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Prince Rupert Journal

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VICTORIA, B.C. JUN 1 - 1913 LEGISLATIVE ASSEMBLY

PROSPECTS BRIGHT FOR ISLAND ROAD

Press of That Party Takes Objection To Celebration---Says Imperialists See In Nationality Their Chief Enemy And Want To Uproot It Consolidating the Whole British Empire Into One Whole

There is every prospect that the road around the Island here will soon be started up again. There has been some little delay in this undertaking owing to the fact that the Government could not see its way clear to doing the whole of the work in view of the fact that the Grand Trunk Pacific was heavily interested in the area that would be opened up and would be a benefit to the company. Correspondence has been passing in the matter and the vice-president of the company, M. Donaldson while here last, conferred with Mr. Manson, the local member, in this matter.

It now looks as though there would be a settlement reached and work would be allowed to begin upon the undertaking, which is estimated to cost in the neighborhood of $150,000. The Grand Trunk Pacific, with many undertakings in the city, felt a little loathe to start in on any new one. It has however, come to the conclusion that the time is very close when the work will be needed, and the company will take a share in the cost. The question of the exact proportions upon which the work will be paid for has yet to be worked out between the two parties concerned, but it looks as if the undertaking would not be held up.

The Government is now anxious, says Mr. Manson, to get started on the road, which will mean so much to the city of Prince Rupert. The Grand Trunk Pacific is also showing its interest and it is evident that the company intend to make this one of the best of cities on the Coast. It is known that President Chamberlin is alive to the immense importance of the city. With that in view, it is said that he has insisted upon the hotel that is to be erected here being the second best in the system of hotels that is being erected across the continent. It will, in fact, be excelled in accommodation only by the Chateau Laurier at Ottawa. Mr. Chamberlin is reported to have said that the whole of the hotel will be needed and that as quickly as it can be got up. He realizes that there is to be an immense influx of tourists here and the road about the Island is one of the necessary attractions that will be required in the city and about it. It is evident, therefore, that within a very few weeks the road about the Island and the colossal hotel and terminals of the railway company will be under construction in preparation for the thousands that are to find their way to this city in the next year.

WISHES TO LAY HEMLOCK FOR FIR

J. A. MEEKER HAS HAD DIFFICULTY IN GETTING THE LUMBER AGREED UPON.

The Closing Up of the Ocean Falls Mills Has Interfered With the Contractor's Plans.

The request was made to the city council last evening at the instance of J. A. Meeker, one of the contractors who is to lay plank roads in Section Two, in which he desired that the city engineer should grant permission to substitute hemlock for fir covering. This will be taken up by the public works committee with power to act.

Mr. Meeker, in his letter which was addressed to the engineer, explained that he had made arrangements with the Ocean Falls Company to supply the fir lumber and to take the debentures in pay for it. The company was not now in a position to provide the lumber and he could not secure it elsewhere on the same terms. He, therefore, desired to be permitted to change the decking to hemlock. If this were done he would be able to make a reduction of $1 a thousand on the lumber used.

It was explained in the letter that while hemlock might not be quite as strong as fir it would wear quite as long. Moreover, the hemlock lumber could be obtained locally, this being a benefit to the city.

Philosopher—"Bear and forbear" is my motto.

Dyspeptic—"Chew and eschew" is mine.

COMPLETING LINE.

Reporting J. W. Stewart in Vancouver, the News-Advertiser says: "It is expected that the last spike in the Grand Trunk Pacific construction will be driven late this year somewhere between Fort George and Fraser Lake to the east of the summit. On the eastern section the grading has all been completed from railhead to Bulkley Summit, a distance of about 100 miles, but the laying of steel will be delayed pending the construction of several bridges, although it is anticipated that steel will reach the summit by September, leaving about 160 miles between that point and Fort George, all that territory now being covered with construction gangs and the work well on towards completion."

Sir Wilfrid Laurier Denies Reported Threat

Ottawa, May 27.—Sir Wilfrid Laurier on a question of privilege in the House today, referring to an article in the press to the effect that he had issued an ultimatum to the Senate to throw out the Naval Bill or he would resign the leadership of the party, declared there was no foundation for the story.

BRITISH LIBERALS OPPOSE EMPIRE DAY

The G.T.P. And The Government Are Still Negotiating---Railway Expresses Its Willingness To Take a Share In The Undertaking --- Question Of Proportions All That Separates the Parties Now

London, May 27.---The Empire Day movement is belittled here by the Liberal press. The Chronicle says of the Empire Day celebration at Queen's Hall at which the two Australian premiers were present that the representatives of the Dominions were inveigled into the hall and their speeches formed a mere chorus to the utterances of the Unionist speakers. Such party episodes it says are regrettable.

The Daily News says the Imperialists see in Nationality their chief enemy and are desirous of uprooting it in Africa, Canada and Australia, and substituting a consolidation of the whole Empire into one whole. The paper concludes by stating that the flabby sentimentality associated with Empire Day is the worst enemy the Empire has.

Empire Day was celebrated in the schools, the celebrations being considerably more general than in previous years. It is estimated that 5,000,000 children saluted the flag in England alone.

G.T.P. STEAMERS.

Says the London correspondent of the Montreal Star: "The directors of the Grand Trunk Pacific are considering the construction of a number of vessels for use on both the Atlantic and the Pacific. It is stated that the tonnage of this new line will be large. Final details have not yet been decided, but it is anticipated that within eighteen months the new transcontinental will be able to transport passengers from England, not only to the Canadian seaboard, but thence to the eastern hemisphere, either via Liverpool or Honolulu."

PIONEER PASSES AWAY.

Vancouver, May 27.—Matthew Miller died here today, aged 88. He came to the province nearly sixty years ago on the ship Princess Royal, rounding the Horn in 1854. He lived for years in Nanaimo, to which port the Princess Royal brought her passengers. She sailed under the Hudson's Bay Company. Few of the original arrivals by the ship are still alive.

Meteorological Report.

May 27, 5 p.m.—Bar., 39.859; max., 55.0; min., 46.0.

EARLY START TO BE MADE ON BUILDING

Provincial Government Will Soon Be At Work Excavating For The Court House And Offices On Market Place---William Manson Returns From Trip To The Capital --- Architect Cox Will Soon Be Here

In a few weeks it is probable that there will be a start made on the Provincial Government buildings on the Market Place. William Manson, who has been in conference with the Government at Victoria concerning the matter, is now in the city and expects that Architect Cox will be here in a few days' time to go more fully into the whole matter, looking to the selection of the stone for the building along the lines of the plan that he will then have well completed.

