15	20.4	7:52	—.1	20:02	5.5
27	Thursday	2:06	22.8	15:00	20.7	8:37	0.2	20:51	5.2
28	Friday	2:53	22.2	15:44	20.6	9:21	1.0	21:39	5.2
29	Saturday	3:40	21.1	16:27	20.2	10:04	2.3	22:28	5.5
30	Sunday	4:28	19.8	17:09	19.5	10:46	3.9	23:18	6.0
31	Monday	5:18	18.1	17:52	18.7	11:28	5.7	..:..	....

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

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

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NOTICE.

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

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

WILLIAM E. BURRITT,
District Registrar.
Land Registry Office,
Prince Rupert, B. C.,
May 26, 1911. J23

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FROM THE PRAIRIES

Lieut.-Governor Bulyea of Alberta Paid Short Visit to Prince Rupert Last Week.

He Says Heavy Crop Is Promised This Year—This Port Will Be Ultimate Outlet

Hon. G. H. V. Bulyea, lieutenant governor of Alberta, was a visitor to Prince Rupert for a few days last week. He left Sunday morning by the Seattle steamer for the United States port after making a very thorough inspection of the local townsite. The visit of the governor of the sister province was one of inspection in order to satisfy his curiosity as to the new city which is to play such an important part in the trade of the territory with which he is identified. His Honor is deeply interested in business ventures in the west and undoubtedly his mission to this port was for the added object of looking into the opportunities for investment here.

Speaking of the city he said that the people of the province of Alberta looked forward to this port having a great deal to do in the grain shipping trade of the prairie sections.

He made a tour about the city and inspected the work that was being done. The immense expenditure involved struck him but he was impressed with the splendid streets that the city was to have when the work was done.

Referring to the crops of the prairie provinces the governor said that there never had been as promising an outlook as there was this year. The area under cultivation was far in excess of what it had ever been in any previous year and the outlook for a bumper crop was the best in years. The season is a good one and the crops are well advanced so that there is at present signs of a record being established in the matter of a wheat yield this year.

—o—

C. N. P. Road

The length of the Canadian Northern Pacific line from New Westminster to Yellowhead Pass, according to the route map, is 502 miles.

WATERFRONT QUESTION

Fear Expressed That Bay at Seal Cove Might Be Closed by the Grand Trunk Pacific

The fear was expressed at the city council last evening that the Grand Trunk Pacific might want to close up the entrance to Seal Cove. This arose in connection with some communications from Ottawa.

Letters were received from Pringle & Guthrie and from the department of railways, acknowledging the receipt of notification by the council that it intended to withdraw its objection to the approval of the company's plans for the section of the railway from mile 0 westward.

Some discussion followed this, it being contended by some of the aldermen that there was danger that the bay at Seal Cove, near which the old mill stood might be closed. It was pointed out that the plan showed the railway passing along so as to cut off Seal Cove.

Ald. Newton said that when Mr. Hays was here it was a clear understanding that nothing of the waterfront was to be blocked except so far as was necessary for the drydock at Hays Creek. He disliked the closing of the mouth of the creek. It was only to facilitate a large drydock that he consented to it. He did not like this new turn in affairs.

Ald. Smith said that he did not regard the situation as nearly as serious as some of the aldermen thought. After the Shawatlans Passage was entered there was good anchorage almost anywhere without coming within the railway line. The company had left the opening there and he did not expect the company would close it. Warning was to be given if the company intended to do so.

Ald. Douglas felt that the interests of the public must be protected.

Ald. Newton again expressed his opposition at length to allowing this.

Ald. Smith pointed out that the small craft at the present time used the waters outside the right of way although there was an opening to where the old mill stood.

His Worship explained that he had at the time Mr. Hays was here, suggested that a fresh protest be entered immediately against closing any of the bays west of Hays Creek. The officials of the company were not opposed to that. It might be well to make such a move as was suggested.

Ald Hilditch, while agreeing that Ald. Smith was right as to the outside portion in Shawatlans passage being quite as safe anchorage as the part inside, yet favored keeping the bay open because it gave an opportunity for pleasure craft to have a langing without passing over the railway.

Ald. Morrissey contended that the company really intended to close the bay. He believed this because the bay was almost dry at half tide. How could such a bay be used for pleasure craft?

It was decided to communicate with D'Arcy Tate and ascertain if the company were agreeable to leaving the passageway open.

—o—

The Board of Trade is meeting this evening.

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Mondays and Fridays at 8 a.m.

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Special reduced fare Sunday's boat **$9.50** return, including meals and berths.

S.S. PRINCE ALBERT for **Port Simpson, Naas River, Masset** and **Naden Harbor,** Wednesdays, 1 P.M., and for **Queen Charlotte Island points,** Saturdays, 1 P.M.

RAILWAY SERVICE TO COPPER RIVER, mixed trains from Prince Rupert **Wednesdays** and **Saturdays,** 1 P.M.; returning **Thursdays** and **Sundays,** 5:20 P.M.

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ROUND TRIP EXCURSIONS

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Princess Royal

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SOUTHBOUND FOR

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Seattle

Friday June 16, at 9 a.m.

