The Journal $5.00 a year

Prince Rupert Journal

Class ... Job ... in al...

VOL. II. PRINCE RUPERT, B. C. SUNDAY, APRIL 13, 1913. Price, Five Cents. NO. 120.

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Special Excursions May 28th to September 30th. Returning limit October 31.

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VANCOUVER TO NEW YORK AND RETURN	$108.50
VANCOUVER TO CHICAGO AND RETURN	$72.50
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Double Weekly Service

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These vessels also maintain weekly service to Stewart and Granby Bay as follows:

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S.S. PRINCE JOHN and PRINCE ALBERT—Between Victoria, Vancouver and Prince Rupert via Queen Charlotte Islands, calling at way ports. Leave Prince Rupert southbound via Queen Charlotte Islands, Saturdays, at 8 p.m., commencing April 12.

Also maintain weekly service to Port Simpson, Masset and Naden Harbor, leaving Prince Rupert on Wednesdays at 8 p.m., commencing April 9.

GRAND TRUNK PACIFIC RAILWAY—Train No. 2 leaves Prince Rupert for New Hazelton on Wednesdays and Fridays at 10 a.m.

For all points east of Chicago use the Grand Trunk Railway System Double-track Route.

Full information, reservations and tickets from

A. E. McMASTER, General Agent :: Prince Rupert

Agency All Atlantic Steamship Lines.

Port Edward

Prince Rupert's Industrial Annex

The launch "DIXIE" leaves the Government slip for Port Edward every day at 2 o'clock, returning at 5 o'clock.

H. W. Haskamp was among the arrivals by the Prince Rupert yesterday after a trip to the east.

LIGHT NEEDED.

There have been requests for a small occulting light to be placed on Vadso Rock near Granby Bay. This it is felt would be of great value to small vessels going into the bay. There is a buoy there at the present time, which serves the needs during the day in an excellent manner. It is useless at night, however, and there is felt to be need of something to serve at night to aid the increasing business at that point.

WANTED — A woman cook; wages $60 per month, with room. Apply Superintendent Prince Rupert General Hospital. tf

HALF A MILLION AT PORT EDWARD

The Reports of Sales Received In the Office of Local Agents Harrison, Gamble & Co., Shows That There Has Been Nearly $500,000 Worth of Lots Sold Already—There are In Addition All Kinds of Applications for Information.

The sale of lots in Port Edward, which is to be an industrial complement to this port, has been phenomenal. The expectations of those who are interested seem to have been exceeded. Messrs. Harrison and Gamble, the local dealers who have charge of the sale of the property, have had reports from the various selling centres with the result that there are now approaching well on for half a million dollars worth of the lots already disposed of.

The sales in Prince Rupert, where the true worth of the site is so well known, have been exceedingly good. They have, in fact, been better than it had been the expectation of the sellers to look to. Local dealers have bought heavily in local sales that have been held and there was the feeling that on this account there would be reluctance on the part of the citizens here to get in on the Port Edward lots. This proved to be contrary to the facts, however. On the other hand, the sales to local men have been excellent.

Vancouver and Victoria, where the experience has been gratifying in line of the additions to the main cities, have made very heavy purchases in the place. This is an assurance that these places realize that the future of this city of Prince Rupert is one of the brightest on the Coast. They are ready to put money in what will be the first of the adjuncts to be brought into prominence.

As will be seen by the advertising columns, there is still offered for sale in the new port several good lots. These are in what is Section One of the townsite and in what will be the business centre of the city that is to be built up there.

COMPANY PLEASED

Not a Shareholder of the Grand Trunk Has Criticism to Offer at Meeting In London.

Chairman Smithers Looks Forward to Coupling Up of Line This Fall If All Goes Well.

Presiding at the half-yearly meeting of the Grand Trunk Pacific Railway in London, Chairman Smithers expressed gratification in announcing an increase of one per cent., making 2 1-2 per cent. for the year on third preference stock. Satisfactory progress is being made with the grade on the Pacific section, said Mr. Smithers, and unless labor troubles intervened it is probable that the two lines will be connected in the fall. The company then will be able, not only to remove the crop eastward, but also handle traffic westward.

During the year 1912 the number of Western Canadian land seekers has been greater than ever and the tendency during the last two years has been for homeseekers rather than speculators to buy land, a condition which the company heartily welcomed.

Gross receipts of the company are now £10,000,000 against £4,000,000 in 1895. When the present board took office their view of the money market had proved correct, a difficult year had been passed most successfully, and Canada was entitled to congratulation on the way she was emerging from a trying period.

There is every likelihood of continued immigration and the opening of new land, which are true marks of Canadian progress, and would be strongly apparent this year.

Not a solitary shareholder had criticism to offer on the report, which was adopted, cordial thanks and appreciation of the meeting to the officials and staff being accorded.

Wire Trouble.

There was trouble with the telegraph line in the south last night, which cut off The Journal from its usual telegraphic news.

W. T. Willison, of Toronto, arrived by the Prince Rupert yesterday. He will spend some time visiting his cousin, H. Wright, of the Windsor Hotel.

SIXTH AVENUE

SNAP

Lane Corner

SIXTH AVENUE, SECTION 5

$3,000

Terms extending over 3 years

McCaffery & Gibbons

Third Ave. Prince Rupert, B.C.

Adair Carss, who has just passed his final examination in law, heading the list for the year, arrived home by the Prince Rupert yesterday. He will continue in the office of Carss & Bennett.

James Weir, well known in the Kootenays, reached Prince Rupert yesterday. He is on his way to Granby, where he will take a position in the store that is being opened there. In Prince Rupert he met many old-time Kootenay friends.

We pay promptly for shortages. Northern Laundry.

FAST MOTOR BOAT.

A mile-a-minute craft is what the Americans plan to build to send against the Britishers for the international motor boat trophy this year.

The English motor boat Maple Leaf IV. last summer won the trophy, defeating the Ankle Deep, Baby Reliance II. and Baby Reliance III. at Huntington. The Motorboat Club of America at once challenged for a race this year, and will send three fast boats to race in the Solent against the British defenders. France has challenged, and it is expected that other countries will be represented in the international contest. The trophy is emblematic of the championship of the world.

The Maple Leaf IV. was not at her best while in American waters, owing to a broken rudder, but she was fast enough to defeat the defenders. After returning home the Maple Leaf IV. was repaired, and in six runs over the measured mile course averaged better than forty-six nautical or fifty-three statute miles an hour. This is the mark that American yachtsmen have to aim to beat to be successful in the coming races.

NEW PREMIER TO BE BRICK FACED

G. W. Morrow and Architect Randall Have Arrived In the City to Enter Upon the Active Operations Connected With the Hotel to Be Erected—It Will Be Four Storey Structure and Will Likely Have Veneer of Pressed Brick

There reached the city yesterday by the Prince Rupert, George Morrow, who holds a large interest in the Premier Hotel and who has come north at this time to take the necessary steps towards beginning the construction of the new building that is to be erected by the company on the site at the corner of Second avenue and Fifth street, where the Hart building formerly stood.

He is accompanied on this trip by Mr. Randall, the architect of the building and during the stay here arrangements will be made to at once proceed with the work of construction. Already there are bids in for the excavating of the site, as far as it is to be done. It is the intention of the company to have the earth removed only from one-half of the basement where the necessary heating plant will be installed. The remainder of the site will be left, as it would call for the removel of a lot of rock to clear it. There will be a basement of concrete put in from rock bottom all around the building so the structure that may be erected will be of the most substantial kind.

This is all the more necessary in view of the fact that the building that is to be erected will be a heavy one, built in a very substantial manner. It will be a wooden frame with a veneer of brick which will give it a massive appearance and will reduce the danger from fire to a very marked extent. There will be a decided saving in the insurance also as a result of this move on the part of the company.

The exact type of brick that will be used has not yet been decided upon, but the architect himself is partial to a red brick. Whatever type is used, it will be of the most up-to-date character, as the cost of putting brick in is heavy and the company intend that the best only shall be used.

The plans that have been prepared provide for a building that will be a decided improvement upon the general class of buildings that have so far been built here. It will be four full storeys above the street level. The front of the hotel part will be on Fifth street, overlooking the Grand Trunk Pacific reserve. The bar will open on to the street at the corner of Second avenue. Continuing along Fifth street there will be an entrance into the office of the hotel, which will occupy a large space in the centre of the 100 feet that the building will have along that street. Beyond that again there will be the restaurant section of the hotel.