The Government, Mr. Manson says, is not going to spare expense on the buildings in making them a credit to the city. The plans will be on a striking order and the buildings will be among the best in the province of British Columbia. Mr. Cox will, when he comes here, go very fully into the whole question of the stone for the structure and will decide what will be done in that line. Work will start soon upon the excavations that may be necessary to have carried out on the site and on the triangular parks that lie in front of the site.

In the meantime, pending the completion of these buildings that will take a year or two to build, the Government has finally decided to have erected on the site of the present Government Buildings a temporary building that will provide the increased accommodation that is needed by the various departments of the Government here. This will be a plain two-storey building, fronting on Third avenue, and in this there will be the accommodation for the court with court room, judges' room, lawyers' quarters and all the other necessary accommodation that may be required. There will be other offices provided for on the lower floor of the building so that there will not be the same crowding of the work as there is at the present time.

The arrangements in connection with the approach for foot passengers to the Government Wharf by way of McBride street are well in hand also, and there will be an early start made in this undertaking. Some rock filling will be necessary, taking care of the excavations from the Market Place site of the courthouse.

J. H. McMullin, who has been in Victoria on business in connection with the Government, returned yesterday by the Venture. He visited Bella Coola on the way back to this city.

BELLA COOLA A PROSPEROUS CENTRE

WILLIAM MANSON, M.P.P., HAS JUST RETURNED FROM THERE, WHERE HE SPENT FEW DAYS.

The Valley Is Looking Its Best, and Settlers Are All in High Hope for the Future of Place.

The rich agricultural valley known as Bella Coola is looking in splendid shape this spring, says William Manson, the member for the district, who has just come from there. He visited the valley on his way back from Victoria, spending Empire Day there and enjoying the sports that were put on on that occasion. It was a grand celebration, he says, and the gathering at the centre of the community was a credit to that section of the province. The sports were all hotly contested and a most enjoyable time was spent there.

In the valley there is excitement over the prospects of a railway connection being afforded within a short time with the outside world by way of the route of the Grand Trunk Pacific, which will be intersected by any railway that will come there in all probability. The centre is feeling the advantages that come with the putting in of the telegraph line to that part of the province by the Dominion Government. This has been a great boon to the settlers and the residents of the town. They appreciate the valued service which this has been and are loud in praise of the member, H. S. Clements, for the expeditious way in which the work was carried into effect.

In the valley, Mr. Manson says, the Provincial Government is making preparations for extensive extensions of the roads this season. The bridge that has been constructed across Canoe River has given them the opportunity to continue the roads into the great areas that lie beyond the valley and into the rich country that finds an outlet through the Bella Coola Valley. The department is spending well on for $50,000 on the roads and bridges there this year and it is the intention to give the settlers the most valuable service in this line that can be afforded with the money at the disposal of the department for the purposes.

Mr. Manson says there is no question as to the future of the valley. It is opening up in splendid shape. The settlers have waited some time for the advent of rail connection. They seem to be satisfied that it is only a short time now until the connection is given them.

BULGARIA FIGHTS FORMER ALLIES

Greeks Are Being Fought With Determination And Are Losing Heavily---Servia Will Be Engaged With Bulgaria Also It Is Expected---War Between These Powers Seems Inevitable And Troops Are Massing For The Appeal To Arms That It Is Felt Must Come At An Early Date---Another European War Appears Now Imminent

Vienna, May 27.—Bulgaria regards war as inevitable with Servia. The latter's demand for a revision of the alliance treaty is regarded as an ultimatum and will be followed by war. Troops are massed near Sofia.

The Greeks and Bulgarians have been engaged in serious fights in the vicinity of Salonika. The Greeks are reported to be losing heavily.

Recent fighting led to the establishment of a neutral zone near Salonika, but on May 20 a strong Bulgarian force with artillery violated the zone and were hotly opposed by the Greeks.

The London Times' Salonika correspondent says that the fighting between the Bulgarians and Greeks continued the whole day, apparently with great fury. Artillery was freely used to cover the infantry attack.

A Sofia despatch to the Times says that a definite territorial agreement exists between Servia and Greece, excluding Bulgaria from all the region west of the Rivers Vardar and Bregalnitza. By this agreement Greece would obtain Salonika, Florina, Vodena, Kakuss, Seros, Rama and Kavala; Servia getting Struga, Ochrida, Monastir and Perlepe.

Servian and Greek objections are still delaying the assembly of the peace conference in London.

PORT NELSON TO BE THE TERMINUS

DECISION REACHED AS TO POINT WHERE RAILWAY TO HUDSON BAY WILL STRIKE.

Intercolonial Estimates Were Given Consideration in the House of Commons Yesterday.

Ottawa, May 27.—The railway department estimates, more particularly those relating to the Intercolonial, occupied the attention of the House of Commons until late last night.

Port Nelson was confirmed as the terminus on the Hudson Bay of the railway to that great body of water.

Building Inspector.

P. Lorenson has been appointed building inspector for the city. Mr. Oakley, of the engineer's office, who has been acting, is too busy in the office and it has been found necessary to appoint another.

Aviators Race With Death

Salisbury, Eng., May 27.—Voloplaning from a height of 1200 feet in a blazing bi-plane, the British aviator, Pizey, and a passenger named H. Fellows, reached the ground safely. The carburettor had suddenly taken fire. The flames, fanned by the rushing air, swept under the passenger seat, while the hands of Pizey, who was at the wheel, were scorched by the flames. A spectacular race with death was won by the air-men.

FIND TRUE BILLS AGAINST INDIAN

SPINTLUM AND PAUL, CHARGED WITH MURDER OF CONSTABLE KINDNESS, BEING TRIED.

Feeling Ran So High at Clinton It Was Deemed Wise to Transfer Trial to Vernon.

Vernon, May 27.—True bills have today been returned by the grand jury against Spintlum and Paul, the two Indians charged with the murder of Constable Kindness. The trial has been transferred here owing to the fact that feeling at Clinton ran so high that in the interests of justice it was decided that a change of venue was advisable.

PUBLIC RESOURCES.

T. R. Ferguson, K.C., of Winnipeg, has been appointed by the Government to make a thorough investigation into the alienation of the public resources under the Laurier regime. He has been given a wide commission and will have power to inquire into the sales of public lands and timber limits, the grazing leases, mining leases, etc. Mr. Ferguson is in Ottawa and will start the inquiry very shortly.

Prince Rupert Journal

Telephone 138

O. H. NELSON, Editor.

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

DAILY EDITION.

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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.

Wednesday, May 28, 1913.

JUST BEFORE THE RUSH.