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Paints. General Hardware, Oils, Stoves and Ranges.

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BUILDING MATERIAL, CEMENT, LIME, HAIR-FIBRE PLASTER COKE, BLACKSMITH COAL, COMMON BRICK, PRESSED BRICK SHINGLES AND LATH NEW WELLINGTON COAL

All orders promptly filled—see us for prices.

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Free Employment Office

For all kinds of help. Cooks, waiters, dishwashers, hotel porters, all kinds of laborers or mechanics, call up 178 or call at the

FREE EMPLOYMENT OFFICE

GRAND HOTEL

Headquarters for Cooks and Waiters

Hamblin's Bakery

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Sale counter in MERRYFIELD'S STORE, Third Ave. and Fifth St.

Family trade catered to. Will supply restaurants and steamers.

Cakes and Confectionery of all kinds

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DR. W. B. CLAYTON

DENTIST

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Building Supplies

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Corner Eighth and Fraser Streets

Clinton Rooms

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

Rooms, $3 Per Week

New Knox Hotel

ARTAUD & BESNER

Proprietors

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

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

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

Board, $1 a Day — Beds, 50c and up

First Avenue Prince Rupert

PRINCE RUPERT'S ZONE OF INFLUENCE IN A COMMERCIAL WAY

The work on the Grand Trunk Pacific line is now progressing at a most satisfactory rate. It is reported from all points where construction is being prosecuted there is abundance of labor to meet the demands. In consequence there is every reason to expect that record time will be made in closing up the gap between the two ends of the steel. E. J. Chamberlin, the general manager of the line, who is an experienced builder as well as an operator of railroads, puts the completion of the line at 1913. Mr. Chamberlin is a conservative man, so that there is little doubt that he is not overestimating the rate of progress to be made in the next few months.

Some are inclined to estimate the time to be taken in completing the gap from Aldermere to Tete Jaune Cache on the basis of the time taken to build the Skeena River section of the road to Hazelton. There is no comparison between the two classes of work however. The extreme western section of the road from Hazelton to Prince Rupert was one of the most trying portions that the company had to do. There were difficulties that will not be met with on the remaining portion.

Easier Work

With the completion of the river section, the road passes through the Bulkley valley, which is comparatively easy work. For a considerable part of the way the road runs along navigable waters, lakes and rivers where the familiar river steamer can be utilized.

With the close of the season here this year the company's steamers will probably be taken to pieces and conveyed to the interior waters to be reconstructed and used to carry material for the contractors. In this way the road grading will be attacked at many different points and the time shortened for completion.

Those who have had conversations with the railway officials connected with the construction department and with the contractors, have all been assured of completion of the road in 1913, so that there seems to be an understanding between the company and the builders that the road is to be through in that year.

A New Trade

This means that there is to be but one more clear year for the before it is on a transcontinental line. In the meantime the steel is to be quickly extended so that this port will be the shipping point and the entre pot for a very wide stretch of territory in the interior of the province.

By next spring probably about 225 miles of road will be operating out of here with some of the richest lands of the province tapped by it. There are rich mineral deposits to be opened up along that route and next summer should see a tremendous volume of trade passing through this port.

Vast Territory

The completion of the line brings within the "zone of influence" of this port an area which is the greatest in the world today as a freight producer. The Grand Trunk Pacific taps the rich grain fields of northern Alberta, central Saskatchewan and Manitoba. With the feeders under construction, practically the whole of the prairies are brought within the range of the territory served by the line. In its eastern connection no line has the same advantages. Ontario is completely served by the railway while all the commercial and manufacturing centres in the remainder of eastern Canada and the eastern states of the Union are in touch with the line through the Grand Trunk system or allied lines. Prince Rupert will be brought as close to Chicago, New York and other great centres as is Seattle, or any of the other Pacific coast cities.

Local Trade

Long before the through line is completed there will be an immense local trade developed. The opening up of 100 miles has resulted already in the building up of a very considerable passenger and freight business. This is increasing and with every mile added to the line the increase in traffic will be proportionate at least. It is more than probable even that the increase in business as the road reaches the Bulkley valley will be increased by many fold over what it is on the lower stretches of the Skeena, for the land is already settled to no small degree and is open to cultivation at once.

Prince Rupert's Time

With the laying of every mile of track into the interior, the value of Prince Rupert real estate advances because it brings the property into a position to become a money producer. Trade will follow the tapping of the mineral and agricultural belts which will be felt in Prince Rupert to a marked degree.

There is now no denying the fact that in the development of new British Columbia the central point must be Prince Rupert. It is be the port where the trans-Pacific trade will centre and the point from which distribution will be made. In a commercial sense it is able to compete with markets like Winnipeg or even Toronto in the matter of goods brought from British or other European marts. This is possible, owing to the fact that ocean carriage is so much cheaper than transportation by rail. Through steamers will be making runs from the British ports to Prince Rupert by way of the Mediterranean or the Horn, just as the Holt and Harirson lines are now operating. These will lay down their freight in Prince Rupert at a comparatively small advance over the rate to Montreal and Halifax at present.