On the Second avenue frontage there will be two commodious stores provided. Upstairs over the whole of the area there will be three storeys devoted to rooms. Care has been taken to see that every room is well lighted and ventilated. A series of courts have been cut into the building which allows the windows of all the bedrooms to have an outlook into the open. These are so arranged as to take away in no manner from the appearance of the building, but on the contrary they rather add to the appearance.

There will be sixty rooms in the building all fitted in the most modern way with hot and cold water and with baths conveniently situated. The intention is to allow nothing to stand in the way of the early completion of the hotel. Mr. Morrow is in touch with the conditions that prevail in the south and realizes that there is to be an early rush to Prince Rupert. He is, therefore, losing no time to get ready with the hotel to meet the demands in that direction.

WOULD SELL ROAD

E. J. Chamberlin Makes a Proposition to the State of Rhode Island.

Proposition Made With Regard to the Much Discussed Railway Line in New England.

Providence, R.I., April 4.—Mr. E. J. Chamberlin, president of the Grand Trunk Railway, in a letter received by Governor Pothier today, offers to turn over to the State of Rhode Island the Southern New England Railroad as it now stands as an inalienable gift, on the condition that the State shall complete the road and operate it in one of two ways which the writer suggests.

The alternatives of operation are described as follows:

First—If the State desires to operate the railroad we will grant running rights on reasonable terms over the new London Northern from Palmer to Brattleboro, Vt., so as to make the line sufficiently long to constitute an operating division, and we will also make a traffic agreement between the Central Vermont and the State-owned railroad for a division of through rates on a mileage basis with a reasonable additional allowance for terminal charges; or, second:

"The Central Vermont will lease the State-owned railroad for a rental equivalent to five per cent. interest on the actual cost of the State completing the whole line."

Coupled with this offer is the statement that the line cannot be completed by the company unless the State becomes the second guarantor of the necessary bonds; and that if the State is unwilling to accept the road as a gift and complete it, the contractors will remove their apparatus and the line will be definitely abandoned about the middle of the present month.

Mr. Chamberlin says that nearly two and a half million dollars has already been expended on the line, and that its completion will require several millions more than was originally estimated.

The services of the Grand Trunk engineers are tendered to the State, which would receive also the plans, surveys and other data used by the company. If the State does not wish to accept the offer, it is asked to consider the earlier request to guarantee the company's bonds.

A. Cuthbert has returned from an extended visit to England.

We aim to please. The Northern Laundry, Phone 474.

CAPT. AMUNDSEN DECLINES.

Dr. Clayton, secretary of the Canadian club of this city, sent a message to Capt. Amundsen, the explorer, now in Vancouver, asking him to visit Prince Rupert and address the Canadian Club here. A reply has been received in which the discoverer of the South Pole states that it will be impossible to be present as his arrangements on his present tour are all in the hands of a syndicate. He will not be able, therefore, to come here as that would interfere with the programme mapped out for him.

Prince Rupert Journal
Telephone 138

O. H. NELSON, Editor.

Office: 128 Third Avenue East, near McBride Street. Telephone 138. P. O. Box 607.

DAILY EDITION.

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Six Months	$2.50
Three Months	$1.25
One Month	$ .50

WEEKLY EDITION.

Published every Friday for circulation outside the city of Prince Rupert at $2.00 a year addressed to points in Canada or $3.00 a year to all points in the United Kingdom, the United States or other foreign countries.

Advertising Rates Upon Application.

Sunday, April 13, 1913.

SHOULD ACT NOW.

Mr. Churchill's latest statement to the House of Commons did not differ at all from the account he gave in his naval "budget" of the position of the Canadian ships. That is, they are to be over and above the margin of safety fixed for the United Kingdom; but that does not mean that they will not be needed for the defence of the Empire.

Mr. Churchill's latest statement does, however, put a new emphasis upon the necessity of speed. He calculates that our ships will be ready in 1915; and, if this expectation is to be met, **we can have no more delay at Ottawa.** The world is moving with greater rapidity than ever. Military and naval preparations are being rushed on all sides.. "Speeding up" has become a normal condition. If we mean business in this country, says the Montreal Star, if we are to take our place among the serious nations of the world—**if we are to escape from the "baby class"** and cease to beg that allowance be made for us because we are so inexperienced and timorous—we must begin to live strictly up to our obligations, and to do this world-business with the snap and decision which is apparent among all the competing nations. It is no child's play on which we are embarked—it is no petty party game we are playing. **We have challenged the attention of civilization, and it is high time that we began to acquit ourselves like an adult people.**

A CONTRADICTION.

Sir Wilfrid Laurier says that he had been called upon when in office to adopt closure, but he had "always opposed it." There is then a straight issue of fact between the leader of the Opposition and his Minister of Agriculture, says the News-Advertiser. Three times and in three different places Mr. Fisher declared in the last general election campaign that the closure system would be introduced by the government after the election, and on two of these occasions he said that he was authorized to make the announcement. We believe that Mr. Fisher's statement was accurate.

IMMUNE FROM CANCER.

The discovery of a chemical process which develops human cancer in healthy rabbits and guinea pigs, and the resultant production of a serum by which rabbits have been rendered immune was announced recently by Dr. Howard W. Nowell of the Boston College of Medicine, in an address at the seventy-third annual meeting of the Massachusetts Homeopathic Medical Society.

Dr. Nowell has been engaged in original research along this line for three years, and his colleagues regard his discovery as an important step in the study of cancer.

While guarding against any impression that a cancer cure has been found, Dr. Nowell told of plans by which six hundred cases of human cancer are to be inoculated with the serum. It will require two years to determine whether or not the serum will immune a human cancer, upon which an operation has been performed, from a recurrence of growth.

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PRINCE RUPERT

SHIPPING NEWS OF THE BUSY NORTHERN PORT

WIRELESS REPORT.

April 12, 8 a.m.

Estevan—Cloudy, rain, wind southeast, bar. 29.64, temp. 43, sea rough.

Cape Lazo—Fog, rain, calm, bar. 29.83, temp. 42.

Point Grey—Overcast, calm, temp. 42.

Triangle— Overcast, south-east gale, bar. 28.97, temp. 44, sea rough; spoke Zapora, 12:20 a.m. off Mexacana Point.

April 12, Noon.

Skidegate—Showery, fresh south-east wind, sea moderate, bar. 29.79, temp. 47.

Cape Lazo—Overcast, wind south-west, bar. 29.83, temp. 50, sea moderate; spoke tug Goliath, 8 a.m., southbound.

Point Grey—Overcast, calm, temp. 54.

Triangle—Cloudy, south-east gale, bar. 29.16, temp. 44, heavy swell; Mariposa at 2:25, Queen Charlotte Sound, southbound.

Ikeda—Raining, wind southeast, bar. 29.40, temp. 48, sea moderate.

April 12, p.m.

Skidegate—Overcast, fresh south-east wind, sea moderate.

UNLOADED POWDER.

The steamer Capilano unloaded her cargo of powder at the magazine on the other side of the harbor. It will be brought here as required by the contractors.

HENRIETTE SAILS.

The Grand Trunk Pacific freighter Henriette, which is having all the business that she can do in the heavy trade, got away from the dry-dock wharf yesterday morning at 11 o'clock for the south. She is to be kept busy this season carrying the heavy freight from the south to this port.

BUOY ADRIFT.

It is reported that the buoy on Sparrow Hawk Rock in Cunningham Passage, near Port Simpson, is adrift from her position. The weather on the coast has been very severe during the past few weeks and it is due to this fact that the buoy has been carried away.

PRINCE RUPERT IN.

The Grand Trunk Pacific steamer Prince Rupert reached port on time yesterday. She leaves again this morning for Granby on her regular run. Among the passengers who arrived by her were the following:

H. W. Haskamp, F. Wooley, W. T. Willison, I. T. King, N. Folmer, Mrs. R. H. Armstrong, Carl Wakefield, A. Cuthbert, Ray Anderson, E. L. Lacherer, A. C. Dow, Mrs. R. Stettler, J. Zarelli, L. J. Murphy, W. J. Smith, R. W. Thompson, R. R. Hedley, A. L. Gate, Fred Trusty, S. Cullington, H. R. Hannal, L. Roberts, E. McFeight, W. L. Dass, J. S. Taylor, J. Surely, J. D. Bunton, Mrs. J. T. Bunton, F. A. Elmer, Jas. Weir, H. Price, I. N. Lawrence, W. F. Wegner, Rob Marian, H. G. Kruger, E. Roders, Mrs. E. Rogers, D. R. Lesue, Mrs. D. R. Lesue, G. W. Morrow, Mr. Randall, H. D. McBride, A. Wilkie, Geo. Scott, James Wright, Mrs. H. Dawson, D. McDonald, J. F. Breeze, Jack Fong, Mrs. Fong, E. Hyde, A. Carss and R. Kearley.

