Permanent Library
LEGISLATIVE LIBRARY APR 29 1915

The Journal $5.00 a year

Prince Rupert Journal

High-class Job Printing

VOL. V. PRINCE RUPERT, B. C., SUNDAY, APRIL 25, 1915. Price 5 Cents. NO. 140.

GEN. FRENCH REPORTS CANADIANS SAVED THE DAY

EARL GREY WIRED CONGRATULATIONS TO BORDEN

CASUALTY LIST IN SEVERE FIGHT WILL BE LARGE

CANADIAN RAILWAY SITUATION IS NOT ATTRACTING CAPITAL

Montreal Financial Times Deals With A Serious Question That Is Now Before The Country With Respect To Railway Investments

The argument was projected in the first of this series of articles that, because of the rising cost of living which constantly confronts them, Canadian railroads are faced with another cause for disquiet in the obvious difficulty of making railroad investment sufficiently attractive for capital, says the Montreal Financial Times of April 10. That it is likely to prove a serious handicap to the future of the Dominion in view of the fact that vast areas yet remain unsettled and untapped by railroads will possibly not be gainsaid. Existing railroads, moreover, for the sake of extensions, enlargements and other causes, will be required to make, from time to time, large expenditures on capital account. Under normal conditions it is not unreasonable to suppose that existing systems must necessarily expand with the country. On the other hand, the commerce of the country cannot expand normally without adequate railroad facilities.

The story of the combined railroads of the Dominion in the past forty years has been one of steady growth, as shown by statements of earnings. The aggregate gross earnings of all the systems in the Dominion in 1875 was $19,470,539. Last year aggregate gross earnings amounted to $243,083,539. The ascent from the lower figure to the higher has not been one of sudden leaps, but rather a period of steady growth as that of the infant merging into youth. Between the two figures half of the romance of the Dominion could be written.

The Next Forty Years.

The conditions which led to the expansion of Canadian railroads in a period of forty years, as exempli-

(Continued on Page Two.)

Germans Have Been Making Fierce Attacks On French Frontier

Paris, April 24.—An official statement says:

"The Germans succeeded in capturing a village near Ypres, but a body of French Zouaves recaptured the village. The British troops, who were subjected to a fierce attack, immediately replied with a counter-attack, the result of which is not known.

"In Champagne the Germans exploded five powerful mines near our trenches."

Whistling Buoy Off Rose Spit.

A recent notice to mariners announces that in Dixon Entrance off Rose Sjit and northeastward of Overfall Shoal, a gas and whistling buoy is to be established. The date of establishment will be on or about June 15. The buoy is a steel cylindrical one, surmounted by a pyramidal steel frame supporting the whistle and lantern

YESTERDAY'S BASEBALL.

Northwestern League.

Vancouver, 9; Victoria, 7.
Tacoma, 3; Seattle, 1.
Aberdeen, 3; Spokane, 0; ten innings.

National League.

Boston, 10; Philadelphia, 2.
Cincinnati, 1; Pittsburg, 1; eight innings; game was called to catch trains.
New York, 5; Brooklyn, 7.
Chicago, 0; St. Louis, 3.

American League.

Washington, 0; New York, 4.
Detroit, 6; Cleveland, 0.
St. Louis, 1; Chicago, 4.
Philadelphia, 6; Boston, 3.

Coast League.

San Francisco, 2; Venice, 9.
Los Angeles, 6; Oakland, 2.
Salt Lake, 7; Portland, 8; 15 innings.

Took Out Fish.

Yesterday morning's G. T. P. train took five express carloads of halibut east.

IMPERIAL OIL COMPANY'S IMMENSE DEPOT HERE

The Tanks For Storage Purposes Are Almost Completed---Pipe Line For Carriage Of Oil To And From Wharves Is To Be Placed Overhead---Framework For This Is Now Nearly Completed

The immense depot that the Imperial Oil Company is to have here for the distribution of its various products throughout the great territory that is to be served from here is nearing completion. The five great tanks that will hold the different kinds of oils that are used are now almost ready. One of these will be devoted to the storage of petroleum; another will hold distillate; and a third will be used for gasoline. The two larger tanks will be set aside for fuel oil, which, it is expected, will be used to a very great textent.

Citizens of Prince Rupert have watched the construction of the tanks here and are impressed with the immense proportions that the oil business is about to play in connection with the port. Provision is made for the loading directly into tank cars for the use of the G. T. P. itself along its line of railway and for the different depots that may be opened as far east as Edmonton at least.

There has been some speculation with respect to the heavily framed overhead structure that has been placed in position this past week from the oil wharf to the locality of the tanks. This wooden bridge is sufficiently high to allow the passage of trains under it without the least interruption. It is designed, in fact, to afford means for carrying the oil pipes from the wharf without in any way interfering with the construc-

(Continued on Page Four.)

CONFERENCE ON CITY FISH WHARF

MEETING OF THOSE INTERESTED WAS HELD IN CITY HALL YESTERDAY.

Attorney-General Bowser Will Be Approached in Connection With It.