The haul by rail to interior points, like Winnipeg and Edmonton increase the rates very materially so that the cost of goods from the old land will be cheaper at Prince Rupert than at the prairie cities.

As a result this city should have great distributing houses and manufacturing concerns and be in a position to control the trade of the interior of the province and even its share of the prairie sections.

Manufacturing Centre

With the opening up of the timber resources of the north, the utilization of the full advantages to be derived from the fishing industry and the many other accessory raw materials this city must become a manufacturing centre of no mean order.

Enough is known of the deposits other than what are regarded as strictly mineral within the immediate reach of the place to warrant the assurance of brick of various kinds, cement and other classes of building material being manufactured. There are rich marble deposits that are now on the eve of development. Out of Prince Rupert along the line of the Grand Trunk Pacific there are immense bodies of granite of various colors, which must have their place in the building up of the city, and which may prove of commercial value as well.

The country in new British Columbia, in fact, is proving itself to be a treasure house contaning all kinds of riches that only await the enterprise and capital to bring them into money makers.

FLOATING CANNERY

The Glory of the Seas, which was bought at the admiralty sale at Victoria by a syndicate of Ketchikan people is being converted into a unique craft, a floating cannery, and considerable canning machinery has been placed in position on board. The plan of handling fish on the Glory of the Seas is simple. The salmon are first thrown on the deck and in the process of cleaning, canning, cooking and boxing work downward until by the time they are ready to deliver to the jobber they are in the lower hold of the vessel. On the main deck of the floating cannery the salmon are placed in the "iron chink" whihc removes the head, tail, scales and entrails and delivers the fish to the washing tank. From the washing tank the fish is conveyed by belts to the cutter, which slices it and makes it ready for the cans. At this stage the fish passes to the deck below, where it is placed in cans by automatic machinery, and after the sanitary seamless cans are sealed it is passed to the retorts for the cooking. After the cans have cooled they are delivered to the deck below for lacquering and casing and are then stored in the lower hold.

When the hold is filled with the season's pack of 30,000 cases, the floating cannery will be taken in tow by a tug and brought back to Seattle, where the pack will be disposed of.

All the vessel's machinery is driven by gasoline and steam engines, a large boiler having been installed on board, which also furnishes steam for the cooking and for an electric light plant which lights the vessel.

The vessel will carry the regular cannery officers, a superintendent and his assistant, as well as a sailing master, first and second mates and chief engineer.

TO SAVE TIMBER

To prevent unnecessary destruction of timber on lands in the railway belt in British Columbia the terms of the annual license to cut timber on these lands, issued by the Dominion Government, have been amended by the addition of the following clause: "(f) That the licensee shall prevent all unnecessary destruction of growing timber on the part of his men and exercise strict and constant supervision to prevent the origin and spread of fire and shall also comply, during the term of the license and of any renewal thereof, with all regulations made in that respect by the governor in council and with all laws and regulations in that respect in force in the province or territory in which the berth is situate."

SELL DEBENTURES

Royal Securities Company, Montreal, Offers $99.68 for Block, Totaling $1,730,101 in Edmonton

The board of commissioners of Edmonton recommend acceptance of the tender of the Royal Securities Corporation, Limited, Montreal, for the issue of city debentures amounting to $1,730,101.76.

Following are the tenders received by the commissioners and the tabulation, showing the amount each bidder offered for the city's debentures: 6paz (lo,m?h..0 tion cmfw cmf c

Royal Securities Corporation, Ltd., the successful tenderer, $99.83.

C. H. Burgess & Co., $99.68.

Imperial Bank of Canada, $98.50.

Dominion Securities Corporation, Toronto, $99.25.

Merchants Bank of Canada, $97.65.

G. A. Stimson & Co., Toronto, $96.23.

Ontario Securities Co., $98.01.

Wood, Gundy Co., $99.16.

Dominion Bond Co., Ltd., Toronto, $98.71.

Coates, Son & Co., $98.0625.

Canadian Agencies, Limited, $99.275.

The issue will net the city about $3,000 less than par, and is one-fourth of one per cent lower than last year.

The debentures cover expenditures incurred by the city in making a variety of municipal improvements. The issue runs eight, ten, twenty and forty years. The ten-year debentures are known as straight term debentures. On the latter the principal will not be paid until the expiration of the term called for. Interest on both installment and straight debentures will be paid semi-annually.

Timid Lover—Jimmie, I'll give you this quarter if you'll steal me a lock of your sister's hair.

James—A'right—make it 50 cents and I'll steal ye a whole switch!

With a Good Delivery

"These are the days when the young divinity student has a terrific mental struggle."

"About what?"