SHIPYARD PROFITS.

The annual report of Messrs. Swan, Hunter & Wigham Richardson Ltd. shows a profit of £153,149, which, with the balance brought forward, makes a total disposable of £171,256. After providing for the debenture interest, the sinking fund, and the interim dividend, and final dividend on the preference shares, it is proposed to pay a further five per cent. on the ordinary shares, making 7 1-2 per cent., and absorbing £31,736, to transfer £55,000 to reserve, and appropriate £5000 for the benefit of the company's employees, carrying forward £24,833. During the year £43,236 has been expended on maintenance purposes, and £28,957 has been placed to depreciation. Eighteen ships and three floating docks were launched during the year, and the contracts in hand include a number of large oil-carrying ships, five torpedo-boat destroyers, a hydrographic ship for the Canadian Government, and several passenger and cargo steamers, as well as vessels with Neptune and Diesel engines. An additional graving dock is being constructed, the new yard has been opened at Southwick, on the Wear, for building floating docks and caissons, and an arrangement made for merging the interests of the firm and Messrs. Barclay, Curle & Co., Glasgow. Since the formation of the company, the average annual dividend had been under 5 per cent., and the payment of 7 1-2 per cent. for 1912 will barely bring it up to 5 per cent. On the net profit of £153,149, shown in the accounts for 1912, less than two-thirds has been made on the ships, docks and marine engines and boilers. As against the higher prices received, the rise in the cost of materials and labor had been still greater.

Phone 474 and have the Northern Laundry call for laundry that requires quick delivery

SAILINGS OF STEAMERS

SUNDAY, APRIL 13.

Departing—Prince Rupert for Granby Bay, 8 a.m.

Arriving—Princess Mary from Naas River points, 4 p.m.

Departing—Princess Mary for Vancouver, 6 p.m.

MONDAY, APRIL 14.

Arriving—Prince Rupert from Granby Bay, 8 a.m.

Princess Sophia from Skagway and Port Simpson, 9 a.m.

Departing—Prince Rupert for Vancouver, Victoria and Seattle, 9 a.m.

Princess Sophia for Vancouver, 9 a.m.

TUESDAY, APRIL 15.

Arriving—Prince Albert from Vancouver and intermediate ports, including Queen Charlotte ports, 6 p.m.

Venture from Vancouver and intermediate ports, 8 a.m.

Departing—Venture for Granby Bay and Naas points.

WEDNESDAY, APRIL 16.

Departing—Prince Albert for Port Simpson, Masset and Naden Harbor, 8 p.m.

Venture for Vancouver and way ports.

Arriving— Prince George from Vancouver, Victoria and Seattle, 9 a.m.

THURSDAY, APRIL 17.

Arriving—Prince John from Masset and Naden Harbor.

Departing—Prince George for Stewart 8 a.m.

FRIDAY, APRIL 18.

Arriving—Prince George from Stewart, 6 a.m.

Princess Mary from Vancouver and way ports, 5 p.m.

Departing—Prince George for Vancouver, Victoria and Seattle, 9 a.m.

Princess Mary for Skeena River and Naas River ports.

SATURDAY, APRIL 19.

Departing—Prince Albert for Skidegate, Queen Charlotte Island ports, Vancouver and Victoria.

SPORTS

GETS $2 A BALL.

Once more arises the statistician who figures out the odd angles of baseball. His latest researches have to do with Joe Wood of Boston, who was such an important factor in the Red Sox triumph over the Giants in the world series. Here are his statistics:

Wood pitched in 43 games last season. At $7500 a year that would mean about $172.09 a game. He pitched 344 innings—just averaging eight innings to a game. That would be about $21.80 an inning. Not being quite so old, nor nearly so steady as Walter Johnson, Wood wastes more balls and more energy than Johnson does. While "the Terrible Swede" pitches from about 90 to 100 balls in a game of nine innings, "Smoky Joe" goes him about 10 better on an average. While no statistics have been kept, you will find Wood averaging about 12 balls to an inning. So you see Joe Wood will be paid $1.82 every time he hurls the horsehide in a regular game of baseball this year—always assuming that the $7500 story is true.

In other words, Wood threw the ball from 4000 to 4200 times last season, and for probably just about the same work he is credited with receiving $7500 this year, to say nothing of perquisites, as there's still plenty of easy money when you only know how to get it.

WAGNER A WONDER.

The composite Pirate of 1913 is a younger man than any representation of the city of Pittsburg on the baseball diamond in ten years. The old fellows are gradually dropping out, and young blood is replacing them, not in accordance with any fixed policy of the club, but because many of the stars of the past years have outlived their usefulness. Old players are never dropped from the roster merely because they are old. The combination of Clarke-Wagner-Leach-Ritchey that was looked upon as one of the most formidable in organized baseball was first broken up when Claude Ritchey was let out. Clarke was next to go, through self-elimination and last summer a third member of the quartette in the person of Tommy Leach was dropped. Today only Hans Wagner remains.

It is a case of the survival of the fittest. The big Dutchman is 39 years old. Perhaps it could be put "39 years young," for it is only the lines on his face and the whitening of his hair at the temples which indicates his age. There is nothing in his ball playing to suggest the advisability of his retirement from the game. They say he is slowing up, and perhaps he is, but he can slow up a great deal more and still be one of the world's greatest ball players. The game has not produced his equal. He is a perfect baseball machine, and the machine will not be clogged up in this year if early indications count for anything. Wagner is the Wagner of 1912 this spring, and there's no telling how many more seasons he will be playing the most difficult position on the diamond. No man who has watched him throughout his marvellous career would hazard his reputation as a prophet by predicting that this will be Wagner's last year.

Hans Wagner will be robbing opposing players of base hits and knocking down fences with his own drives this summer as of yore. He will be running wild on the paths. He will continue to be a terror to pitchers, the idol of every American youth, and one of the most talked about and written about men in the United States.

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PHONE 86, 710 THIRD AVE.

Skeena Land District—District of Coast Range 3.

TAKE NOTICE that John Emerson, of Vancouver, B.C., occupation Barrister, intends to apply for permission to purchase the following described lands: Commencing at a post planted on Aristazable Island and about five miles west and two miles south of Fury Point, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to the point of commencement and containing 640 acres more or less.

JOHN EMERSON.
James Cross, Agent.
Dated March 3rd, 1913. ap4

Skeena Land District—District of Coast Range 3.

TAKE NOTICE that I, Angus Hayes, of Vancouver, B.C., occupation Railroad Conductor, intend to apply for permission to purchase the following described lands. Commencing at a post planted on Aristazable Island and about seven miles west and two miles north of Fury Point, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to point of commencement, and containing 640 acres more or less.

ANGUS HAYES.
James Cross, Agent.
Dated March 4th, 1913. ap4

Skeena Land District—District of Coast Range 3.

TAKE NOTICE that Bertram Thomas Hill, of Victoria, B.C., Clerk, intends to apply for permission to purchase the following described lands: Commencing at a post planted on Aristazable Island and about five miles west and five miles south of Fury Point, thence south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to point of commencement, and containing 640 acres more or less.

BERTRAM THOMAS HILL.
James Cross, Agent.
Dated February 28th, 1913. ap4

Skeena Land District—District of Coast Range 5.

TAKE NOTICE that Daniel Jabour of Prince Rupert, B.C., occupation Merchant, intends to apply for permission to purchase the following described lands: Commencing at a post planted 40 chains east of the south-east corner of Lot 76; thence 20 chains east, thence 20 chains north, thence 20 chains west, thence 20 chains south to point of commencement, containing 40 acres more or less.

DANIEL JABOUR.
Dated March 22nd, 1913. ap4

Skeena Land District—District of Coast Range 3.

TAKE NOTICE that Gertrude Georgina Graham, of Victoria, B.C., Clerk, intends to apply for permission to purchase the following described lands: Commencing at a post planted on Aristazable Island and about six miles west and five miles south of Fury Point; thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to point of commencement and containing 640 acres more or less.