At the City Hall yesterday forenoon there was a conference held at which representatives of various interests connected with the fishing industry as well as members of the Council and others were present. The idea was to discuss the proposition that has been put forward in connection with the proposed city wharf at Seal Cove for handling fish from the independent fishermen that may come to the city. Ald. Edge presided as chairman of the special committee of the Council that is charged with this work.

M. J. Hobin, whose name is so prominently identified with the proposal, was present and was asked to discuss it very fully and thus allow the Council to ascertain what were the ideas of the citizens upon such a project.

The vast majority of those present favored the proposition. It was argued that if the wharf induced independent fishermen to come here even if the companies that might be operating here eventually secured the catches that came here it would serve a good use.

The cost was placed at about $25,000 by the city engineer. If the objects were all attained the money, it was generally felt, would be well expended.

George W. Morrow, who was present, felt that while the sum that it was proposed to expend was not

(Continued on Page Four.)

CANADIAN TROOPS SAVED THE DAY IN BATTLE AT LANGEMARCK

Congratulations From Gen. French Bestowed On Soldiers Of The Dominion ---He Says They Deserve The Credit For The Holding Of The Position ---Casualty List Will Be A Heavy One--Reported One Officer Killed And Thirty-Two Wounded In The Engagement

London, April 24.—The Canadians have made a brilliant showing in the fighting which has taken place at Langemarck. They have recaptured the guns lost near Ypres yesterday.

The success attending the engagement of the Canadians has been followed by their being congratulated by General French, who said they saved the day.

Earl Grey has wired Sir Robert Borden offering his congratulations upon the splendid work of the Canadian troops.

There is a heavy Canadian casualty list coming. It is understood one was killed and thirty-two wounded among the officers alone.

Enemy Advanced.

The Germans at Langemarck by using asphyxiating gases which were driven by the north wind over the Belgian-French trenches caused the retirement of a five-mile front to the Yser Canal.

Exposed Canadians.

The loss of this part of our line, says an official French report, laid bare the left of the Canadian division, causing a retirement and the loss of four Canadian 4.7 guns in order to keep in touch with the right of the neighboring troops which retired.

Canadians Came Back.

Some hours later the Canadians made a brilliantly successful advance, recapturing these guns and taking a considerable number of German prisoners, including the Colonel.

"The Canadian division which is now in the fighting line on the Continent is regarded among military men in England as the equal of any British division under the command of General French."

The above statement was made a few days ago in Ottawa by Lieut.-Col. Burritt of Winnipeg, who left Canada in command of the 11th Infantry Battalion of the Fourth Brigade. This brigade did not have the good fortune to be selected by General Alderson as one of those which was to go to the front, the first, second and third having been given the preference.

However, most of the men left behind have since been drafted as reinforcements, so that practically all of the thirty odd thousand Canadians who left Valcartier are now at the front.

Col. Burritt says that the stay at Salisbury was most tedious, and during the long wet weeks of discomfort every man had but one desire, and that was to get to the front. The order to entrain was a most welcome one for all the men.

Col. Burritt says General Hughes is held in high esteem by the Canadians at the front, and that they would be pleased to be under his command upon active service. He says that General Alderson has proved to be a most painstaking officer.

Col. Burritt brought home a party of invalided Canadians and will immediately return to England, and expects shortly to go to the front.

REGIMENTAL ORDERS.

68th Regiment, Earl Grey's Own Rifles.

Orders by Major J. H. McMullin, Commanding, April 24, 1915:

Orderly officer for week, Lieut. Van der Byl; next for duty, Lieut. Hemmel. Communicating school for subalterns and N. C. O.'s above the rank of Corporal on Friday, 30th, at 8:45 p.m. in Drill Hall.

Officers commanding companies will render to the Adjutant by Thursday, 29th inst., nominal rolls of their companies.

O. C. companies will ascertain and report to the Adjutant how many men under their command are in possession of complete uniforms, this report to be rendered by Thursday, 29th inst.

O. C. companies will render to the Adjutant by Thursday, 29th inst., the names of any men having knowledge of bugling or who are desirous of becoming members of a bugle band.

Parades.

"A" Company will parade on Wednesday 28th inst., and Fri- 30th inst., at 8 p.m. in Drill Hall.

"B" Company will parade on Monday 26th inst., and Thursday 29th inst., at 8 p.m. in Drill Hall.

The bayonet class will be continued as usual.

W. S. MARSHALL,
Acting Adjutant.

Rev. W. E. Collison left yesterday for Port Essington, where he will conduct services today.

RODERICK McLEOD DROWNED OFF WHARF AT ANYOX

It Is Believed He Slipped Down, Striking Head as He Reached Water.

The information has been brought here that Roderick McLeod, a miner, who was known to quite a few in this city, has been drowned at Anyox. His body was found in the water near the wharf on Friday. His death, it is believed, was accidental.

From the position where the body was found it is believed he slipped over a fill while passing alongside some ore cars. A bruise on his forehead indicates that in slipping he struck his head on one of the piles that are there. This probably stunned him so that he was not able to help himself in the water.