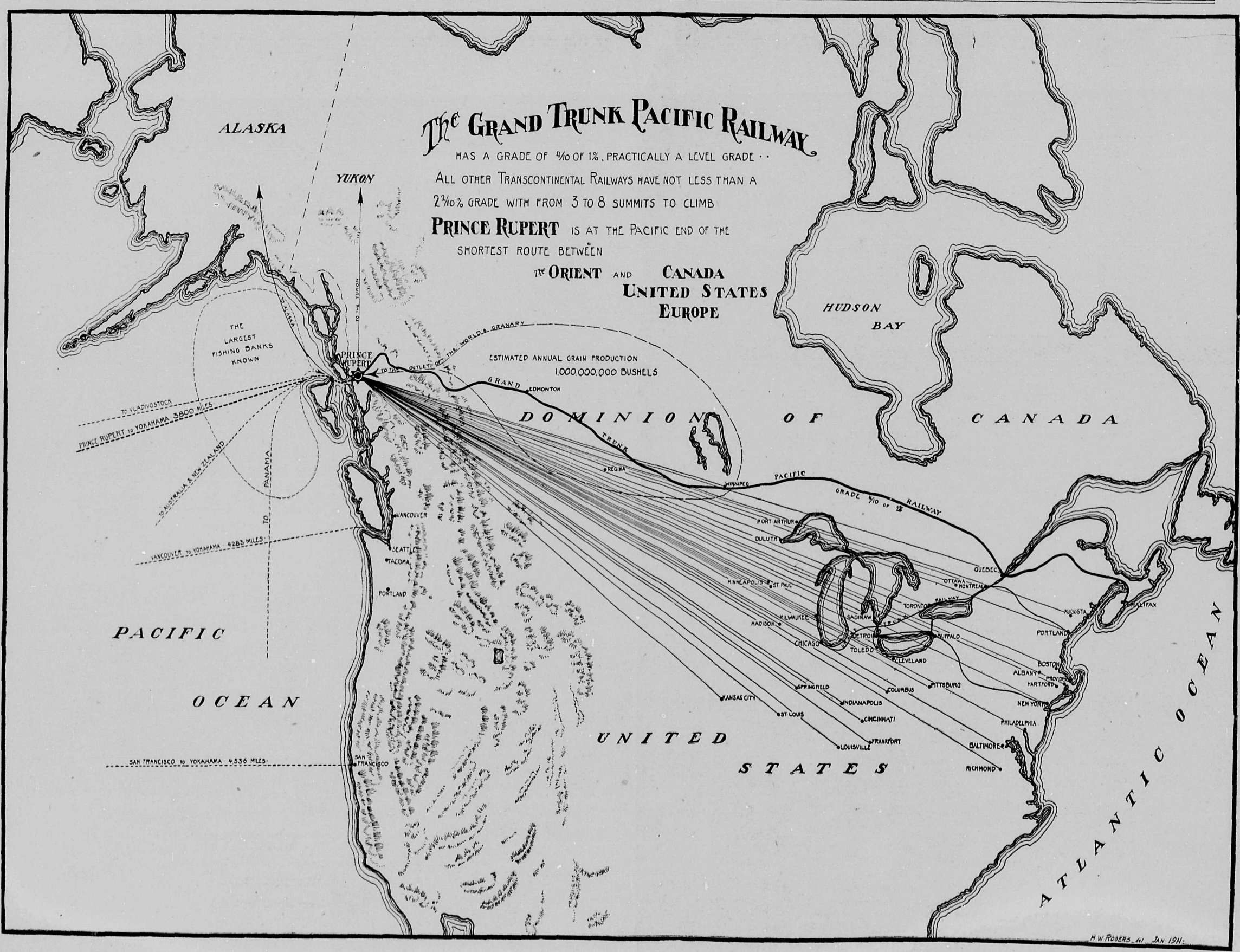
"Whether to preach or pitch."

When Women Meet

"That woman pretended to be glad to see me. What an actress she is."

"But you were a match for her?"

"Yes; I pretended to be just as glad to see her."



ANNOUNCEMENT

The Management of the Continental Trust Company Limited wish to announce that their office is now fully equipped in all departments for the transaction of business. The public is invited to inspect its premises on Second Avenue, CONTINENTAL TRUST BUILDING.

SAVINGS DEPARTMENT

Deposits received payable on demand. Interest allowed at the rate of 4% per annum, compounded quarterly. We allow the use of cheques, thus combining the advantages of a Current and Savings Account.

$1.00 will open an account with us.

Safe Deposit Department

The company has the largest and best equipped vault in the City. Safe Deposit Boxes for rent at moderate rates.

The vault is absolutely fireproof and the door, which weighs three tons, is both fire and burglar-proof. The only safe place in the city for valuable papers, jewelry, etc.

To persons who contemplate a more or less extended absence from the city and are at a loss what to do with their securities and property, we tender our services at a very moderate charge.

Real Estate and Insurance Department

This company will take entire charge of real estate in the absence of the owner, or for those who wish to be relieved of the responsibility, collecting rents, paying taxes, making repairs, looking after insurance and taking all the trouble off the owners' hands.

Members of the Prince Rupert Real Estate Exchange.

A general Insurance business transacted.

TRUST DEPARTMENT

Executing all deeds, discharges, etc., also for bond issues of financial, industrial and all other corporations under mortgage deed of trust, and in the management of sinking funds in connection therewith.

Providing for safe investments in first mortgages and other good securities, for collection of interest, dividends, rents and other income, and for managing and winding up estates.