It is evident that the City of Prince Rupert is experiencing its final lull before the mad rush that is imminent. That rush will mark the springing up of a great commercial city, where for the past few years there has existed in reality a construction camp at the base of supply on the line of railway. What this final awakening of the city will mean is more than any can foretell. The most sanguine with respect to the future may all have fallen below the mark. Certainly there has never been a city start off exactly like this one in the past. Here is the foundation being laid for enterprises on the most gigantic scale. Terminals for the railway, hotels of colossal size to handle the immense tourist trade that is to come here, drydocks and shipbuilding yards that rival anything on the Coast, fishing and cold storage plants on a scale that has never before been attempted on the Pacific. Scenic roads about the great natural park that lies behind the city costing $150,000, buildings for the Provincial and for the Dominion governments that will cost about a million dollars when completed are all under way in this city in preparation for the great city that is to rise on the site of Prince Rupert. The time for the utilization of all these is close at hand. Only months separate us from that time. Prince Rupert will, therefore, see a development that must cause the optimists that are here to rub their eyes and ascertain for sure that they are seeing instead of dreaming.

The outside world is going to awaken to the facts that are connected with this city and which are here enumerated to some extent. When they do this city is going to see the greatest boom on the continent. It will come in the course of a few weeks, for there is only a limited time to get ready for the industrial development that the city is to see.

MAY BE SOON THROUGH.

The indications now seem to point to an earlier completion of the Grand Trunk Pacific than has for some little time been anticipated. This year may quite possibly see the line laid, perhaps not in the very best of shape throughout, for the opportunity will not be afforded under these circumstances for the ballasting of all the road on the plans adopted by the company in its work. This being the case, the development of the city must be very marked almost immediately. Prince Rupert's growing time is at hand. With the improved condition of the money markets this will be expedited, and before many weeks pass the city should be enjoying a prosperity greater than any other city on the coast.

AN UNNATURAL BOUNDARY LINE

Strip Along the Coast Is Proposed to Be Handed Over to Canada by the United States.

To give to the Dominion of Canada the big strip of land now included in the territory of Alaska, and extending southward along the western coast of North America, is the idea contained in a lengthy resolution introduced into the House of Representatives by Representative J. H. Stephens, of Texas. The resolution is framed at the request of the Peace Union of Philadelphia.

If the resolution is adopted the President will be requested to communicate with the British Government with a view to appointing an International Commission to inquire whether a feasible plan may be found for rectifying the boundary line of Southeastern Alaska for the advantage of both nations.

The reasons given by Mr. Stephens in his resolution are briefly that too large a territory of Canadian country is shut off from direct communication with the Pacific.

"Yukon Territory, the northern half of British Columbia, and almost the entire Mackenzie Basin," says the resolution, "an aggregate nearly as large as the portion of the United States lying east of the Mississippi, with a climate like that of Scotland, Scandinavia or Russia as far south as Moscow, are shut off from the use of the most direct route to the Pacific, by the coast line of Southeast Alaska, 536 miles long and in some places only eight or ten miles wide."

The resolution contends that this is an unnatural boundary created to meet conditions long since passed away, and now a hindrance to the development of both countries. It states that the situation gives rise to irritation and is bound to become a bone of contention of no mean proportion as time passes.

The resolution urges that this would be an unique opportunity for the United States to show its real leadership in the world-wide peace movement by a concession, the like of which has never been seen in the world before.

Made Presentation.

The Ladies' Aid of the Methodist Church met yesterday afternoon at the home of Mrs. L. Kergin on First street, when a presentation of a jewel case and a purse of gold was made to Mrs. Sing in view of her departure from here in a few days' time. Mrs. Sing has been organist in the church and has given valuable services in the Ladies' Aid.

First Street Car Sign.

Lyon & Healy, of Chicago, known as the largest music house in the world, sent a number of signs with their pianos for advertising display in street cars. It reads: Lyon & Healy Piano, pure in tone, the best piano value in America; exclusive agency, Kauffman's Music Store, opposite Postoffice. This firm evidently considers Prince Rupert, being the youngest terminal station of the great Northwest, a very progressive and prosperous city.

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ARCHITECT

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LIQUOR ACT, 1910.

Notice is hereby given that on the 17th day of June next application will be made to the Superintendent of Provincial Police for a renewal of a license for the sale of liquor by wholesale in and upon the premises known as the Prince Rupert Importing Co., Ltd., situate on Fraser street, in the city of Prince Rupert, upon the land described as Lots 15 and 16, Block 32, Section 1.

Dated this 17th day of May, 1913.

W. MARSHALL,
Mgr. Prince Rupert Importing Co., Ltd. m18j17

G. L. PROCTOR

—ARCHITECT—

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IN THE SUPREME COURT OF BRITISH COLUMBIA.

IN THE MATTER OF THE ADMINISTRATION ACT AND IN THE MATTER of the estate of John James Lee intestate.

TAKE NOTICE that by order of His Honour Judge Young made the 17th day of April, 1913, I was appointed Administrator of the estate of John James Lee, deceased. All parties having claims against the estate are hereby required to forward the same properly verified to me on or before the 14th day of May, 1913, and all parties indebted to the said estate are required to pay the amount of their indebtedness to me forthwith.

Dated the 14th day of April, 1913.

JOHN H. McMULLIN,
a14-m16 Official Administrator.

IN THE SUPREME COURT OF BRITISH COLUMBIA.

IN THE MATTER OF THE ADMINISTRATION ACT AND IN THE MATTER of the estate of James Hunter, deceased, intestate.

TAKE NOTICE that by order of His Honour Judge Young made the 7th day of April, 1913, I was appointed Administrator of the estate of James Hunter, deceased. All parties having claims against the estate are hereby required to forward the same properly verified to me on or before the 29th day of April, 1913, and all parties indebted to the said estate are required to pay the amount of their indebtedness to me forthwith.

Dated the 14th day of April, 1913.

JOHN H. McMULLIN,
a14-30 Official Administrator.

IN THE SUPREME COURT OF BRITISH COLUMBIA.

IN THE MATTER OF THE ADMINISTRATION ACT AND IN THE MATTER of the estate of James Reid, deceased, intestate.

TAKE NOTICE that by order of His Honour Judge Young made the 7th day of April, 1913, I was appointed Administrator of the estate of James Reid, deceased. All parties having claims against the estate are hereby required to forward the same properly verified to me on or before the 29th day of April, 1913, and all parties indebted to the said estate are required to pay the amount of their indebtedness to me forthwith.

Dated the 14th day of April, 1913.

a14-30 JOHN H. McMULLIN.
Official Administrator.

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SPORTS

GOTCH'S TOE HOLD.

It is the fear of the terrible toe hold that foreign wrestlers have that defeats them before they go into the ring with Frank Gotch. This, at least, is the opinion of Gotch himself, expressed when he was in Chicago, and discussed his recent bout in Kansas City with George Lurich, the Russian.

This was described by the Kansas City sport writers as an easy thing for the Humboldt man, they claiming that Lurich did not show anywhere near as well against the champion as he did against some of the lesser lights that he tackled there in previous matches.