GERTRUDE GEORGINA GRAHAM.
James Cross, Agent.
Dated February 28th, 1913. ap4

Skeena Land District—District of Coast Range 3.

TAKE NOTICE that Samuel George Walton, of Vancouver, occupation Salesman, intends to apply for permission to purchase the following described lands: Commencing at a post planted on Aristazable Island and about five miles west of Fury Point, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to the point of commencement and containing 640 acres more or less.

SAMUEL GEORGE WALTON.
Dated March 1st, 1913 ap4
James Cross, Agent.

Skeena Land District—District of Coast Range 3.

TAKE NOTICE that Ralph Randall, of Victoria, B.C., occupation Merchant, intends to apply for permission to purchase the following described lands: Commencing at a post planted on Aristazable Island and about six miles west and five miles south of Fury Point, thence south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to the point of commencement, containing 640 acres more or less.

RALPH RANDALL.
James Cross, Agent.
Dated February 28th, 1913. ap4

Skeena Land District—District of Coast Range 3.

TAKE NOTICE that I, Hugh Chatburn Killeen, of Victoria, B.C., occupation Contractor, intend to apply for permission to purchase the following described lands: Commencing at a post planted on Aristazable Island and about six miles west and three miles south of Fury Point, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, and containing 640 acres more or less.

HUGH CHATBURN KILLEEN.
James Cross, Agent.
Dated February 28th, 1913. ap4

Skeena Land District—District of Coast Range 3.

TAKE NOTICE that John Wallace DeBeck Farris, of Vancouver, B.C., occupation Barrister, intends to apply for permission to purchase the following described lands: Commencing at a post planted on Aristazable Island and about four miles west and three miles south of Fury Point, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to point of commencement and containing 640 acres more or less.

JOHN WALLACE DEBECK FARRIS
James Cross, Agent.
Dated March 2nd, 1913. ap4

MUNICIPAL NOTICE.

TAKE NOTICE that the Municipal Council of the City of Prince Rupert has fixed Thursday, the 24th day of April, A.D. 1913, at the Police Court Room, in the City Hall, Prince Rupert, B.C., as the time and place for taking the vote of the ratepayers on the following bylaws:

"A Bylaw to authorize the City of Prince Rupert to construct in conjunction with the Government of British Columbia, and the Grand Trunk Pacific Railway, a Bridge connecting Section One with Section Two, and to incur a debt of the amount of $35,000, to pay the City's share of the cost of such Bridge."

"A Bylaw to authorize the raising of the sum of $20,000 for the purpose of building a School House on the property mentioned in this Bylay, and to raise the said sum by the issue of debentures."

"A Bylaw to authorize the Corporation of the City of Prince Rupert to grant to His Majesty the King a site for a Drill Hall in the City of Prince Rupert."

"A Bylaw to amend Bylaw No. 11."

"A Bylaw to amend Bylaw No. 29."

"A Bylaw to amend Bylaw No. 59."

AND FURTHER TAKE NOTICE that the vote shall be taken by ballot and that the polling booths shall be kept open on the said 24th day of April, A.D. 1913, from the hour of 9:00 a.m. until the hour of 7:00 p.m.

AND FURTHER TAKE NOTICE that DANIEL H. MORRISON has been appointed Returning Officer to take charge of the said vote.

ERNEST A. WOODS,
City Clerk.

BY-LAW NO.....

A BYLAW TO AUTHORIZE THE CITY OF PRINCE RUPERT TO CONSTRUCT IN CONJUNCTION WITH THE GOVERNMENT OF BRITISH COLUMBIA, AND THE GRAND TRUNK PACIFIC RAILWAY, A BRIDGE CONNECTING SECTION ONE WITH SECTION TWO, AND TO INCUR A DEBT OF THE AMOUNT OF $35,000.00 TO PAY THE CITY'S SHARE OF THE COST OF SUCH BRIDGE.

WHEREAS it is deemed advisable to construct a steel bridge connecting Sections One and Two in the City of Prince Rupert, said bridge to be as nearly as may be on the line of Second avenue.

AND WHEREAS it is estimated that the cost of the said bridge will be $100,000.00.

AND WHEREAS the Government of British Columbia proposes to pay toward the construction of the said bridge the sum of $35,000.

AND WHEREAS the Grand Trunk Pacific Railway Company proposes to pay towards the construction of the said bridge the sum of $30,000.

AND WHEREAS it is deemed advisable for the City of Prince Rupert to pay toward the construction of the said bridge the sum of $35,000.00.

AND WHEREAS it is intended that the said bridge shall be built upon plans and specifications to the satisfaction of the three contributing parties.

AND WHEREAS it will be required to raise the sum of $35,000.00 for the purpose of paying for the said work hereby authorized to be constructed.

AND WHEREAS the City intends to issue debentures to raise the said sum of $35,000.00 payable in 50 years from the date of the coming into effect of this Bylaw, and bearing interest at 5 per centum per annum.

AND WHEREAS it is necessary to raise annually to pay said debt the sum of $267.18 and to raise annually the sum of $1750 to pay interest thereon, in all the sum of $2017.18 to pay interest and sinking fund.

AND WHEREAS the value of the whole rateable land and improvements and real property of the Municipality according to the last revised assessment roll being the roll for the year 1912, is $21,686,585.00.

AND WHEREAS the whole debt of the City of Prince Rupert, not including Local Improvements and School purposes, is $771,000.00, which is not 20 per centum of said assessed amount.

AND WHEREAS this Bylaw cannot be altered except by the consent of the Lieutenant-Governor-in-Council.

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE CITY OF PRINCE RUPERT enacts as follows:

1. It shall be lawful for the City of Prince Rupert to join with the Government of British Columbia and the Grand Trunk Pacific Railway in constructing a steel bridge to connect Sections One and Two, upon the line of Second avenue, the said bridge to form part of Second avenue, the said bridge to be constructed by the City of Prince Rupert but to be to the satisfaction of the other two contributors.

2. It shall be lawful for the City of Prince Rupert to pay towards the construction of the said bridge the sum of $35,000.00 and to create a debt to that amount and to raise the same by debentures as hereinafter mentioned.

3. For the purpose of paying for the City's share of the work hereby authorized it shall be lawful for the City of Prince Rupert to issue debentures for the sum of $35,000.00, which debt shall be payable in 50 years from the date when this Bylaw takes effect, for which debt debentures shall be issued to be secured in manner hereinafter mentioned.

4. The sum of $267.18 is necessary to be set aside annually during the currency of the said debentures for the purpose of forming a sinking fund with which to pay the said debt and debentures at maturity; the said sum of $267.18 to be raised each year as a sinking fund and further the sum of $1750.00 is necessary to be raised as interest during the said term and the currency of the said debentures.

5. The said sum necessary to pay the said sinking fund and interest shall be annually collected as a special levy or tax against the taxable land in the City of Prince Rupert.

6. There shall be issued any number of debentures to be made for such sums as may be required for raising the said sum of $35,000.00 and the said debentures may be either for currency or sterling and shall not be for less than $100.00 currency or £20 sterling each, and not exceeding in the whole the sum of $35,000.00, and the said debentures shall be duly prepared, executed and sold for the purpose aforesaid.

7. The said debentures shall be deemed to have been properly executed by being signed by the Mayor and the Treasurer of the City and shall be sealed with the corporate seal.

8. The said debentures shall bear the date when this Bylaw takes effect and shall contain a promise to pay the amounts secured thereby and the interest thereon at the rate of five per cent, per annum, payable half-yearly on the first day of January and the first day of July, and may be with or without coupons attached for interest and if coupons are attached, same shall be equivalent to one-half year's interest at said rate.

9. Said coupons shall be properly executed by having written, stamped, printed or lithographed thereon the names of the Mayor and Treasurer of the City.

10. All debentures issued under this Bylaw shall be numbered consecutively no matter when issued, beginning with Number 1.

11. The coupons shall bear the same number as the debentures to which they are attached.

12. Debentures hereunder shall be made payable at any place in England, the United States or Canada therein set out.

13. The said debentures when issued, sold or hypothecated, and any coupons thereto attached shall be deemed a valid and binding charge upon the said City of Prince Rupert.

14. The amount of debt authorized by this Bylaw is subject to consolidation with the amount of any other debt authorized by any other Bylaw of the said City and notwithstanding anything herein contained authorizing and directing the issue and sale of debentures for the payment of the debt thereby created the City of Prince Rupert consolidated stock may be issued in the place and stead of the debentures to the amount of such debt.