Countersigning and certifying the issues of stocks and bonds of mining, industrial and other corporations, thus protecting shareholders against the danger of over-issue through error or otherwise and from irregular scrip.

Of companies or firms in financial difficulties.

For the benefit of creditors, in cases of bankruptcy or friendly settlement.

WILLIAM T. KERGIN, M. D., Pres. DAVID H. HAYS, First Vice-Pres. M. J. HOBIN, 2nd Vice-Pres. & Mgr. JAY KUGLER, Secretary-Treasurer C. B. PETERSON, Ass't Manager

THE CONTINENTAL TRUST COMPANY, LTD. Prince Rupert British Columbia

ARE BRITISH BUILT

Navies of all Nations are Constructed in the United Kingdom.

Some of the Dreadnoughts Being Prepared in Dockyards for Foreign Nations

There are many ways of classifying the 102 ships of the Dreadnought type now built or building, or to be laid down during the present year, but perhaps the following is most striking.

Thirty-two have been or are being built in Britain for the British navy.

Eight have been or are to be built in Britain for foreign fleets.

Seventeen under construction in foreign dockyards are being built under the direction of British shipbuilding firms or with the assistance of British workmen or manufacturers.

Forty-five have been or are being built in foreign yards with British help.

These facts are a remarkable testimony to the efficiency and reputation of the British shipbuilding industry. There are now thirteen powrs which have entered the Dreadnought race, and of the twelve foreign nations four (Germany, the United States, France and Austria) are going ahead on their own resources. Of the remaining eight, six have sought British assistance, and only the Argentine, unable to build her own Dreadnoughts, has gone elsewhere for them, and even she has ordered other craft here.

The first foreign power to come to England for Dreadnoughts was Brazil. Two ships of 19,250 tons—the Minas Geraes and Sao Paolo—have already been completed for this nation, and a third, the record-breaking Rio Janeiro, of 32,000 tons, is now under construction at Elswick. This ship will carry, it is stated, twelve 14.3-inch guns and fourteen of six inches calibre, making her far and away the most powerful warship—at any rate, on paper—ever built. Brazil also ordered two scout cruisers and ten destroyers in England, and all these have been completed and delivered.

Eastern Ally

Japan was the next power to order a British built Dreadnought, and the case is of particulad interest because since the beginning of the war with Russia all Japan's warships, with the exception of submarines, have been built in native yards. In the case of the first two ships so built (the armoured cruisers Tsukuba and Ikoma, the first ships of their class to carry twelve-inch guns), the result was fairly satisfactory; but with the rather larger and much more powerful vessels Ibuki and Kurama, things did not go so well, for the first was three and the other five years under construction.

Two battleships were also tried. The first, the 19,250 ton Satsuma-was laid down in May, 1905, and completed in the spring of last year, while the Aki, 600 tons larger, was begun in March, 1905, and not completed until Auril 1 of this year, thus taking six years to build.

Still, the Japanese authorities were not entirely disheartened by these experiences, and they are now engaged in building two 20,800-ton Dreadnought battleships, the Kawachi and Settsu. These were to have been completed by the end of this year, but only one so far is launched. Both of the vessels are being equipped with British-made guns and with armour manufactured by an Anglo-Japanese syndicate. Their offensive and defensive powers will, therefore, be almost wholly British.

Last year, however, Vice Admiral Saito, the Japanese minister of marine, admitted that it was, as yet, hopeless to expect Japanese yards to turn out ships so expeditiously and efficiently as British builders could; the result being that a contract was placed with Messrs. Vickers for a battle-cruiser of the Lion type which was laid down in January.

British Officers Help Turkey

Turkey next appeared on the scene and the history of the placing of contracts for two 19,750-ton Dreadnoughts with Sir W. G. Armstrong, Whitworth & Co. is too recent to need detailing here. Germany made very strenuous efforts to secure these contracts, and even offered to sell Turkey her first two Dreadnought battleships and the armoured cruiser Blucher. But the naval affairs of Turkey are being directed by a staff of British officers, who were no doubt far from anxious to purchase for Turkey ships with which Germany was obviously dissatisfied. Other ships are to be built under the new Turkish naval scheme, and no doubt they, too, will come to England.

Having failed with Turkey, Germany next concentrmated her energies on securing an order from the Chilean government, which is about to enter on the construction of two powerful Dreadnoughts. These vessels are to be of 26,000 tons, and will carry the new 13.5-inch gun. The orders have not been actually placed, but compared with the tenders from Germany and the United States, the prices quoted by Messrs. Vickers and Messrs. J. Brown, were about $1,000,000 lower per ship, so that there can be little doubt where the vessels will be built.

In an attempt to influence the Chilian government, Germany sent the Dreadnought cruiser Von der Tann on a so-called experimental—actually an advertising—cruise to South American waters, but the proved excellence of British construction and a saving of $1,000,000 per ship are not to be ignored. Two destroyers for the Chilian navy have just been ordered in England.

Britain's Triumph

The following is a striking summary of the manner in which Great Britain is associated with the building of foreign fleets:

Argentina—Four destroyers are under construction at Birkenhead.