That was perfectly natural, for a champion is supposed to show superiority over all of them. But Gotch has his own explanation of the situation, that developed just before and immediately after Lurich faced him in the ring.

"This toe hold of mine—of course other wrestlers use it, but it generally has been credited to me as being something of my own invention—has been the talk of Europe ever since I defeated Hackenschmidt the first time," Gotch said. "Remember that I have been over there and know just how they feel about it.

"Of course it gets noised around for wrestlers are no different from any other kind of people, and do a lot of gossiping among themselves. I heard some of this while I was over there, and know that the Europeans look upon me as being some sort of a terrible animal.

"Naturally, this gossip goes from one to another, and the stories do not lose anything by repetition. They think over there that all I do is to get the toe hold, or try to get it, all the time I am wrestling.

"As a matter of fact, I have used it but seldom, and do not now recall that I ever won a fall with it in an important match. Wrestlers over here know that I use it more for a feint than anything else.

"It is useful for that, especially when an opponent has his legs tightly clamped together. Well, at any rate, when Lurich was preparing for the ring, he was talking excitedly in German to his handlers, and the whole gist of the conversation was on the toe hold.

"When finally we were ready to begin and started for the ring, I noticed that he was as white as chalk, and looked about as nervous as any man I ever saw. This didn't wear off at all after we got started, and he kept jerking his feet and legs away from me in a horrified manner every time I reached for him.

"I knew what he was thinking of, and naturally kept him worried by feinting at him. This made him forget all that he seemed to know about ordinary wrestling, and naturally made him easy."

—o—

A young sport, very loudly dressed, went into a cafe and ordered a veal cutlet. The waiter brought the order.

"Say," bawled the sport, in a loud voice, "do you call this a veal cutlet? Why, it's an insult to a calf to call that a veal cutlet."

"Beg pardon," said the waiter, politely, "I didn't mean to insult you, sir."

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that I, Adair Carss, of Prince Rupert, B.C., student-at-law, intend to apply for a license to prospect for coal and petroleum over the following described land: Commencing at a post planted about one mile east and one mile north from the southeast corner of Coal License No. 6109, thence east 80 chains, thence north 80 chains, thence west 80 chains, thence south 80 chains to point of commencement.

ADAIR CARSS.
E. J. Tingley, Agent.
Dated April 5th, 1913. m23

Skeena Land District—District of Queen Charlotte Islands.

TAKE NOTICE that I, Adair Carss, of the City of Prince Rupert, B.C., student-at-law, intend to apply for a license to prospect for coal and petroleum over the following described land: Commencing at a post planted about one mile east and one mile north from the southeast corner of Coal License No. 6109, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to point of commencement.

ADAIR CARSS.
E. J. Tingley, Agent.
Dated April 5th, 1913. m23

PUBLIC NOTICE.

TENDERS will be received by the undersigned up to Tuesday, June the 10th, 1913, at 5 o'clock in the afternoon, for the purchase of Lot 1214, Queen Charlotte Islands, situate in the vicinity of Cape Fife and containing 160 acres.

An unset price of Six Dollars ($6.00) an acre has been fixed upon the lands embraced in said Lot.

Each tender must be enclosed in an envelope securely sealed and marked "Tender for Lot 1214, Queen Charlotte Islands," and must be accompanied by an accepted cheque for 25 per cent of the amount set out in the tender.

The cheques of all unsuccessful tenderers will be returned to them.

The highest or any tender will not necessarily be accepted.

Plot of the survey of said Lot 1214, Queen Charlotte Islands, may be seen at the office of the undersigned.

No commission of any kind will be allowed.

J. H. McMULLIN,
Government Agent.
Government Agent's Office, Prince Rupert, B.C., May 6th, 1913. j8

NOTICE TO CONTRACTORS

Masset Lock-up.

SEALED TENDERS, superscribed "Tender for Masset Lock-up," will be received by the Hon., the Minister of Public Works up to noon of Tuesday, the 20th day of May, 1913, for the erection and completion of constable's quarters and lock-up at Masset, Graham Island, in the Skeena Electorial District.

Plans, specifications, contract, and forms of tender may be seen on and after the 21st day of April, 1913, at the office of Mr. J. H. McMullin, Government Agent, Prince Rupert; the Provincial Constable, Masset; and the Department of Public Works, Victoria.

Intending tenderers by applying to the undersigned can obtain a copy of the plans and specifications for the sum of ten dollars ($10), which will be refunded on their return in good order.

Each proposal must be accompanied by an accepted bank cheque or certificate of deposit on a chartered bank of Canada, made payable to the Hon. the Minister of Public Works, for a sum equal to 10 per cent of tender, which shall be forfeited if the party tendering decline to enter into contract when called upon to do so, or if he fails to complete the work contracted for. The cheques or certifcates of deposit of unsuccessful tenderers will be returned to them upon the execution of the contract.

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

The lowest or any tender not necessarily accepted.

J. E. GRIFFITH,
Public Works Engineer.
Department of Public Works, Victoria, B. C., April 17th, 1913.

NOTICE TO CONTRACTORS.

Terrace Lock-up.

SEALED TENDERS, superscribed "Tender for Lock-up at Terrace," will be received by the Hon. the Minister of Public Works up to noon of Friday, the 23rd day of May, 1913, for the erection and completion of Constable's quarters and Lock-up at Terrace, in the Skeena Electoral District.

Plans, specifications, contract, and forms of tender may be seen on and after the 16th day of April, 1913, at the office of Mr. S. H. Hoskins, Government Agent, Hazelton, J. H. McMullin, Government Agent, Prince Rupert, Mr. T. W. S. Parsons, Provincial Constable, Terrace; and the Department of Public Works, Parliament Buildings, Victoria, B. C.

Intending tenderers can obtain one copy of plans and specifications for the sum of ten dollars ($10) on application to the undersigned.

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

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

The lowest or any tender not necessarily accepted.

J. E. GRIFFITH,
Public Works Engineer.
Department of Public Works,
Victoria, B.C., April 10, 1913. a17

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,
m25ap26 Applicant

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.

IN THE SUPREME COURT OF BRITISH COLUMBIA

IN THE MATTER OF THE "ADMINISTRATION ACT" AND IN THE MATTER of the estate of Martin Knudsen Brevig deceased intests.

TAKE NOTICE that by order of His Honor Judge Young made the 14th day of April, 1913, I was appointed Administrator of the estate of Martin Knudsen Brevig deceased All parties having claims against the said estate are hereby required to forward same properly verified to me on, or before the 6th day of May, 1913, and all parties indebted to the said estate are required to pay the amount of their indebtedness to me forthwith.