This section shall only apply in so far as the City may be empowered by Statute so to do.

15. It shall be lawful for the Council before or during the construction of the works hereby authorized to borrow from any bank or other corporation or person, willing to advance the same, at interest, to be agreed on, for the purpose of the said works or any part thereof and for such loans to hypothecate the debentures to be issued hereunder, or a part thereof, provided that such loans with interest shall be repaid out of the monies to be realized upon sale of such debentures or any other security which for the time being may take their place.

16. The Council may sell the said debentures at less than par if it is at any time found necessary so to do.

17. This Bylaw shall take effect on the 1st day of May, A.D. 1913.

PASSED THE MUNICIPAL CORPORATION OF THE CITY OF PRINCE RUPERT this 7th day of April, A.D. 1913.

T. D. PATTULLO,
Mayor.
ERNEST A. WOODS,
Clerk.

TAKE NOTICE that the above is a true copy of the proposed Bylaw to raise $35,000.00 upon which a vote of the Municipality will be taken at the Police Court Room, City Hall, on the 24th day of April, A.D. 1913, from the hour of 9 o'clock a.m. until the hour of 7 o'clock p.m.

ERNEST A. WOODS,
City Clerk.

BYLAW NO. .....

A BYLAW TO AUTHORIZE THE RAISING OF THE SUM OF $20,000.00 FOR THE PURPOSE OF BUILDING A SCHOOL HOUSE ON THE PROPERTY MENTIONED IN THIS BYLAW, AND TO RAISE THE SAID SUM BY THE ISSUE OF DEBENTURES.

WHEREAS the Board of School Trustees for the School District of the City of Prince Rupert have submitted an estimate requiring the City Council to supply the money necessary to build a school upon Parcel No. Twenty (20), shown on the plan referred to in the agreement made between the City of Prince Rupert, The Grand Trunk Pacific Railway Company, The Grand Trunk Pacific Development Company, Limited, and His Majesty the King, in his right of his Province of British Columbia, and which agreement was ratified by Statute of the Legislature of the Province of British Columbia, in the year A.D. 1912, the amount of such estimate being the sum of $20,000.00 and

WHEREAS the City Council do not deem it advisable to raise the said sum out of the annual taxes raisable for School purposes under the Municipal Act, and it has been determined that this Bylaw shall be passed and submitted to a vote under the provisions of Section 124 of the Municipal Act, and

WHEREAS it will be required to raise the sum of $20,000.00 for the purpose of paying for the said School, and

WHEREAS the said City intends to issue debentures to raise the said sum of $20,000.00 payable in ten (10) years from the date of the coming into effect of this Bylaw, and bearing interest at five (5) per centum per annum, and

WHEREAS it is necessary to raise annually to pay said debt the sum of $1704.83 as a sinking fund and to raise annually the sum of $1,000.00 to pay interest thereon, in all the sum of $2704.83 to pay interest and sinking fund, and

WHEREAS the value of the whole rateable land and improvements and real property of the Municipality, according to the last revised assessment roll, being the roll for the year 1912, is $21,686,585.00 and

WHEREAS the whole debt of the City of Prince Rupert, not including local improvements and school purposes, is $771,000.00, which is not twenty (20) per centum of said assessed amount, and

WHEREAS this Bylaw cannot be altered except by the Lieutenant-Governor-in-Council.

NOW, THEREFORE, the Municipal Council of the Corporation of the City of Prince Rupert enacts as follows:

1. It shall be lawful to grant to the Board of School Trustees of the City of Prince Rupert, the sum of $20,000.00 for the purpose of erecting a school upon the property hereinbefore mentioned, and for the purpose of raising the said sum, to issue debentures to secure the sum of $20,000.00, payable in the manner hereinafter mentioned.

2. For the purpose of paying for the said school hereby authorized it shall be lawful for the said City of Prince Rupert to create a debt to the amount of $20,000.00, which debt shall be payab'e in ten years from the date when this Bylaw takes effect, for which debt debentures may be issued to be secured as hereinafter mentioned.

3. The sum of $1704.83 is necessary to be set aside annually during the currency of the said debentures for the purpose of forming a sinking fund with which to pay the said debt and debentures at maturity, the said sum of $1704.83 to be raised each year as a sinking fund and, further, the sum of $1,000.00 is necessary to be raised as interest during the said term and currency of the said debentures.

4. The said sum necessary to pay the said sinking fund and interest shall be annually collected as a special levy or tax against the taxable land of the City of Prince Rupert.

5. There shall be issued any number of debentures to be made for such sums as may be required for raising the said sum of $20,000.00, and the said debentures may be either in currency or in sterling and shall not be less than $100 currency or £20 sterling each and shall not exceed in the whole the sum of $20,000.00 and the said debentures shall be duly prepared, executed and sold for the purpose aforesaid.

6. The said debentures shall state on their face that they are issued for school purposes and shall be deemed to have been properly executed by being signed by the Mayor and Treasurer of the City and shall be sealed with the corporate seal.

7. The said debentures shall bear the date when this Bylaw takes effect, and shall contain a promise to pay the amount secured thereby and the interest thereon at the rate of five (5) per centum per annum, payable half-yearly on the first day of January and the first day of July, and may be with, or without, coupons attached for interest, and if coupons are attached same shall be equivalent to one-half year's interest at said rate.

8. Said coupons shall be properly executed by having written, stamped, printed or lithographed thereon the names of the Mayor and Treasurer of the City.

9. All debentures issued under this Bylaw shall be numbered consecutively no matter when issued, beginning with Number one (1).

10. The coupons shall bear the same date as the debentures to which they are attached.

11. Debentures hereunder shall be made payable at any place in England, the United States of America, or Canada, therein set out.

12. The said debentures when issued, sold or hypothecated and any coupons thereto attached shall be deemed a valid and binding charge upon the said City of Prince Rupert.

13. The amount of debt authorized by this Bylaw is subject to consolidation with the amount of any other debt authorized by any other Bylaw of the City, and notwithstanding anything herein contained authorizing and directing the issue and sale of debentures for the payment of a debt thereby created the City of Prince Rupert consolidated stock may be issued in the place of said debentures to the amount of such debt. This section shall only apply in so far as the City may be empowered by Statute so to do.

14. The Council may sell the said debentures at less than par if it is found at any time necessary so to do.

15. This bylaw shall take effect on the first day of May, A.D. 1913.

PASSED THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE CITY OF PRINCE RUPERT THIS 7th DAY OF APRIL, A.D. 1913.

T. D. PATTULLO,
Mayor.
ERNEST A. WOODS,
Clerk.

TAKE NOTICE that the above is a true copy of the proposed Bylaw to raise $20,000.00 upon which a vote of the Municipality will be taken at the Police Court Room, City Hall, on the 24th day of April, A.D. 1913, from the hour of 9 o'clock a.m. until the hour of 7 o'clock p.m.

ERNEST A. WOODS,
City Clerk.

BYLAW NO. .....

A BYLAW TO AMEND BYLAW NO. 59.

WHEREAS the City Council of the City of Prince Rupert, did, on the Fifth day of September, 1911, finally pass Bylaw No. 59, being a bylaw to raise the sum of $550,000.00 for the construction of a hydro-electric system, to supply the City of Prince Rupert with water, electric light and power, and said Bylaw before its final passage duly received the assent of the electors entitled to vote on money bylaws under the provisions of the Municipal Act.

AND WHEREAS by said Bylaw No. 59 it was provided amongst other things that the interest to be paid upon the amount secured by the said debentures should be at the rate of 4½ per centum per annum and that that rate should appear in the coupons attached to the said debentures.

AND WHEREAS the debentures authorized by the said Bylaw No. 59 have not yet been sold.

AND WHEREAS it is believed that the said debentures may be negotiated on more favorable terms if the rate of interest therein mentioned is raised to five (5) per centum per annum.

NOW, THEREFORE, THE MUNICIPAL COUNCIL OF THE CITY OF PRINCE RUPERT ENACTS AS FOLLOWS:

Bylaw No. 59 is amended as follows:

1. In the ninth recital thereof the amount of $28,948.54 shall be replaced by the amount of $31,698.54.

2. In the thirteenth recital thereof the amount of $24,750.00 shall be replaced by the amount of $27.500.00.

3. In Sections four and five by replacing the amount of $24,750.00 by the amount of $27,500.00.

4. Section five shall be further amended by inserting in lieu of the amount $29,948.54 the amount $31,698.00 in both places where the first-named amount appears in the said section.