The deceased left here about a week ago to seek work at the Granby mines. He succeeded in getting work, being a good steady miner. He had only worked one day when the accident happened.

For several years he had been employed in the mines about Hazelton. Later he spent some months in this city, where he was known to many. His body is buried at Anyox.

Austrians Repulsed In Carpathians

Petrograd, April 24.—An official report says: "In the Carpathians the Austrians after long preparations with heavy guns delivered a series of attacks against the heights occupied by us. They were repulsed with enormous loss. The Austrians failed in all attempts to attack our positions."

Prince Rupert Journal

Telephone 168.

O. H. NELSON, Editor.

Office: 128 Third Avenue East, near McBride Street. Telephone 138; Postoffice Box 697.

DAILY EDITION.

Published every morning except Monday. Delivered by carrier in the city at the following rate, if paid in advance:—

One Year	$5.00
Six Months	$2.50
Three Months	$1.25
If not paid in advance, per Month	$0.50

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 25, 1915.

REQUIRE EXACT INFORMATION.

At the meeting that was held yesterday in the City Hall in connection with the fishing industry it was made plainly evident that there was a necessity for some more exact information along certain lines pertaining to the independent fishermen than is at present known locally. The proposal that has been made to construct a public wharf for the purpose of assisting the industry seems to be favorably received by most of the people that have in view the advancing of this as a fishing port. At the same time it was made evident that there was some additional information that might well be made available. The proposal for a public wharf along the lines suggested has been largely the result of careful investigation upon the ground here by M. J. Hobin. Mr. Hobin is not, we would infer, seeking any honors in connection with the project. He does not even advance his opinion as being worth more than that of others who have looked into the matter. He has no interests to serve, it would appear, but has approached the subject with an open mind and has come to certain well-defined opinions. We are inclined to the idea that if there is felt to be time available for it an advantage might be gained by the sending of a representative of the city to Seattle to investigate the requirements that will be needed by the independent fishermen there and also by personally interviewing these men concerned bring the advantages of this port as a shipping point to the attention of the fishermen. A few hundred dollars so expended might result in getting some very desirable information before anything was done in the way of expending money on a wharf. Mr. Hobin might make a very good representative to take this up and the expense should not be great. We feel satisfied that were Mr. Hobin to undertake such a mission he would be ready to modify his scheme if he found that it was necessary so to do. Moreover, Mr. Hobin is not in any way connected with the fishing interests and so has no personal ends in any way to serve.

PROMISING OUTLOOK.

The city of Prince Rupert has perhaps no better evidence of the fact that the port is to be a great one than that a company like the Imperial Oil Company is expending the money it is here upon its distributing depot. There cannot be any sentimental reasons whatever in connection with that company's expenditures. The Imperial Oil Company has no reason for advancing this city except from the standpoint of business for itself pure and simple. When that concern comes into Prince Rupert and expends the immense sums it is expending here with a view to the immense development of the future it is an assurance that in the opinion of that company this port is to spring into a foremost place among the trading centres of the country, and that almost at once. The Imperial Company is not interested indirectly in any way in seeing this city go ahead. With the Grand Trunk Pacific expenditures there may be a sentimental side introduced to some extent. That cannot exist in the case of the Oil Company. With that concern it is a case of dollars and cents and the placing of its works at the point where it will reap the greatest benefits. This is something that should instil in the minds of the residents of this city the greatest faith in the immediate future.

City of Prince Rupert, B. C.

ELECTRICIAN WANTED.

Applications will be received by the undersigned up to 5 p.m., April 30th, 1915, for the position of Electrician. Applicants must have good knowledge of both practical and technical electrical work, state experience and give copies of testimonials as to ability.

1tap24 ERNEST A. WOODS, City Clerk.

CANADIAN RAILWAY SITUATION IS NOT ATTRACTING CAPITAL

(Continued from Page One.)

fied in the foregoing figures, have not ceased to exist. The prospect seems rather to be that the expansion of agriculture and commerce of the past forty years in Canada will be dwarfed by comparison with the expansion of the next forty years.

A good deal will depend on the railroads. If agriculture and commerce expand, as undoubtedly they will, it seems reasonable to suppose that the railroads will expand also. Expansion of railroad systems will necessitate the raising of additional capital. It has been shown in a previous article that while gross earnings have increased the ratio of operating expenses to gross earnings has increased out of all proportion. The bulk of the receipts of Canadian railroads is from the carrying of freight. Out of $243,083,539, gross earnings last year, earnings from freight amounted to $165,753,730, or 68.19 per cent.

Because of the increasing cost of railroading and because of the steadily increasing ratio of operating expenses to gross earnings, Canadian railroads are now petitioning the Dominion Railway Commission for the privilege of increasing freight rates in certain directions.

Check to Increasing Cost.