Dated the 21st day of April, 1913
JOHN H. McMULLIN.
A22-m9 Official Administrator

WATER ACT.

Notice of Application for the Approval of Works.

TAKE NOTICE that Hidden Creek Copper Company will apply to the Comptroller of Water Rights for the approval of the plans of the works to be constructed for the utilization of the water from Falls Creek, which the applicant is, by Water Licence No. 38, authorized to take, store, and use for Power.

The plans and particulars required by subsection (1) of section 70 of the "Water Act" as amended have been filed with the Comptroller of Water Rights at Victoria and with the Water Recorder at Prince Rupert.

Objections to the application may be filed with the Comptroller of Water Rights, Parliament Buildings, Victoria.

Dated at Victoria, B.C., this 24th day of April, 1913.

F. M. SYLVESTER,
a3 Agent of the Applicant.

NOTICE TO DELINQUENT CO-OWNER.

"RAWHIDE," "ACME" and "Eagle" mineral claims, located on White River in the Skeena Mining Division, Cassiar District.

Take notice that I, Mathias Hemmingson, Free Miner's Certificate No. 59,728B having performed the annual assessment on the "Rawhide," "Acme" and "Eagle" mineral claims, hereby give notice to Howard Porter for payment of his proportion of the said assessment, and in default of such payment, together with the costs of this advertisement, application will be made to the Mining Recorder, under Section 25B of the Mineral Act, for a cancellation of his interests in the said mineral claims.

MATHIAS HEMMINGSON.

Under New Management.

PIONEER LAUNDRY
LIMITED
Successors to
Pioneer Steam Laundry
A FIRST-CLASS PLANT

Thoroughly experienced and competent superintendence, prompt service
HYGIENE —QUALITY —FINISH
Solicits your patronage
Wagons call and deliver anywhere in city.

WRITE OR PHONE 118.
HIRD AVENUE, NEAR McBRIDE

Port Edward

Prince Rupert's Industrial Annex

A launch leaves the Government Slip for Port Edward every day. For particulars apply to Harrison, Gamble & Co., Phone 51, Third Ave.

Cassiar Land District—District of Skeena.

TAKE NOTICE that J. P. Smith, of Langley, B.C., occupation Farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted one mile south and six miles east of south-east corner of T.L. 4131, thence south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to point of commencement, containing 640 acres more or less.

J. P. SMITH.
fe7 Per J. P. Meehan, Agent.
Dated March 3rd, 1913.

CASSIAR LAND DISTRICT—DISTRICT OF SKEENA.

TAKE NOTICE that William M. Meehan, of Portland, Oregon, occupation Auto Dealer, intends to apply for permission to purchase the following described lands: Commencing at a post planted one mile south of south-east corner of T.L. 4131; thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains to point of commencement, containing 640 acres more or less.

WILLIAM M. MEEHAN,
J. P. Meehan, Agent.
Dated March 10th, 1913. m28

CASSIAR LAND DISTRICT—DISTRICT OF SKEENA.

TAKE NOTICE that Allen R. Edgar, of Portland, Ore., occupation Barber, intends to apply for permission to purchase the following described lands: Commencing at a post planted one mile south of south-west chains; thence south 80 hains; thence east 80 chains; thence north 80 chains to point of commencement containing 640 acres more or less.

ALLEN EDGAR.
J. P. Meehan, Agent.
Dated March 10th, 1913. m28

CASSIAR LAND DISTRICT— DISTRICT OF SKEENA.

TAKE NOTICE that John Damuth, of Fairmount, Minn., occupation Lumberman, intends to apply for permission to purchase the following described lands: Commencing at a post planted one mile south of south-west corner of T. L. 4132: thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains to point of commencement, containing 640 acres more or less.

JOHN DAMUTH.
J. P. Meehan, Agent.
Dated March 10th, 1913. m28

CASSIER LAND DISTRICT —DISTRICT OF SKEENA.

TAKE NOTICE that Toney Peterson, of Dunnell, Iowa, occupation Farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted one mile south and one mile west of south-west corner of T.L. 4132; thence west 80 chains; thence north 80 chains; thence east 80 chains; thence south 80 chains to point of commencement, containing 640 acres more or less.

TONEY PETERSON.
J. P. Meehan, Agent.
Dated March 10th, 1913. m28

CASSIAR LAND DISTRICT — DISTRICT OF SKEENA.

TAKE NOTICE that Thomas W. Brown, of Vancouver, B.C., occupation Logger, intends to apply for permission to purchase the following described lands: Commencing at a post planted two miles south of the south-west corner of T.L. 4132; thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains to point of commencement, containing 640 acres more or less.

THOMAS W. BROWN.
J. P. Meehan, Agent.
Dated March 10th, 1913. m28

CASSIAR LAND DISTRICT — DISTRICT OF SKEENA.

TAKE NOTICE that Frank Cook, of Vancouver, B.C., occupation Farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted two miles south of the south-west corner of T.L 4132; thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains to point of commencement, containing 640 acres more or less.

FRANK COOK.
J. P. Meehan, Agent.
Dated March 10th, 1913. m28

Lester W. David Co.
(LIMITED)
LUMBER
FIRST AVENUE & McBRIDE ST.
Phone 25 P.O. Box 865
PRINCE RUPERT

NOTICE TO EMPLOYMENT AGENTS.

Be it known that from this date every person, firm or company engaged in the business of an intelligence office or employment or labor agency in Prince Rupert, B.C., shall first make application for a license for this purpose from the Superintendent of Immigration, Ottawa.

Be it also known that each application for such a license must be certified to by the undersigned previous to being forwarded to the Superintendent of Immigration, Ottawa.

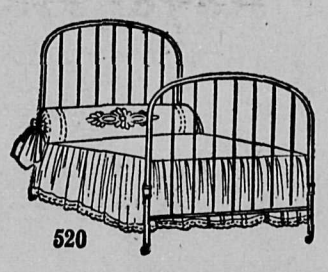
Application forms for this purpose may be had at the office of the undersigned on request.

NEIL M. McNEILL, M.D.,
Medical Inspector and Immigration Officer, Exchange Block, Third Ave. and Sixth St. 1w m16

GEO. D. TITE THIRD AVENUE PRINCE RUPERT

THE QUALITY HOME FURNISHER

OUR STOCK COMPLETE IN ALL LINES OF FURNITURE—LINOLEUMS, CORK CARPETS, FLOOR OILCLOTHS, CARPET SQUARES, LACE AND TAPESTRY CURTAINS, BLINDS, POLES AND TRIMMINGS.



IRON BEDS, SPRINGS AND MATTRESSES, PILLOWS, SHEETS AND BLANKETS.