Brazil—Two Dreadnoughts and 12 other ships recently built in England, and a third Dreadnought now under construction. Ten petty officers have been borrowed from tne British Navy to assist in training the personnel.

Chili—Two destroyers have just been ordered, and orders for two Dreadnoughts are expected to follow shortly. A British lieutenant has been lent.

China—A 2,500-ton cruiser is being built at Barrow.

Greece—Reorganization of navy being carried out by a British staff under Rear Admiral Tufnell.

Holland—Destroyers building at Flushing under direction and from the designs of Messrs. Yarrow.

Italy—Armour and ordnance of four new Dreadnoughts being supplied by British firms having works in Italy.

Japan—Fleet already contains 11 British built armoured ships. A battle cruiser is being built at Barrow, and two Dreadnoughts building in Japan will be equipped with armour and ordnance manufactured by a British firm.

Portugal—Several new ships to be built in England.

Russia—Four Dreadnoughts in the Baltic building under British supervision. Two Dreadnoughts to be built in the Black Sea by a British firm and two others with the help of British artizans.

Spain—Three Dreadnoughts and a number of swmaller vessels being built by a group of British firms. Dockyards being modernized by a British firm.

Turkey—Reorganization of navy being carried out by a British staff under Rear Admiral H. P. Williams. Two Dreadnoughts recently ordered in England.

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THE JOURNAL

Is the best Advertising Medium in the City of Prince Rupert

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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.

For Job Printing of all kinds see the Journal Man.

KAISER'S DAUGHTER

Her Father Said to Have Declared That She Is Free to Marry for Love and Not Politics

"I have no intention whatever of sacrificing my little girl to politics; she shall marry whom she loves and be happy."

This statement, referring to his only daughter Princess Victoria Louise, is attributed to the Emperor by the Militar-Politische Corerspondenz, and it is reproduced by many of the leading newspapers here. In accordance with the sentiments so emphatically expressed in these words the Emperorand Empress are said to have rejected several alliances recently mooted, each of which would have offered definite political advantages to Germany, and to have given their consent to a love match between their daughter and the hereditary Prince Adolph Frederic of Mecklenburg-Strelitz, who will one day ascend the throne of that miniature grand duchy with a population of just over 100,000.

Prince Adolph Frederic was stationed for several years at Potsdam, as an officer in one of the crack regiments of gards, and during his period of residence there has was a very frequent guest in the imperial palace and enjoyed the intimate friendship of the Emperor, who is known to think very highly of him. Recently the hereditary prince resigned his commission to study the details of the government service in his future capital of Neu-Strelitz, a quaint little town of 12,000 inhabitants. It is reported that the formal announcement of the engagement will ensue shortly. Prince Adolph Frederic is twenty-nine and Princess Victoria Louise will be nineteen in September.

Skeena Land District—District of Coast—Range V.

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

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

WATER NOTICE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Skeena Land District—District of Coast—Range V.

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

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

6-26

Skeena Land District—District of Skeena.

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

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

Her Dad—No, sir; I won't have my daughter tied for life to a stupid fool.

Her Suitor—Then don't you think you'd better let me take her off your hands?

PROMOTION LISTS

(Continued from Page One)

In this division the honor rolls will be awarded when the entrance results five a final basis of ranking, the rolls for deportment and regularity going to pupils in possible competition for the proficiency roll.

DIVISION II

Senior Third to Junior Fourth

Katharine Pillsbury,
Madeline Nelson,
Marjory Sing,
Johnnie Currie,
Reta Dean,
Eva Scherk,
Esther Naden,
Jean Grant,
Margaret Morgan,
Sam Weston,
Grace Meloche,
Fred Leggett.

Junior Third to Senior Third

Matthew Nehring,
Cecil Mairs,
Seymour Shirley,
Fred Stephens,
Kathleen Lake,
Lottie Daughtry,
Doris Dowling, Lawrence McMullen (equal),
Faye Hanson,
Henrietta Richmond.

Honor Rolls

Proficiency—Katharine Pillsbury.
Deportment—Reta Dean.
Punctuality and regularity—Madeline Nelson.

DIVISION III

Senior Second to Junior Third

Mary Blyth,
Norma Shirley,
Mary Astori,
Eleanor Cowper,
Julia Kask,
Iva Hicks,
Mary Kirk
Frank Cameron,
Murray Stephens,
Carman Sing,
Violet Frizzell,
George Shaw,
Frank Brown,
Irene Gampp,
Thos. Moorehouse,
Carl Halverson,
Beatrice Killin,
George Tite,
Henrietta Eckermann,
Mabel Bowen,
Guy Bramen,
John Ambrose,
Louis Astori.

Junior Second Reader to Senior Second

Kathleen Holland,
Olivia Solem,
Jack Naden,
Winnie Nehring,
Clarice Griffiths,
Thelma Rudnick,
Chester Scherk,
Fred Ritchie,
Joseph Olsson,
Gladys Vierrick,
Gilbert Donaldson,
Leonard Donaldson,
Russell Scherk,
May Gardiner,
Roderick McRae,
Douglas Starrings,
Teddy Leggatt,
Mabel Vierrick,
Betty Knott.