With the increased revenue from freight earnings, should the petition be granted, it is hoped that the advancing ratio of operating expenses to gross earnings may be checked. In the interests of the future of Canadian railroads it is not only desirable, but imperative that this increasing cost ratio be checked, for the simple reason that railroad investment cannot now compete in the open market with other less restricted forms of security. It is a matter of common knowledge that railroads generally have experienced in recent years constantly increasing difficulty in securing the necessary new capital, and where they are able

(Continued on Page Three.)

NOTICE OF DISSOLUTION OF PARTNERSHIP.

NOTICE IS HEREBY GIVEN that the partnership heretofore subsisting between J. S. Johnson, J. A. Swanson, and C. C. Ketchum, in the City of Prince Rupert, has this day been dissolved by mutual consent. All debts owing to the partnership are to be paid to J. S. Johnson at Prince Rupert aforesaid, and all claims against the said partnership are to be presented to him, by whom same will be settled.

Dated at Prince Rupert, B. C., this 17th day of March, 1915.

J. S. JOHNSON.
J. A. SWANSON.
C. C. KETCHUM.

Product No. 99

Contains about 3½ lbs. $1.00

RECOMMENDED FOR PLUMBERS

The sale of Product No. 99 is strictly confined to the high-class supply houses. Its cost of manufacture is therefore not affected by Dept. or "price cutting store" influence that so often drives manufacturers to the use of inferior chemicals and processes. Nor is the dealer allowed to reduce the retail price under penalty of having his supply terminated.

A POWERFUL SOLVENT FOR

CLOGGED UP DRAIN PIPES

"99" destroys accumulations of lint, paper, cloths, hair, slime, grease, vegetables, soap, fruit and many others. It is harmless to fines plumbing.

DON'T ARGUE DON'T PUT OFF TEST IT

This preparation has been so generally successful in clearing drains that it is bought over and over again by those who have tried it, but inasmuch as no on can know the actual condition existing within a pipe, it is absolutely impossible for the manufacturer or the dealer to guarantee the result.

CHEMICAL PRODUCTS CO., NEW YORK

FOR SALE BY

HARRY HANSON

THE RELIABLE PLUMBER

FOR THE BEST IN PLUMBING AND HEATING PHONE 489

LUMBER

Coal, Cement, Plaster and Brick

AND A COMPLETE LINE OF BUILDERS' SUPPLIES

WESTHOLME LUMBER CO., LTD.

First Avenue Prince Rupert Telephone 186

Thompson Hardware Co., Limited

Rifles and Shot Guns

Ammunition

Camping Supplies

PHONE 101, P.O. DRAWER 1345 339 SECOND AVE.

LUMBER

SHINGLES, MOULDINGS, SASH, DOORS

Prince Rupert Lumber Co.

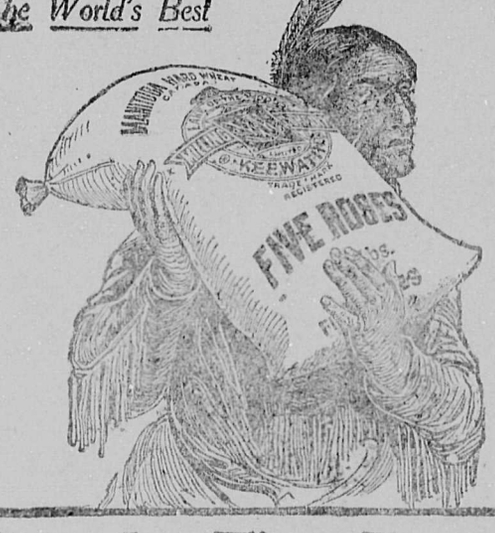
FIRST AVE. AND McBRIDE ST. PRINCE RUPERT

Phone 25 Branch Yard at Smithers, B.C.

ASK FOR

FIVE ROSES FLOUR

The World's Best



Send for Five Roses Cook Book

COUPON

Write Name and Address plainly. Don't forget to enclose Ten Cents in stamps

NAME

ADDRESS

NAME OF DEALER

BEING A MANUAL OF GOOD RECIPES carefully chosen from the contributions of over two thousand successful users of Five Roses Flour throughout Canada. Also Useful Notes on the various classes of good things to eat, all of which have been carefully checked and re-checked by competent authority.

Address your Envelope to LAKE OF THE WOODS MILLING CO. LIMITED, WINNIPEG

Distributors Prince Rupert, B.C.

STEWART & MOBLEY KELLY, DOUGLAS & CO.

G. T. P.

Steamship Sailings

FOR VANCOUVER

S.S. Prince Rupert every Friday at 9 A.M.

S.S. Prince John every Sunday at 7.30 P.M.

For Massett—S. S. Prince John every second Saturday at 10 p.m. commencing April 17.

For Naas River points—S. S. rince John every second Saturday 10 p.m., commencing April 24.

For Anyox—S. S. Prince George every Wednesday at midnight.

Passenger train carrying electric lighted sleeper and parlor cafe car leaves for the east on Wednesdays and Saturdays at 10 a.m.

Through tourist sleeping car to St. Paul every Wednesday.