Iron Beds, from ..... $4.50 to $30.00

Brass Beds, from ..... $18.00 to $100.00

SOLE AGENT FOR NORTHERN BRITISH COLUMBIA OF THE FAMOUS OSTERMOOR MATTRESS

"One-third of your life is spent in bed; the Ostermoor is 'built for sleep.'" The Ostermoor for health, comfort and economy. We stock all sizes; your order promptly filled.

PRICES ..... $18.00, $16.50 and $15.50

Two-piece Mattresses in 4 ft. 6 in. size, $1.00 extra.

OUR NO. 1 FELT MATTRESS—Made of pure white felt, stitched with Imperial Roll Edge; kept in all sizes.

3 ft. size $13.50
3 ft. 6 in. size $15.00
4 ft. size $17.00

Cheaper grades of Mattress in Cotton Felt, Excelsior, Wool Top, in any size required.

Ostermoor
TRADE MARK

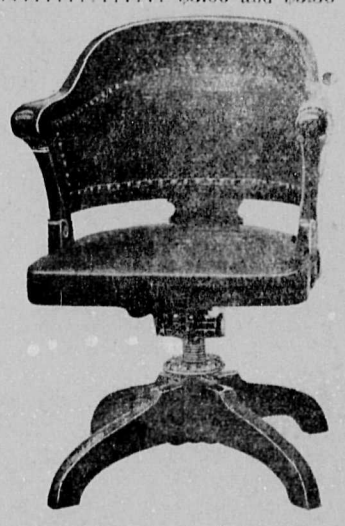
FOR BABY—IRON CRIBS AND MATTRESSES, GO-CARTS AND CARRIAGES, COMMODE CHAIRS, HIGH CHAIRS (several styles; some can let down to wheel along floor), BLANKETS SPECIALLY MADE FOR BABY.

CHAMBER SETS, IN MANY HANDSOME DESIGNS, FROM $2.00 A SET UP TO $8.00
GLASSES—Water Glasses, Bar Glasses, Restaurant Glasses in all sizes and weights.
INSPECT OUR STOCK OF BUFFETS, DINING TABLES, DINING LEATHER SEAT CHAIRS, CHINA CABINETS, DINNER WAGONS, ETC.
KITCHEN CHAIRS AT 80c
BRUCE ARM CHAIRS AT ..... $1.25, $1.50 and $1.75
KITCHEN CABINETS FINISHED IN MAPLE; KITCHEN CABINETS FINISHED IN FIR.
KITCHEN TABLES, each ..... $3.00 and $3.50

OFFICE CHAIRS, DESKS AND TABLES AT VARIOUS PRICES.

SPECIAL ORDERS TAKEN FOR UPHOLSTERING; ALL SUPPLIES KEPT CONSTANTLY ON HAND.

OUR AIM IS TO GIVE OUR PATRONS GOOD VALUES.



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P.O. BOX 1647. THIRD AVE., PRINCE RUPERT, B.C.

FRIENDSHIP WAS VOWED OVER DEAD

KING GEORGE AND GERMAN EMPEROR, IT IS SAID, SO ACTED AT TIME OF CEREMONIES.

The Death of Late King Edward Brought the Royal Cousins Very Close to One Another.

The following interesting and probably true narrative is current as explaining the close personal intimacy that has been shown during the present Berlin gathering of monarchs, between the Kaiser and King George, says the London correspondent of the Montreal Star. There was an admitted coolness between the late King Edward and the Kaiser for two or three years before the former died. It arose from a rather ill-advised letter the German Emperor wrote the late King, and from which the English ruler took great offence. He said so in a terse reply which he wrote the Kaiser, but the latter refused to withdraw his written opinion. Their mutual relations, as a result, became of the most formal character.

This quarrel, however, was never allowed to interfere with the affectionate friendship that has existed for many years between the Kaiser and the Prince who is now His Majesty. Their meeting after the death of King Edward was most touching in its intensity and mutual esteem. Before the Emperor returned to Berlin this close and devoted friendship was solemnly cemented in circumstances not a little dramatic. The two monarchs had been discussing events in general and the question came up as to the future relations between England and Germany. Almost as a matter of course, the King then remarked that, whatever betide, it was his hope that they personally would always remain on the same terms of intimacy and good-fellowship.

"Come with me," said the Emperor quietly, and he led the way to the apartment where the mortal remains of King Edward rested. There the two monarchs joined hands and vowed eternal friendship in terms dictated by the Emperor, that they would do all in their power not only to preserve the peace of Europe, but to prevent war breaking out between their two respective countries.

REVISING RULES.

When the freeboard tables were revised in 1905 permitting the deeper loading of British ships a feeling of indignation was aroused amongst seafarers who realized that the deeper immersion of their vessels would mean less security to life at sea. Lord Muskerry, on behalf of the Imperial Merchant Service Guild, raised the strongest objections in the House of Lords to this dangerous innovation. He complained that captains and officers who had to navigate the ships in all conditions of weather, and who knew exactly their behaviour from actual practice were not consulted. From that time the guild have received from all parts of the world communications containing the opinions of its members who have ascribed the deeper immersion of ships as responsible for many accidents and much loss of life. Captains show from their experiences that in heavy weather their vessels have not sufficient reserve buoyancy to avoid the heavy seas which sweep over their decks, carrying away everything in their path. No amount of theory can possibly estimate the dangers of overloading as applied to actual seafaring conditions.

The guild have repeatedly agitated upon this subject, and many questions have been asked in the British House of Commons, with the result that the president of the board of trade has now appointed a committee which, with the exception of the nautical adviser to the board of trade, consists entirely of naval architects and engineering experts. This committee is for the purpose of advising as to the instructions to be given to the British delegates at the forthcoming international conference on load line tables. To the constitution of this committee the guild have, on behalf of the captains and officers of the merchant service, raised objections. They, as solely responsible for safety of life at sea, have been given no opportunity of representation.

Correspondence has recently passed between the guild and the board of trade, but the latter body remain obdurate, and decline to allow direct representation of seafarers. The board are prepared to receive evidence from seafaring men or others, but the guild has informed Mr. Buxton that one of the greatest difficulties which they have to encounter in this matter is that the lips of commanders and officers in active service are practically sealed. They cannot tender evidence on such matters for the reason that it would be prejudicial to their present and future employment, however strongly they may feel on the increased risks they are required to take.

CITY WILL BUY NEW FIRE AUTO

COUNCIL ADOPTS REPORT, FAVORING PURCHASE OF SIMILAR VEHICLE TO THAT ALREADY USED.

The Additional Equipment to Be Installed Will Cost the City About $7650 It Is Expected.

The city is to have another hose automobile. Last week, P. R. Brown, representing the Seagrave Company, which furnished the present auto wagon in use, put forward a proposition to the city. The council last night endorsed the proposition for the purchase of an additional auto at a cost of $7650. The new one will resemble the present one in use, being a combined chemical and hose wagon.