Honor Rolls

Regularity and punctuality—Irene Gampp, Carman Sing.
Proficiency—Mary Blyth.
Deportment—Julia Kask, Mary Kask.

DIVISION IV

First Reader to Second Reader

Bernice Roosa,
Thelma Nehring,
Halma Byman,
Marjorie Cowper,
Gertrude Knott,
Ganner Anderson,
Agda Johnson,
Shorrie McKay, Thos. McKay, Helen Shirley (equal),
Hans Knott,
John Davidson,
Eva Esson,
Louise Rowell,
Lily Shrubsall,
Richard Pillsbury,
Jack Humble,
Harry Kingston,
Rhoda Morrison,
John Solem, George Alder (equal)
Kenneth Scherk,
Joseph Maxwell,
Eddie Clapp,
Melvin Stevens.

Second Primer to First Reader

Sigfrid Hedstrom,
Hennie Halverson,
Mayme Day,
Georgina Hunter,
Joseph Cavelier,
Marie Larsen,
Gordon Kirkpatrick,
Albert Dewhurst,
Anson Jones,
Glenora Donaldson,
Bernice Palmer,
Charley Currie,
Clarence Knight,
Frank Mazzei,
Willie Alexander,
Rose Denda,
Willie Duncan,
Chris. Weston,
David Cavelier,
Jimmy Mairs,
Luigi Mazzei.

Honor Rolls

Punctuality and regularity—Georgina Hunter.
Deportment—Agda Johnson.
Proficiency—Bernice Roosa.

DIVISION V

Second Primer B to Second Primer A

Grace Carroll,
George Johnstone,
Vienna Calderone,
Dorothy Tremayne,
Dorothy Stephen,
Isa Kellie,
Muriel Owen,
Theresa Maggi,
Glen Braman,
Jennie Collier,
Milja Gurvich ,
Earlemond Latrace,
Larnie Larsen,
Jean Bailey,
Moya Bailey,
Henry McKenzie,
Sydney Hunter,
Harry Lake,
Robert Reddie,
Herminia Corrall,
Fred Corrall,
Lawrence Thomson,
Thomas Cobb,
Helene Olsen.

First Primer to Second Primer B

Albert Palmer,
Olga Hask,
Walter Owen,
Dorothy Jones,
Helga Halverson,
Isabel Kirkpatrick,
James Kelly,
John Kelly,
Leonard Anderson,
Garnet McPherson,
Levina Solem,
Teddy Lincoln,
Rose Davidson,
Kay Braman,
Pearl Latulippe.

Honor Rolls

Deportment—Dorothy Tremayne.
Proficiency—Grace Carroll.
Regularity and punctuality—Sydney Hunter.

DIVISION VI

From Division VI to Division V

Norman McLeod,
Hugh Kirkpatrick,
Mary Hancq,
Constance Cowper,
Tony Budinich,
Raymond Scherk,
Howard Frizzell,
Grace Leek,
Helen Morrison,
Robert Gardner,
Violet Mortimer,
Eric Holland,
Clary Knott,
Willie Montgomery,
Julius Maggi,
Sadao Sugo.

From Class B to Class A

Anna Lundgvist,
Philip Morrison,
Pazzi Mazzei,
Isabella McKenzie,
Annie Crossley,
Lily Cohen,
Elsa Johnson,
Alida Johnson,
Helen McRae,
Chrissie McKenzie,
Annie Nehring.

From Class C to Class B

Aleck Johnston,
Eva Cavalier,
Arthur Collier,
Alphonse French,
Violet McInnis,
Robert Douglas,
Theodore Halverson,
Frank Morrison,
Bertie Duncan,
Lenore Benson,
Morgan O'Brien.

Rolls of Honor

Proficiency—Norman McLeod.
Regularity and punctuality—Tony Budinich.
Deportment—Eric Holland.

KEEN COMPETITORS

(Continued from Page One)

the second man, finished in good style, while Anderson and Richards in third and fourth places, made time that would quality them for any company. Holmquist, the Swedish runner, who was expected to be a formidable competitor, lost his lead very early in the race and after making about two miles and a half dropped out.

Pickett and Atkins, representing Claxton, distinguished themselves in the events to the delight of the Claxton visitors.

Evening Programme

In the evening at a concert held in the Empress Theatre, the tug of war contests were held. The Grand Trunk Pacific Bridgebuilders won in the final from the Digby Island team drawn from the staff of the construction company there.

Prizes were presented at the concert to the winners in the events of the day. A good programme of music was given also.

The Skidegate Indian Band honored the occasion of Dominion Day by providing excellent music throughout to day and at the concert in the evening.

The winners of the different events were as follows:

Water Sports

Power Boats—First, Rover, Captain Partington, cup and binoculars; second, Lillooet launch, gold chain.

Six-oared Gig—First, Longshoremen; second, Lillooet.

Crab Race—First, Clyde Rogers, gold chain; second, H. Rogers, fob.

Skiffs, Mixed Doubles—First, N. Norman and Miss Olson, pipe and card case; second, H. Green and Miss Green, cigar holder and brooch.