For through tickets, reservations and full information apply to G. T. P. Ticket Office, Third Ave.; Agency all Atlantic Steamship Lines.

Canadian Pacific Railway

PRINCESS MAY

SOUTHBOUND, 8 P.M. SUNDAY

PRINCESS MAQUINNA,

SOUTHBOUND, MONDAY 8 P.M.

J. G. McNAB, General Agent, corner Third Ave. and Fourth St.

THE UNION STEAMSHIP CO. OF B.C. LTD.

S.S. VENTURE

Southbound Tuesdays at 8 p.m.

Sailings for Granby, Simpson and the Naas Sundays at Midnight

For further particulars apply to

JOHN BARNSLEY, AGENT :: 631 Second Ave., Phone 568

Agency Atlantic Steamships.

Royal Bank of Canada

HEAD OFFICE: MONTREAL ESTABLISHED 1869

Capital	$ 11,560,000
Reserved Fund	$ 12,500,000
Total Assets	$185,000,000

Savings Bank Department—$1 will open an account

Branches Throughout Canada and Banking Connections With All Parts of the United States. Agents Throughout the World.

H. P. WILSON, Manager - - Prince Rupert Branch

CLEAN UP AND PAINT UP NOW

O-CEDAR MOPS, O-CEDAR MOP POLISH

ALABASTINE SANITARY WALL COATING

WATER HOSE, GARDEN TOOLS, WATERING CANS

MARTIN-SENOUR 100 PER CENT. PURE PAINT

PAINT BRUSHES, LAWN MOWERS AND GRASS SHEARS

CARPET BEATERS, GARBAGE PAILS

WINDOW SCREENS, SCREEN DOORS

—AT THE—

KAIEN HARDWARE CO., 608 Third Av.

Prince Rupert Transfer Co.

—FOR—

Coal, Furniture Moving, Baggage and Heavy Teaming

W. J. CRAWFORD, Manager

PHONE 566 Office and Residence: 1009 THIRD AVE.

The Morning Journal

50 cents per Month

BEST COPY

to market new securities they are unable to do so except at substantially higher interest rates.

This condition does not apply to Canadian railroads alone. The great carrying roads of the Eastern States have felt the situation acutely of late years and the outcome was just such a petition to the Interstate Commission, the counterpart of the Dominion Railway Commission, as Canadian railroads are now presenting to the latter body. The American petition, it might be remarked in passing, was granted.

The fact is, railroads have been forced of recent years to meet competition in the investment markets from many sources; from Government issues, public utility issues and industrial issues. The brief on behalf of the Eastern roads of the United States, prepared by eminent counsel, contained many truthful and logical deductions on the subject of railroad investments which are entirely applicable to conditions as they exist in Canada today.

Increasing Load of Fixed Charges.

Investors have noted with concern, it was pointed out, the constantly increasing proportion of outstanding capital obligations represented by bond issues and short-term notes, as compared with the decreasing proportion of capital stock. In other words, he relative increase of creditors and decreases in the number of partners is due to the failure of additional capital invested in recent years to earn an adequate return. Few of the railroads are able to issue prior lien obligations and their existing mortgages have been closed and cover not only their original railroads and other property, but also that subsequenlyt acquired. They are compelled therefore to issue junior securities which are only marketed at lower prices and a corresponding higher interest basis.

Under these conditions, it is urged, a railroad which cannot adjust rates to meet rising costs and thereby suffer a loss in relative net earnings is doubly penalized. First it must pay more on account of the general rise in interest for the use of capital, and, second, it must suffer through its inability to offer as good security as formerly or to maintain a margin of profit great enough to offset the change in character of the security offered. Both factors increase the cost of production and in most enterprises are met with an increase in the selling price of the product—a solution to the difficulty not permitted to Canadian railroads.

Purchasing Power of the Dollar.

What may be the underlying causes of the decrease in the value of money it is not proposed to discuss here at length. To the enormous increase in the production of gold, to the expansion of bank credits, to the drift of population to the cities or to any combinations of these and other diverse agencies, writers on economics are accustomed to attribute the decline in the purchasing power of the dollar. But whatever be the cause it has come to be an accepted fact that money has decreased in value as measured by what it will buy. Labor, it has already been shown, costs Canadian railroads more now than it did formerly. Capital requires a higher rate of interest than was accepted as satisfactory but a few years ago. Face to face with a combination of circumstances of this nature railroads naturally seek to bring about a re-adjustment. The introduction of efficiency methods—the getting for a dollar all that can be got for that dollar—has helped, to a certain extent, to ameliorate conditions, but has been found to fall a long way short of offsetting the increasing cost ratio.

The Only Solution.

The most natural solution, the most logical solution and the solution ed is the increasing of the price of the only commodity most railroads have to sell, viz., transportation.

To put the situation concisely, Canadian railroads at the present time must pay more for the use of capital, must pay more for the use of labor, must pay more for the material used in the maintenance of an efficient railroad system, but must not charge more than they did years ago for performing the same amount of service.