The committee in charge last night reported in favor of the purchase. On motion of Ald. Sutherland the report was adopted and the auto will be bought.

Benjamin Robinson, the discoverer of fish glue, died recently, aged 84. While eating fish chowder many years ago, he noted a gluey substance on his spoon, and after experimenting for some time established an institution which became one of the largest in the country. He was a fisherman and sailor in early life.

Ask for Complete Literature and Photographs of

Port Edward, B.C.

Prince Rupert's Industrial Annex

This industrial addition to Prince Rupert comes now at a time when opportunity is greatest. Prince Rupert and the entire great Northern British Columbia country are on the eve of a tremendous movement. Values will go up remarkably during the present year and the years immediately following. Port Edward prices are low now. This is the time to buy.

CALL ON OR WRITE TO

Harrison, Gamble & Co.

THIRD AVENUE - - - OPPOSITE POSTOFFICE

SHIPPING NEWS OF THE BUSY NORTHERN PORT

SAILINGS OF STEAMERS

TUESDAY, JUNE 3.

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

Arriving—Venture from Vancouver and intermediate ports.

WEDNESDAY, MAY 28.

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

Departing—Venture for Granby Bay and Naas points.

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

THURSDAY, MAY 29.

Arriving—Prince John from Masset.

Departing—Prince George for Stewart 8 a. m.

FRIDAY, MAY 30.

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

Princess Mary from Vancouver and way ports, 9 p.m.

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

Princess Mary for Skeena River and Naas River ports.

SATURDAY, MAY 31.

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

Departing—Prince John for Skidegate and intermediate ports Vancouver and Victoria, 8 p.m.

Prince Rupert for Granby Bay, 12 midnight.

SUNDAY, JUNE 1.

Arriving—Prince Rupert from Granby Bay, 5 p.m.

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

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

MONDAY, JUNE 2.

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

INTERNATIONAL RULES.

A conference of the leading maritime nations of the world will be held in London early next autumn with the purpose of establishing on an international basis the new regulations for the safety of life and property at sea.

In June or July an informal consultation will be held, at which time the report of the committee on bulkheads, appointed to advise as to the water-tight subdivision of all merchant ships, will be available. Meanwhile the different countries concerned are making preparations, and so far as the life saving rules are concerned, opinions have been interchanged for some time. The new International Radio-telegraphic Convention will come into operation next July. This is the outcome of the International Wireless Convention held in London last summer.

LILLOOET ARRIVES.

The Dominion Government survey steamer Lillooet, Captain Musgrave, R.N., reached port yesterday. She is taking on supplies here preparatory to leaving for Hecate Straits to enter upon her duties there for the summer. On the way north the survey steamer put in about a month's work near Seymour Narrows.

VENTURE CALLED.

The steamer Venture reached port yesterday morning on time. She brought a large mail for here.

CROSSING THE OCEAN

Some day the Atlantic Ocean will be crossed by a flying machine—of that those who have followed the development of the aeroplane from its fledgling flights in 1908 to the recent Paris-Berlin trip are fully convinced. Lord Northcliffe's generous offer of a $50,000 prize for the achievement will bring that day measureably nearer than may be suspected, even though it does nothing more than to arouse a world-wide interest in the performance of one of the most difficult technical achievements that still remains unfulfilled, says the Scientific American.

When Lord Northcliffe made his announcement, sober-minded engineers naturally asked: What are the difficulties in the way? Can the prize be won? If so, how much will it cost?

As we look back at Wellman's attempt to cross the Atlantic in a dirigible, which was admirably designed and which was by far the best craft of its type built in America up to that time, we are inevitably forced to the conclusion that much preliminary experimenting must be done before a heavier-than-air machine can be sent out on its venturesome transatlantic journey with some hope of success. It would be astonishing indeed if considerably more than the amount of Lord Northcliffe's prize were not expended in these preliminary studies. But even granting that by winning the prize the successful contestant would merely recoup himself, he must inevitably have developed the art so markedly that his craft will have commercial possibilities far greater than those which lie in the mere crossing of the Atlantic. Indeed, the whole problem of devising a safe passenger-carrying aeroplane capable of flying for many hours without a stop will probably be solved. Compared with that, what is a dash across the Atlantic at its narrowest part?

If we were absolutely sure of motors and absolutely sure of the weather for thirty-six hours, a transatlantic flight might even now be attempted from Newfoundland to Ireland. But unfortunately we have no guarantee that a faulty motor will not compel a descent into a choppy sea, and unfortunately the science of meteorology is not so far advanced that we can predict the weather with accuracy for even so short a period as twenty-four hours in advance.

Because present motors cannot absolutely be relied upon, leads to a consideration of the problem of alighting upon a rough sea and ascending from great ocean waves, which has not yet been solved. But the remarkable performances of the hydro-aeroplanes at the recent Monaco meeting prove that the solution of the problem may soon be expected. Seven machines ran out of the harbor into the white-capped Mediterranean and in the teeth of a gale. All but one successfully rose from the surface, flew to Beaulieu, a point some miles down the coast, and alighted again upon a rough sea. What is more, Gaubert's performance in alighting and holding his own in a gale by means of a drag, shows what can be done on the high seas even in a storm.

To be sure, these machines were comparatively light, the heaviest weighing only 2000 pounds. But the meeting proved conclusively that the large machine of high power is not helpless in heavy seas. In our opinion a flying boat of the Curtiss type is likely to be even more successful than the float type which figured at Monaco. In other words, a boat body in which much fuel, two powerful motors, provisions, and at least two aviators can find room—the very requisite for a transatlantic flight—holds out more promise than any other design.

SEE OUR STOCK

OF

BRIGHT STEEL SHAFTING, SPLIT WOOD PULLEYS, BALATA BELTING, BRASS OR BABIT LINED BEARINGS, STEEL COLLARS AND COUPLINGS, MINE, MILL AND MARINE SUPPLIES, GASOLINE ENGINES AND ALL ACCESSORIES.

RUPERT MARINE IRONWORKS AND SUPPLY CO., LTD.

TELEPHONE 313. WORKS AND WAREHOUSE ON WHARF, NEXT G. T. P.

Subscribe for the Prince Rupert Weekly Journal, $2.00 a year.

IN THE SUPREME COURT OF BRITISH COLUMBIA.

IN THE MATTER OF THE ADMINISTRATOR'S ACT, AND IN THE MATTER OF THE ESTATE OF JOHN FLANAGAN, DECEASED.

TAKE NOTICE that tenders will be received by J. H. McMullin, Administrator of the above Estate, for the purchase of Lots 25 and 26, Block 19, Section 5, Prince Rupert, B.C., up to Thursday, the 5th day of June, 1913, at five o'clock in the afternoon.