5. By changing the rate of interest mentioned in Bylaw No. 59, of 4½ per cent., wherever that rate appears in the said Bylaw No. 59 to 5 per cent.

6. This Bylaw shall not affect the assessments made in the year A.D. 1912, which shall stand as then made.

7. Notwithstanding anything in this Bylaw contained it shall still be lawful for the City Council before the debentures are issued and sold under Bylaw 59 by resolution to declare that no more than 4½ per cent., originally mentioned in the said Bylaw No. 59 shall be collected thereunder, in which case Bylaw 59 shall stand in its original form.

8. This Bylaw shall come into force on the first day of May, A.D. 1913.

PASSED THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE CITY OF PRINCE RUPERT THE 7th DAY OF APRIL, A.D. 1913.

T. D. PATTULLO,
Mayor.
ERNEST A. WOODS,
Clerk.

TAKE NOTICE that the above is a true copy of the proposed Bylaw to amend Bylaw No. 59 upon which a vote of the Municipality will be taken at the Police Court Room, City Hall, on the 24th day of April, A.D. 1913, from the hour of 9 o'clock a.m. until the hour of 7 o'clock p.m.

ERNEST A. WOODS,
City Clerk.

BYLAW NO. .....

A BYLAW TO AMEND BYLAW NO. 11.

WHEREAS the Municipal Council of the City of Prince Rupert did on the Ninth day of August, A.D. 1910, pass a Bylaw No. 11, being a Bylaw to create a debt of $40,000.00 by the issue of debentures for the purpose of providing money to take over and carry on the plant, pole lines, equipment and entire assets of the Prince Rupert Telephone Company, and said Bylaw before its final passage duly received the assent of the electors entitled to vote on money bylaws under the provisions of the Municipal Act.

AND WHEREAS by said Bylaw No. 11 it was provided amongst other things that the interest to be paid upon the amount secured by the said debentures should be at the rate of 4½ per cent. per annum and that that rate should appear in the coupons attached to the said debentures.

AND WHEREAS the debentures authorized by the said Bylaw No. 11 have not yet been sold.

AND WHEREAS it is believed that the said debentures may be negotiated on more favorable terms if the rate of interest therein mentioned is raised to five (5) per centum per annum.

NOW, THEREFORE, THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE CITY OF PRINCE RUPERT ENACTS AS FOLLOWS:

Bylaw No. 11 is amended as follows:

1. The seventh recital of the said Bylaw is amended by altering the amount of $1800.00 to $2000.00.

2. The ninth recital of the said Bylaw is amended by altering the amount of $3214.45 to $3414.45.

3. Section nine of the said Bylaw is amended by changing the amount of $1800.00 to $2000.00, and the sum of $3214.45 to $3414.45.

4. By changing the rate of interest mentioned in Bylaw No. 11 of 4½ per cent. wherever that rate appears in the said Bylaw No. 11 to 5 per cent.

5. This Bylaw shall not affect the amount collected under Bylaw No. 11 in the years 1911 and 1912.

6. Notwithstanding anything in this Bylaw contained it shall still be lawful for the City Council before the debentures are issued and sold under Bylaw No. 11 by resolution to declare that no more than 4½ per cent. originally mentioned in the said Bylaw No. 11, shall be collected thereunder, in which case Bylaw No. 11 shall stand in its original form.

7. This Bylaw shall come into force on the first day of May, A.D. 1913.

PASSED THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE CITY OF PRINCE RUPERT, THE SEVENTH DAY OF APRIL, A.D. 1913.

T. D. PATTULLO,
Mayor.
ERNEST A. WOODS,
Clerk.

TAKE NOTICE that the above is a true copy of the proposed Bylaw to amend Bylaw No. 11 upon which a vote of the Municipality will be taken at the Police Court Room, City Hall, on the 24th day of April, A.D. 1913, from the hour of 9 o'clock a.m. until the hour of 7 o'clock p.m.

ERNEST A. WOODS,
City Clerk.

BYLAW NO. .....

A BYLAW TO AMEND BYLAW NO. 29.

WHEREAS the Municipal Council of the City of Prince Rupert did on the 28th day of November, 1910, pass a Bylaw No. 29, being a Bylaw to create a debt of $66,000.00 by the issue of debentures for the purpose of constructing and erecting a Civic Electric Lighting Plant, which Bylaw duly received the assent of the electors entitled to vote on money bylaws in the manner prescribed by the Municipal Act.

AND WHEREAS by said Bylaw No. 29 it was provided amongst other things that the interest to be paid upon the amount secured by the said debentures should be at the rate of 4½ per cent. per annum and that that rate should appear in the coupons attached to the said debentures.

AND WHEREAS the debentures authorized by the said Bylaw No. 29 have not yet been sold.

AND WHEREAS it is believed that the said debentures may be negotiated on more favorable terms if the rate of interest therein mentioned is raised to five (5) per centum per annum.

NOW, THEREFORE, THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE CITY OF PRINCE RUPERT ENACTS AS FOLLOWS:

Bylaw No. 29 is amended as follows:

1. Section three of the said Bylaw is amended by changing the amount of $2970.00 to $3300.00.

2. Section four of the said Bylaw is amended by changing the amount of $2970.00 to $3300.00.

3. Section four is further amended by changing the amount of $6353.15 wherever it occurs to $6683.15.

4. Wherever the terms of 4½ per cent. appears in the said Bylaw the same shall be altered to five (5) per cent.

5. This Bylaw shall not affect the amount collected under Bylaw No. 29 in the years A.D. 1911 and 1912.

6. Notwithstanding anything in this Bylaw contained it shall still be lawful for the City Council before the debentures are issued and sold under Bylaw 29 by resolution to declare that no more than 4½ per cent., originally mentioned in the said Bylaw No. 29, shall be collected thereunder, in which case Bylaw No. 29 shall stand in its original form.

7. This Bylaw shall come into force on the first day of May, A.D. 1913.

PASSED THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE CITY OF PRINCE RUPERT, 7th DAY OF APRIL, A.D. 1913.

T. D. PATTULLO,
Mayor.
ERNEST A. WOODS,
Clerk.

TAKE NOTICE that the above is a true copy of the proposed Bylaw to amend Bylaw No. 29 upon which a vote of the Municipality will be taken at the Police Court Room, City Hall, on the 24th day of April, A.D. 1913, from the hour of 9 o'clock a.m. until the hour of 7 o'clock p.m.

ERNEST A. WOODS,
City Clerk.

BYLAW NO. .....

A BYLAW TO AUTHORIZE THE CORPORATION OF THE CITY OF PRINCE RUPERT TO GRANT TO HIS MAJESTY THE KING A SITE FOR A DRILL HALL IN THE CITY OF PRINCE RUPERT.

WHEREAS, under the provisions of the Municipal Act the City of Prince Rupert is entitled to grant a site for the construction of a Drill Hall, and it has been determined by the City Council that it is advisable to grant to His Majesty the King, for the uses of the Government of Canada a site hereinafter mentioned, to be used for the purpose of a Drill Hall and other purposes connected with the Department of Militia.

NOW, the Municipal Council of the Corporation of the City of Prince Rupert enacts as follows:

1. It shall be lawful for the City of Prince Rupert to grant to His Majesty the King, for the purpose of a Drill Hall and other purposes connected with the Department of Militia of the Government of Canada, the land hereinafter described.

2. The land to be granted is that piece of land situate upon Lot 14 as shown on the plan mentioned in the agreement made between the City of Prince Rupert, The Grand Trunk Pacific Railway Company, The Grand Trunk Pacific Development Company, Limited, and His Majesty the King, in his right of his Province of British Columbia, which agreement was confirmed by a Statute passed in the year nineteen hundred and twelve by the Legislature of the Province of British Columbia. The piece of land to be granted under this Bylaw is specifically shown on a plan filed with the City Clerk and sealed with the seal of the Corporation.

This Bylaw shall come in force on the first day of May, A.D. 1913.

PASSED THE MUNICIPAL COUNCIL OF THE CORPORATION OF PRINCE RUPERT THIS SEVENTH DAY OF APRIL, A.D. 1913.