Failing the privilege of an increase in rates what is the alternative? There would seem to be but one answer and that—decreased efficiency. And decreased efficiency in the railroad systems is the one thing that Canada cannot afford in these her growing times. One of the most serious calamities that could overtake Canada is that of crop failure. A far more serious one, however, than even crop failure, would be that of a crippled transportation system.

Reference was made above to the brief prepared by counsel acting for the railroads of the Eastern States in their application to the Interstate Commerce Commission for an increase in freight rates, and we would again refer to the document in the following comment which applies as well to Canadian railroads at the present time as it did to the Eastern roads in 1874.

"If the railroads," said counsel, "are not allowed to charge such rates for their services as will produce a proper return on the money invested then how long will those responsible for the management of these properties be justified in continuing large expenditures of new capital for additional facilities and equipment even if such capital were available at reasonable rates of interest? Have they not a duty to perform to their shareholders and to those whom they have induced to purchase their securities which must be considered as well as their desire to furnish better and additional transportation facilities for the use of the public? How long can they be expected to continue to jeopardize the property of the stockholders and the investments of those whom they have induced to purchase their securities by incurring additional fixed or dividend charges through the continuance of expenditures that have proven to be unremunerative in the past and that, in the judgment of the managers, will continue to be unproductive in the future, unless freight rates are advanced? Will not the time soon come when if conditions are not changed, those in charge of the companies cannot in good conscience and consistently with the trusts with which they are charged, continue longer to pursue such a policy? It is of great importance, not only to the railroads, but to the business world generally, that the railroads should prosper, and they cannot prosper permanently if they are forced from time to time first to reduce and finally to suspend dividends."

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Thomas P. O'Farrell, of Vancouver, B.C., Miner, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post situated one (1) mile west of the south-west corner of Lot 2451, thence south eighty (80) chains, thence east eighty (80) chains, thence north eighty (80) chains, thence west eighty (80) chains to point of commencement.

Dated the 27th day of February, 1915.

ap25 THOMAS P. O'FARRELL.

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Thomas P. O'Farrell, of Vancouver, B.C., Miner, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post situated one (1) mile west of the south-west corner of Lot 2451, thence north eighty (80) chains, thence east eighty (80) chains, thence south eighty (80) chains, thence west eighty (80) chains to point of commencement.

Dated the 27th day of February, 1915.

ap25 THOMAS P. O'FARRELL.

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Harry McMann, of Victoria, B. C., occupation Carpenter, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted 160 chains west and 80 chains north of the north-east corner of Skelu Inlet, thence 80 chains west, thence 80 chains south, thence 80 chains east, thence 80 chains north to the point of commencement.

HARRY McMANN.

Dated February 23rd, 1915. ap22

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Harry McMann, of Victoria, B. C., occupation Carpenter, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted 60 chains west of the south-east corner of Skelu Inlet, thence west 80 chains, thence south 80 chains, thence east 80 chains, thence north 80 chains to the point of commencement.

HARRY McMANN.

Dated February 23rd, 1915. ap22

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Harry McMann, of Victoria, B. C., occupation Carpenter, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted on the north side of Hippo Island, at the south-east corner of a small bay, thence 80 chains west (following the shore line of Hippo Island), thence south 80 chains, thence east 80 chains, thence north 80 chains to the point of commencement.

HARRY McMANN.

Dated February 23rd, 1915. ap22

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Harry McMann, of Victoria, B. C., occupation Carpenter, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted at the mouth of the Andrews River where it enters Victory Bay, at the north end of Seal Inlet, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to the point of commencement.

HARRY McMANN.

Dated February 24th, 1915. ap22

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Harry McMann, of Victoria, B. C., occupation Carpenter, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted at the south end of Andrews River, where it enters Victory Bay, at the north end of Seal Inlet, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to the point of commencement.

HARRY McMANN.

Dated February 24th, 1915. ap22

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Harry McMann, of Victoria, B. C., occupation Carpenter, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted at the mouth of Andrews River, where it enters Victory Bay, at the north end of Seal Inlet, thence 80 chains south, thence 80 chains west, thence 80 chains north, thence 80 chains east to the point of commencement.

HARRY McMANN.

Dated February 24th, 1915. ap22

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Harry McMann, of Victoria, B. C., occupation Carpenter, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted at the mouth of Andrews River, where it enters Victory Bay, at the north end of Seal Inlet, thence 80 chains east, thence 80 chains south, thence 80 chains west, thence 80 chains north to the point of commencement.

HARRY McMANN.

Dated February 24th, 1915. ap22

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Thomas P. O'Farrell, of Vancouver, B. C., Miner, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post situated one (1) mile west of the south-west corner of Lot 2451, thence north eighty (80) chains, thence west eighty (80) chains, thence south eighty (80) chains, thence east eighty (80) chains, to point of commencement.

Dated the 27th day of February, 1915.

ap25 THOMAS P. O'FARRELL.

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Thomas P. O'Farrell, of Vancouver, B.C., Miner, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post situated one (1) mile west of the south-west corner of Lot 2451, thence north eighty (80) chains, thence east eighty (80) chains, thence south eighty (80) chains, thence west eighty (80) chains to point of commencement.