Four-crew Canoe—First, Clyde and Harrison Rogers, Green and Godson, four cups; second, Reitchel, Mobley, Bainter and Ives, four fountain pens.

Canoe Double—First, Gamble and Sinclair, two flasks; second, Ives and Mobley, two pipes.

Skiffs—First, N. Oman, watch; second, N. Norman, wallet.

Canoes, Single—First, Ives, silver cup; second, Melville, cuff links.

Skiffs, Doubles—First, Oman and Norman, meerschaum pipes; second, Cribb and Ross, cigar cases.

Mied Double Canoes—First, Mrs. Roberson and Mr. Parker, bracelet and fob; second, Miss McDonald and Mr. Fournier, brooch and cigar case.

Land Sports

One Hundred Yards—First, Atkins, cup; second, Bell, wallet.

Fat Man's Race—First, Wall, ton of coal; second, Beattie, military brushes.

One-Mile Race—First, Sherman; second, Nicholson, cake tray.

Running High Jump—First, W. Pickett, field glasses; second E. O. Ritchel, clock.

Running Broad Jump—First, W. Pickett, umbrella; second, Davis, carving set.

Hop, Step and Jump—First, Provost, shaving mug; second, Pickett, pickle jar.

Eight Hundred and Eighty Yards—First, Sherman, cup; second, H. Mobley, cup.

Four Hundred and Forty Yards—First, Sherman, cup; second, Reilly, shaving jar.

Business Men's Race—First, Rev. W. H. McLeod, vases; second, Olier Besner, cake tray.

Two Hundred and Twenty Yards—First, Atkins, cup; second, Sherman, tobacco jar.

Five-Mile Walking Race—First, Azzali, cup; second, Reichtel, vases.

One-Mile Relay Race—First, Brotherhood team (Ives, Reilly, Mobley, Daggett), medals; second, Sherman, Cameron, Anderson, Astoria, pocket knives.

Three-Mile Race—First, Nicholson, cup; second, Green, picture.

Ten-Mile Race—First, Nicholson, cup; second, Watson, clock.

Tug-of-War—First, G. T. P. Bridge, a cup; second, Digby Island Construction.

The assistant teachers on the staff of the public school all left yesterday for the southern part of the province to spend their holidays.

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KILLED AT THE MINES

Fatal Accident at Stewart Camp--Good Progress is Made on Roads and Trails.

Good Wagon Way Is Being Constructed to Salmon River District by the Government

(Special Correspondence)

STEWART, July 2.—One of the most terrible accidents in the history of the camp occurred at Bitter Creek last Wednesday at 3:15 p. m. It is believed that the explosion was occasioned by the emptying of a missed hole. Thomas Fall, foreman of the cut, and Fred Johnson, the men who were killed, were known to be working there at the time of the accident. Both men were blown right out of the cut, and the body of Fred Johnson was picked up half in and half out of the river on the farther side, a distance of between 200 and 300 feet. The body of Thomas Fall was found 40 feet from the scene of the accident. Fred Switzer, who was working near, was also slightly injured in the head by falling rock. Dr. G. E. Richards, who was at once called, pronounced life extinct and said in his opinion death must have been instantaneous in both cases.

Coronor Conway decided after investigation that there was no necessity for holding an inquest.

Work on Roads

The work by the Provincial Government road parties is progressing rapidly under C. L. Cullin, who has charge locally of operations. C. J. Gillingham, the superintendent, has now arrived on the scene and is spending a few days with the local superintendent, and the foremen.

There is now a good wagon road beyond bitter Creek. Mr. Cullin has about twenty teams at work and the construction is moving without loss of time.

In the city there is a lot of work also under way under Foreman J. Patterson. Fifth avenue has received attention and the way to the Dominion Government wharf has been put in good shape.

Mrs. William Manson and her daughter, Gracie, have gone south for a few weeks.

ATTENTION, ODD FELLOWS

All members of the I. O. O. F. (visiting Brothers included) are earnestly requested to meet at the Hall, on Tuesday, July 4, at 7:30 p. m., for the purpose of having a photo taken. Immediately after this, the installation of the newly-elected officers will take place.

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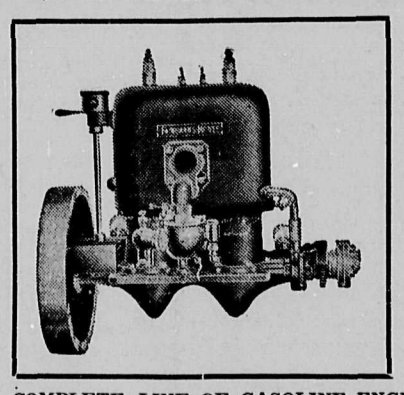

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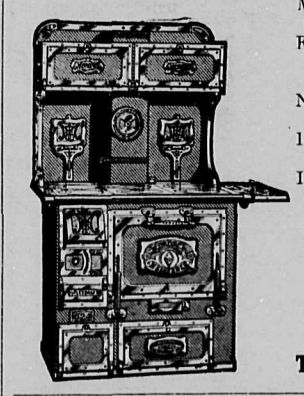

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18	1-2	34	42
		27	9-10
		27	42-43

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