T. D. PATTULLO,
Mayor.
ERNEST A. WOODS,
Clerk.

TAKE NOTICE that the above is a true copy of the proposed Bylaw to authorize the Corporation of the City of Prince Rupert to grant a site for a Drill Hall, upon which a vote of the Municipality will be taken at the Police Court Room, City Hall, on the 24th day of April, A.D. 1913, from the hour of 9 o'clock a.m. until the hour of 7 o'clock p.m.

ERNEST A. WOODS,
City Clerk.

CORPORATION OF THE CITY OF PRINCE RUPERT, B.C. TENDERS FOR GRADING.

SEALED TENDERS will be received by the City Clerk until 4 p.m. on Monday, the 14th of April, 1913, for the grading of Market Place and a portion of the City Reserve on Fulton Street.

Plans and specifications may be seen, and forms of Tender obtained at the Office of the City Engineer.

The lowest or any tender not necessarily accepted.

W. McG. MASON,
City Engineer.

LIQUOR ACT, 1910.

(Section 35.)

NOTICE is hereby given that, on the first day of May next, application will be made to the Superintendent of Provincial Police for the grant of a licence for the sale of liquor by retail in and upon the premises known as The Bella Coola Hotel, situate at Bella Coola, upon the lands described as Lot 451, Range 3.

Dated this 19th day of March, A.D. 1913.

A. P. HUGHES,
Applicant.

m25ap26

LIQUOR LICENCE ACT.

NOTICE is hereby given that, on the first day of May next, application will be made to the Superintendent of Provincial Police for the grant of a licence for the sale of liquor by wholesale in and upon the premises known as The Little Building, situate at Prince Rupert, B.C., upon the lands described as Lots 17 and 18 in Block 11, Section 1, according to plan of the townsite of Prince Rupert aforesaid registered as 923.

Dated this 22nd day of March, 1913.

THE BEAVER WHOLESALE LIQUOR CO., of PRINCE RUPERT LTD.

C. T. PARTINGTON, Manager, Applicant.

APPLICATION NO. 656R.

TAKE NOTICE that an application has been made to register James Alfred Roberts as the owner in Fee Simple, under a Tax Sale Deed from Charles W. Homer, Assessor, to James Alfred Roberts, bearing date the 17th day of January, 1913, of all and singular that certain parcel or tract of land and premises situate, lying and being in the Province of British Columbia, more particularly known and described as:

Lot Three Hundred and Ten (310), Range Four (4), Coast District.

You and those claiming through or under you and all persons claiming any interest in the said land by virtue of any unregistered instrument, and all persons claiming any interest in the said land by descent whose title is not registered under the provisions of the "Land Registry Act," are required to contest the claim of the tax purchaser within thirty days from the date of the service of this notice upon you, and in default of a caveat or certificate of lis pendens being filed within such period, or in default of redemption before registration, you and each of you, will be forever estopped and debarred from setting up any claim to or in respect of the said land, and I shall register James Alfred Robertson as owner thereof in fee.

Dated at the Land Registry Office, Prince Rupert, Province of British Columbia, this 28th day of January, 1913.

WILLIAM P. BURRITT,
District Registrar.
To William J. Vaughan, 64 View St., Victoria B.C.

G. L. PROCTOR

—ARCHITECT—

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HYGIENE —QUALITY —FINISH

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Wagons call and deliver anywhere in city.

WRITE OR PHONE 118.

THIRD AVENUE, NEAR McBRIDE.

GIVES GOOD ADVICE

Chief Justice Hunter Deals With Naval Question In No Uncertain Way.

He Points Out What the Duty of Canadians Is in a Matter of This Kind.

Speaking in Victoria on the toast of The Empire, Chief Justice Hunter a few days ago traced the history of the British race from earliest times, pointed to the various other races that had become blended with it, and expressed the opinion that such a people must in the very nature of things become great.

"And that race has become great, the greatest that the world has ever seen, but not without its calamities and its tragedies. Think of the great nation to the south of us. I shall always consider that the greatest calamity that has befallen the British Empire was the secession of the United States. A narrow-minded oligarchy in Great Britain brought about that, and I am convinced that if it had not happened the seat of British power would today be located somewhere on this North American Continent. But I do not believe that that calamity is irreparable; I believe that there will yet be a reunion in some form or another of these peoples. Whether it will be by consolidation of all the separate English-speaking parts, or an alliance, or what not, is really a secondary affair provided they come at last to an understanding whereby their difficulties would be settled by arbitration. That would be the nearest thing to the stopping of future wars that we have yet attained. If we reflect for a moment we find that neither of these great nations, that is Great Britain and the United States, are in danger of invasion. Great Britain is secure on sea and the United States is safe on land. If they should come together they could establish the domination of the sea, and they could dictate to all others on the question of war. They would be in a position to say to any European nation, 'you must not do this or you will find your ports blockaded and your trade routes cut.'

To Be Sought.

"To my mind nothing could be more inspiring than such a consummation. At the present time the British fleet is the only guarantee that the world has of peace, but with the United States and all the parts of the Empire acting in unison for the common end the menace that threatens the peace of the world would disappear, perhaps forever. That is an inspiring thought, and as a Canadian it raises the question in me of what Canada is doing in regard to it. I think that there is a great responsibility resting upon Canadians in this matter, for they represent a very substantial portion of the Empire referred to. They have a very great responsibility, say, in contributing to the support and maintenance of the greatest police organization of the world.

"How have we met this obligation? We have been a confederation for little short of fifty years, and what have we done in the course of that period toward the maintenance and support of the British fleet, or of the Empire as an organization for the preservation of the peace of the earth? I must say, gentlemen, whether you like it or not, that she has not done herself credit in the matter of contributing to the support of the British Empire and what it means to the world at large.

Duty of Canada.

"What is our duty in this matter? I will not say anything about the permanent policy of the Dominion Government for that is a question that is entitled to further discussion. But let us consider the emergency policy. Assuming that there is an emergency, and the circumstances would appear to point to the fact that there is, then it becomes a question that ought not legitimately to be brought within the field of party politics. This is not a party question. It is not even a Canadian question. It is an imperial question, or if you like, a world question. It affects all mankind as well as ourselves.

"Is there an emergency? For my part I am content to accept the advice of the fact from the Imperial Government. The politics of that Government matter not at all, nor do the politics of the Government at Ottawa. It satisfies me that the Imperial Government has advised the Canadian Government that there is an emergency. I do not need, however to be satisfied in that way. The mere fact that the Imperial Government has increased its appropriation for the navy so enormously for the present year over all previous years is proof enough for me that in the opinion of the Imperial Government there is a grave emergency.

Germany Spending Lavishly.

"Of course, on the other hand, we have the German Chancellor stating publicly the other day that there is no immediate probability of a European conflagration. That may be all right, but then we have the German nation spending $50,000,000 in increasing its army by means of a war tax placed upon so-called fortunes of $1400 a year and upwards. That indicates a condition of things that is very grave, indeed. It means to Germany that strain after strain is being put upon her people to increase the fighting strength of the nation. It means the accenuation of a condition of things that is even now almost intolerable. And if that is not demonstration enough of the fact that there is an emergency I do not know what would satisfy some people of the fact.

"Now assuming that there is an emergency is there any other way of meeting it than by giving contributions freely and voluntarily to the Imperial Government. If there is I am unable to see it. Some people tell us that the money would be better spent at home, but if what I say is the fact how idle it is to talk of spending the money in our own country. That suggestion does not so much appeal to our patriotism as to our materialism.

"Then it is also suggested that we should have the ships stationed here. So far as that is concerned I would like to know what one battleship and two cruisers located at Halifax would do in the event of a European war. We want to have the ships in the fighting line, right where the danger threatens and where they would be of some service. It would be of very little use to have a battleship placed at Vancouver or Victoria. No doubt the officers could amuse themselves on the golf links, but I think it would be better for us and for the Imperial Government, whom we are anxious to assist, to have them nearer the scene of action. It has always been a fighting policy to get near the enemy if you could not exactly get at them, and, for my part, I believe in it."

WILD HORSE HERDS.

Are Progeny of Animals Turned Loose by Men Unsuccessful in Cariboo Gold Rush.

Three thousand or more wild horses, in herds of from thirty to one hundred are roaming over the hills and valleys in the interior of British Columbia, according to a report brought by James Bradley, who, with Gustav Reiland, a veteran prospector and miner, known throughout the Bonanza gold camps, has just returned from an extended exploration tour of the Coast Province.