Dated the 27th day of February, 1915.

ap25 THOMAS P. O'FARRELL.

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Robert McKenzie Burgess, of Victoria, B. C., occupation Barber, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted 120 chains northeast of Porter Island (an island in the entrance of Rennals Sound), thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to the point of commencement.

ROBERT McKENZIE BURGESS.

Per J. W. Connell, Agent.

Dated February 24th, 1915. ap22

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Robert McKenzie Burgess, of Victoria, B. C., occupation Barber, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted 80 chains south of the point of the First Island in Rennals Sound, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to the point of commencement.

ROBERT McKENZIE BURGESS.

Per J. W. Connell, Agent.

Dated February 24th, 1915. ap22

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Robert Dowswell, of Victoria, B. C., occupation Hotelkeeper, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted 10 yards south of the mouth of Connell River in Burgess Bay, Port Channel, thence 80 chains south, thence 80 chains west, thence 80 chains north, thence 80 chains east to the point of commencement.

ROBERT DOWSWELL.

Per J. W. Connell, Agent.

Dated February 23rd, 1915. ap22

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Stewart Graham Campbell, of Victoria, B. C., occupation Real Estate Agent, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted ten yards south of the mouth of Connell River in Burgess Bay, Port Channel, thence 80 chains east, thence 80 chains south, thence 80 chains west, thence 80 chains north to the point of commencement.

STEWART GRAHAM CAMPBELL.

Per J. W. Connell, Agent.

Dated February 23rd, 1915. ap22

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Albert Henry Tanner, of Victoria, B. C., occupation Dentist, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted 40 chains west and 10 chains south of the south-east corner of Port Channel, thence west 80 chains, thence south 80 chains, thence east 80 chains, thence north 80 chains to the point of commencement.

ALBERT HENRY TANNER.

Per J. W. Connell, Agent.

Dated February 23rd, 1915. ap22

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Harry McMann, of Victoria, B. C., occupation Carpenter, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted 40 chains north of the mouth of Steele Creek, where it enters Port Lewis, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to the point of commencement.

HARRY McMANN.

Per J. W. Connell, Agent.

Dated February 22nd, 1915. ap20

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that George Palmer Might, of Seattle, Wash., occupation Broker, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted ten chains south of the south-east corner of Queen's Island, in Lewis Harbor, thence east 80 chains, thence north 80 chains, thence west 80 chains, thence south 80 chains to the point of commencement.

GEORGE PALMER MIGHT.

Per J. W. Connell, Agent.

Dated February 22nd, 1915. ap20

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that (Mrs.) Lillian Hall Kerthy, of Vancouver, B.C., occupation Widow, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted one mile east of the mouth of Steele Creek and on its north bank, thence south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to the point of commencement.

(MRS.) LILLIAN HALL KERTHY.

Per J. W. Connell, Agent.

Dated February 22nd, 1915. ap20

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Lorenzo Alexander, of Victoria, B.C., occupation Miner, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted 80 chains east of the mouth of Steele Creek, in Louis Harbor, thence 80 chains north, thence 80 chains east, thence 80 chains south, thence 80 chains west to the point of commencement.

LORENZO ALEXANDER.

Per J. W. Connell, Agent

Dated February 22nd, 1915. ap20

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that John Wesley Connell, of Victoria, B. C., occupation Broker, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted 200 chains north of the centre of Freeman Island (Port Channel), to the south-west corner of North Cove (Athlow Bay), thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to the point of commencement.

JOHN WESLEY CONNELL.

Dated February 23rd, 1915. ap22

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that John Wesley Connell, of Victoria, B. C., occupation Broker, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted 200 chains north of the centre of Freemen's Island (Port Channel), and east 80 chains, thence 80 chains north, thence 80 chains east, thence 80 chains south, thence 80 chains west to the point of commencement.

JOHN WESLEY CONNELL.

Dated February 23rd, 1915. ap22

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Harry McMann, of Victoria, B. C., occupation Carpenter, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted 160 chains west and 80 chains north of the east corner of Skelu Inlet, thence 80 chains west, thence 80 chains north, thence 80 chains east, thence 80 chains south to the point of commencement.

HARRY McMANN.

Dated February 23rd, 1915. ap22

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Robert McKenzie Burgess, of Victoria, B. C., occupation Barber, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted 80 chains south of the east point of the First Island in Rennals Sound, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to the point of commencement.

ROBERT McKENZIE BURGESS.

Per J. W. Connell, Agent.

Dated February 24th, 1915. ap22

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Robert McKenzie Burgess, of Victoria, B. C., occupation Barber, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted 80 chains west of the south-east corner of Maria Bay, in the south-east corner of Rennals Sound, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to the point of commencement.

ROBERT McKENZIE BURGESS.

Per J. W. Connell, Agent.

Dated February 24th, 1915. ap22

Skeena Land District — District of Queen Charlotte Islands.