The highest or any tender not necessarily accepted.

Dated the 6th day of May, 1913.

J. H. McMULLIN,
j8 Official Administrator.

IN THE SUPREME COURT OF BRITISH COLUMBIA.

IN THE MATTER OF THE ADMINISTRATOR'S ACT, AND IN THE MATTER OF THE ESTATE OF ARTHUR E. COX.

TAKE NOTICE that tenders will be received by J. H. McMullin, Administrator of the above Estate, for the purchase of Lot 1913, Range V, Coast District, containing one hundred and sixty acres (160), up to Thursday, the 5th day of June, 1913, at five o'clock in the afternoon.

The highest or any tender not necessarily accepted.

Dated this 6th day of May, 1913.

J. H. McMULLIN,
j8 Official Administrator.

EXAMINATION FOR AN INSPECTOR OF STEAM BOILERS AND MACHINERY.

Examinations for the position of Inspector of Steam-boilers and Machinery, under the "Boilers Inspection Act," will be held at the Parliament Buildings, Victoria, commencing June 9th, 1913. Application and instruction forms can be had on application to the undersigned, to whom the former must be returned, correctly filled in, not later than May 22nd, 1913. Salary $145 per month, increasing $10 per month per annum to a maximum of $200 per month.

JOHN PECK,
Chief Inspector of Machinery,
m8-21 New Westminster, B.C.

THE ATLIN RAILWAY COMPANY.

NOTICE is hereby given that application will be made to the Parliament of Canada at the next session thereof for an Act to incorporate a company under the name of the Atlin Railway Company, with power to lay out, construct and operate a line or lines of railway, commencing at a point on the southern end of Atlin Lake or at a point at or near the town of Atlin and following a generally southerly direction to a point on the Taku River where said river intersects the International Boundary and also from a point on said line easterly to the southern end of Teslin Lake, all in the Province of British Columbia; with power to construct and operate telephone and telegraph lines and charge tolls for the use thereof; to build and operate vessels, construct and operate wharves, etc., in connection with the undertaking of the Company and to enter into agreements with other companies and that the works of the Company be declared to be works for the general advantage of Canada.

Dated at Ottawa this 6th day of May, A.D. 1913.

SMITH & JOHNSTON,
Solicitors for the Applicants,
Ottawa, Ont.

NAAS VALLEY AND NORTHERN RAILWAY COMPANY.

NOTICE is hereby given that application will be made to the Parliament of Canada at the next session thereof for an Act to incorporate a company under the name of the Naas Valley and Northern Railway Company, with power to lay, out, construct and operate a line or lines of railway, commencing at a point at or near the mouth of the Naas River and following in a general direction along the Valley of the Naas River to the Stickeen River in the Province of British Columbia and onward northerly following the shore of Teslin Lake to the Junction of the Yukon Territory; with power to construct and operate telephone and telegraph lines and charge tolls for the use thereof; to build and operate vessels, construct and operate wharves, etc., in connection with the undertaking of the Company and to enter into agreements with other companies.

Dated at Ottawa this 6th day of May, 1913.

SMITH & JOHNSTON,
Solicitors for the Applicants,
Ottawa, Ont.

Cassiar Land District—District of Skeena.

TAKE NOTICE that Robert Johnson, of Vancouver, B.C., occupation Plasterer, intends to apply for permission to purchase the following described lands: Commencing at a post planted eight miles east of the north-east corner of T.L. 4131, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement, containing 640 acres more or less.

ROBERT JOHNSON.
fe7 Per J. P. Meehan, Agent.
Dated March 4th, 1913.

Cassiar Land District—District of Skeena.

TAKE NOTICE that Alfred Buckland Freeman, of Vancouver, B.C., occupation Painter, intends to apply for permission to purchase the following described lands: Commencing at a post planted eight miles east of north-east corner of Lot 4125, thence south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to point of commencement, containing 640 acres more or less.

ALFRED BUCKLAND FREEMAN.
fe7 Per J. P. Meehan, Agent.
Dated March 4th, 1913.

Cassiar Land District—District of Skeena.

TAKE NOTICE that Laura Barrett Lenard, of Victoria, B.C., occupation Stenographer, intends to apply for permission to purchase the following described lands: Commencing at a post planted nine miles east of north-east corner Lot 4125, thence south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to point of commencement, containing 640 acres more or less.

LAURA BARRETT LENARD.
fe7 Per J. P. Meehan, Agent.
Dated March 4th, 1913.

Cassiar Land District—District of Skeena.

TAKE NOTICE that David Frankling Stafford, of Peardouville, B.C., occupation Farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted six and one-half miles east of south-east corner Lot 4109, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement, containing 640 acres more or less.

DAVID FRANKLING STAFFORD.
fe7 Per J. P. Meehan, Agent.
Dated March 5th, 1913.

Cassiar Land District—District of Skeena.

TAKE NOTICE that Wyman W. Fegrison, of Vancouver, B.C., occupation Iron Moulder, intends to apply for permission to purchase the following described lands: Commencing at a post planted eight and one-half miles east of south-east corner Lot 4109, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement, containing 640 acres more or less.

WYMAN W. FEGRISON.
fe7 Per J. P. Meehan, Agent.
Dated February 5th, 1913.

Cassiar Land District—District of Skeena.

TAKE NOTICE that Wilfred E. Staples, of Vancouver, B.C., occupation Real Estate, intends to apply for permission to purchase the following described lands: Commencing at a post planted nine and one-half miles east of south-east corner Lot 4109, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement, containing 640 acres more or less.

WILFRED E. STAPLES.
fe7 Per J. P. Meehan, Agent.
Dated March 5th, 1913.

Cassiar Land District—District of Skeena.

TAKE NOTICE that Frederick Priest, of Vancouver, B.C., occupation Clerk, intends to apply for permission to purchase the following described lands: Commencing at a post planted seven and one-half miles east of south-east corner Lot 4109, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement, containing 640 acres more or less.

FREDERICK PRIEST.
fe7 Per J. P. Meehan, Agent.
Dated March 5th, 1913.

Cassiar Land District—District of Skeena.

TAKE NOTICE that Baldwin Spalding, of Vancouver, B.C., occupation Insurance Agent, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the south-west corner Lot 4132, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to point of commencement, containing 640 acres more or less.

BALDWIN SPALDING.
fe7 Per J. P. Meehan, Agent.
Dated February 22, 1913.

Cassiar Land District—District of Skeena.

TAKE NOTICE that James Williams, of Vancouver, B.C., occupation Teamster, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the south-west corner of Lot 4142, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to point of commencement, containing 640 acres more or less.

JAMES WILLIAMS.
Dated February 22, 1913.