"Indians and white prospectors and pack-train freighters value these untamed animals more than high-bred horses," said Mr. Bradley. "They are the progeny of horses turned loose on the trail by discouraged or dying men during the famous gold rush in the Cariboo country. Thousands of the veriest 'tenderfeet' stampeded to the new fields in the early 60's. Most of them were incompetent and, in fact, utterly helpless in that wild country, and the horses either broke away or were abandoned when the fortune hunters gave up on the long trail.

"The horses made their feeding grounds in the vicinity of Barkerville for several years afterward, and their offspring wandered northward as the bands increased. They are wild, and make trails on the mountains and timbered country much after the fashion of buffalo in the early days, and deer at present.

"The Indians and freighters work ing in the timber districts, cate them with snares, such as are use for lynx. In most cases, the anima are easily broken, and they are be ter for the rough country than t high-grade horses on account of the stamina and sureness of foot on t mountain trails. We lost horses fr our train from time to time, and placed them with wild animals."

R. Anderson, representing the B C. Life Assurance Company, is in the city in the interests of his company which is represented locally by M. M. Stephens & Co.

R. R. Hedley, of Vancouver, a well-known mining engineer, reached the city by the Prince Rupert. He will inspect properties on the Queen Charlotte Islands.

COMMISSION READY

The Indian Question Will Be Dealt With Now By Joint Body.

Hon. E. L. Wetmore, Formerly Formerly Chief Justice of Saskatchewan, Chairman.

Conferences which have recently been in progress between the Federal and Provincial appointees upon the commission created by the Dominion Government for the investigation and determination of all matters affecting Indian lands in British Columbia, have resulted in the mutual and amicable agreement by these commissioners upon former Chief Justice Wetmore of Regina—whom Mr. Haultain not long ago succeeded on the bench—as the fifth member and chairman of this important tribunal; and a telegram from the Right Honorable Premier Borden announces that the formal commission will now issue at Ottawa under the Canadian act respecting public enquiries, so that the work assigned to the board may forthwith be undertaken.

The complete commission, which consists of Hon. Mr. Wetmore, chairman; Messrs. White and McKenna, representing the Dominion, and Messrs. J. P. Shaw, M.P.P., and D. H. MacDowall, Provincial appointee, will meet in this city very shortly for organization, and will then arrange an itinerary which will embrace visits to every part of British Columbia.

It is expected that the important work of investigating and determining all questions relating to Indian reserve lands in this province will occupy considerable time.

Terms of Agreement.

The agreement between the Federal and the Provincial authorities in this important matter was originally concluded September 24 last between the Prime Minister of British Columbia, Sir Richard McBride, K. C.M.G., acting for the province, and Mr. J. A. J. McKenna specially representing the Dominion, being subsequently confirmed under Federal and Provincial orders- in-council. These provided that the acts and proceedings of the commission shall be subject to the approval of the two interested governments and that these governments agree to favorably consider the commission's report whether interim or final, with a view to giving effect so far as reasonably may be to the proceedings, findings and recommendations of the commission.

The agreement itself, acceptance of which by the Federal authorities has led to the creation of the commission, provides that this tribunal "shall have power to adjust the acreage of Indian reserves in British Columbia in the following manner:

"At such places as the commissioners are satisfied that more land is included in any particular reserve as now defined than is reasonably required for the use of the Indians of that tribe or locality, the reserve shall, with the consent of the Indians as required by the Indian Act, be reduced to such acreage as the commissioners think reasonably sufficient for the purposes of such Indians.

May Set Aside Land.

"At any place at which the commissioners shall determine that an insufficient quantity of land has been set aside for the use of the Indians of that locality, the commissioners shall fix the quantity that ought to be added for the use of such Indians, and they may also set aside land for any band of Indians for whom land has not already been reserved.

"The province shall take all such steps as are necessary to legally reserve the additional lands which the commissioners shall apportion to any body of Indians in pursuance of the powers here set out. The lands which the commissioners shall determine are not necessary for the use of the Indians shall be subdivided and sold by the province at public auction. The net proceeds of all such sales shall be divided equally between the province and the Dominion, and all moneys received by all the Dominion under this clause shall be held as used by the Dominion for the benefit of the Indians of British Columbia. All expenses in connection with the commission shall be shared by the province and the Dominion in equal proportion.

For Benefit of Indians.

"The lands comprised in the reserves as finally fixed by the commissioners shall be conveyed by the province to the Dominion with full power to the Dominion to deal with the said lands in such manner as they may deem best suited for the purposes of the Indians, including a right to sell the said land and fund or use the proceeds for the benefit of the Indians, subject only to a condition that in the event of any Indian tribe or band in British Columbia at some future time becoming extinct, then any lands within the territorial boundaries of the province which have been conveyed to the Dominion as aforesaid for such tribe or band and not sold or disposed of as hereinbefore mentioned, or any unexpended funds being the proceeds of any Indian reserve in the Province of British Columbia, shall be conveyed or repaid to the province.

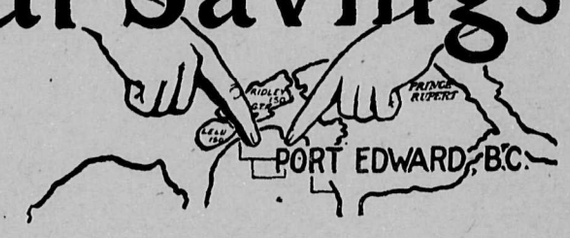
"Until the final report of the commission is made the province shall withhold from sale or pre-emption any land over which they have a disposing power and which has been heretofore applied for by the Dominion as additional Indian reserves or which may during the sittings of the commission be specified by the commissioners as lands which should be reserved for Indians. If during the period prior to the commissioners making their final report it shall be ascertained by either government that any lands being part of an Indian reserve are required for right-of-way or other railway purposes or for any Dominion or provincial or municipal public work or purpose, the matter shall be referred to the commissioners, who shall thereupon dispose of the question by an interim report, and each government shall thereupon do everything necessary to carry into effect the recommendations of the commissioners."

Some of the blame for the lies we tell ought to be charged up to people who ask our candid opinion.

When the hat is passed we are all willing to put in a good word.

Teaching an old dog new tricks is often a waste of time. It may be more economical to get a new dog.

Young Man, — Young Woman, Put Your Savings Here



Prices of lots in Prince Rupert have risen since the first sale in 1909. In the beginning—only three years or so ago—the man or woman with a couple of hundred dollars could "get in" at Prince Rupert. Today as many thousands would hardly suffice. Port Edward offers you a vast opportunity, similar to that offered by Prince Rupert a few years ago. Port Edward is controlled by a company composed of some of the soundest business and professional men in Canada, many of them Prince Rupertites. Its capital stock—$1,000,000—is all subscribed. A development fund of $175,000 to take care of preliminary work has been provided and approximately $60,000 of this fund has been expended. Of all Western Canada, no section offers such sterling opportunities just now as the North Pacific. And of all the North Pacific, no place offers so certain, so solid an opening as

Port Edward, B.C.
Prince Rupert's Industrial Annex

Papers print much about the operation of the Grand Trunk Pacific Railroad, about the effect of the operation of the Panama Canal. People read a good deal about these things, too. BUT THE WORLD HAS NOT YET EVEN DREAMED OF WHAT THESE EVENTS WILL MEAN. A GREAT MEASURE OF THE EFFECT OF THESE EVENTS CAN BE GUAGED BEFOREHAND AND, EVEN THE CONSERVATIVE CERTAINTY IS APPALLING IN ITS MAGNITUDE. THE POSSIBILITIES ARE BEYOND COMPREHENSION.

These two great events will come about within a few months of one another. Their combined influence on Northern British Columbia will be remarkable. That vast, wonderful treasure house of natural resources, perhaps the richest area of its size in North America, will flash before the world in all its magnificence. Development will follow with a rapidity as yet unknown.

Only by reading the detailed literature can you form any real conception of what the future of this North Pacific country will be. The literature is yours for the asking. Send your name and address on the coupon attached. Doing so does not entail any obligation. We do not even ask you to read the information contained in this literature. BUT WE ADVISE YOU STRONGLY TO DO SO. Prince Rupert is, of course, the Western terminus of the Grand Trunk Pacific Railroad. It is situated on Kaien Island, in Northern British Columbia. Port Edward is on the mainland adjacent to Prince Rupert. The main line of the Grand Trunk Pacific passes directly through Port Edward on its way to Prince Rupert.

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