TAKE NOTICE that Robert McKenzie Burgess, of Victoria, B. C., occupation Barber, intends to apply for permission to prospect the following described lands for coal and petroleum: Commencing at a post planted 80 chains west of the south-east corner of Maria Bay, in the south-east corner of Rennals Sound, thence west 80 chains, thence south 80 chains, thence east 80 chains to the point of commencement.

ROBERT McKENZIE BURGESS.

Per J. W. Connell, Agent.

Dated February 24th, 1915. ap22

Daily Journal

50c per month

HE HIGH COST OF LIVING REDUCED BY BUYING YOUR

Best Quality Domestic Lump Coal

$9.50 Per Ton

Best Quality Washed Nut Coal

$8.75 Per Ton

DELIVERED

—THE—

Union Transfer Co.

Prince Rupert, B.C., Phone 36

IMPERIAL MACHINE WORKS

Engines Installed and Gen Repairs

Oxy-Acetylene Plant in Con

Phone Red 156 Third

J. H. HILDITCH

Contractor and Builder

Estimates given on all classes of work, whether small or large. Personal attention given to every item.

PHONE GREEN 321

FREDERICK PETERS, K.C.

Barrister, Solicitor and Notary Public

Office in

EXCHANGE BLOCK

DR. GILROY, DENTIST

Crown and Bridge Work a Specialty

Office: Smith Block, Third Avenue

A. FAULDS, M.I. M.E.

Consulting Mining Engineer

Examinations and development of Coal, Metal, Oil, Etc.

709 Dunsmuir St. Vancouver, B.C.

HAIRDRESSING PARLORS

Massage, Manicuring, Scalp Treatment, Electric Treatments, Etc.

Mrs. N. L. Handasyde, Prop.

211 Third St. PRINCE RUPERT

P.O. Box 1714 Telephone 448

RITCHIE, AGNEW & CO.

Civil Engineers and Surveyors

Prince Rupert, B.C.

Waterworks, Water Power, Wharf Construction, Reports, Plans, Dominion and Provincial Land Surveying, Electric Blue Printing, Negatives and White Prints

---

Phone Blue 183 Res. Phone 393

UP-TO-DATE

LINDSAY'S CARTAGE & STORAGE

G. T. P. CARTAGE AGENTS

126 FOURTH STREET

JINGLE POT COAL

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

Phone 93. P.D. Box 38.

Pacific Cartage Limited

General Teaming

Furniture Moving a Specialty.

When you buy COAL buy the BEST — Ladysmith Lump or Comox Washed Nut.

The Queen Charlotte Oil Fields Limited

Office will open today in Law-Butler Building for sale of a limited amount of Treasury Stock

GEO. F. MACDONALD, Sec.-Treas.

HAYNER BROS

Pioneer Funeral Directors and Embalmers. Open Day and Night. Ladies' Assistant in Attendance.

PHONE 86. 710 THIRD AVE.

Prince Rupert Journal

50c. per Month

A. E. Rand, President. J. S. Pearce, Manager.

THE PRINCE RUPERT SASH AND DOOR COMPANY, LTD.

MANUFACTURERS

DOORS, SASH, MANTLES, MOULDINGS, SCROLL AND BAND SAWING, AND ALL KINDS OF FINISHINGS, STORE AND OFFICE FIXTURES, HOUSE FINISH A SPECIALTY

Factory and Office: Seventh Avenue, Hays Cove Circle

Telephone 218 P.O. Box 267, Prince Rupert, B.C.

GRANITE

GRANITE of best quality and thoroughly tested for sale

Cut Stone or Crushed Rock in Quantities

NEIL J. McLEOD Phone Green 217

OCEAN FISH CO.

Fresh Fish Arriving Every Day

Outside orders promptly attended to

PHONE BLUE 259

PHONE 554 P.O. BOX 60

FOR

PAPERHANGING PAINTING POLISHING AND WALL TINTING

HIGH-GRADE INTERIOR DECORATING A SPECIALTY

Martin Swanson

SECOND AVE. NEAR McBRIDE

CANADIAN STEAM LAUNDRY

NOW OPEN FOR BUSINESS

¶Latest and Approved Methods

¶Only Skilled Operators Employed

Phone us and we will call for a trial bundle

Note our address:

515 SIXTH AVENUE WEST

Phone No. 8

Canadian Steam Laundry

Capt. J. McGee

M.M.S.A.

Masters and Mates prepared for examination. Compass adjuster.

Phone Red 502

"NAUTICAL ACADEMY"

Helgerson Block, opposite Royal Hotel

SAFE DEPOSIT BOXES For Rent

REASONABLE RATES

THE

Continental Trust Company

The Morning Journal 50c. per month

B. C. Undertakers

Funeral Directors and Embalmers — Satisfaction Guaranteed — Open Day and Night

117 Second Street Phone 41

Bruce Morton - - Manager

NOTICE.

The Canadian Patriotic Fund.

Will those who need assistance from the above fund, resident in the city or district and whose breadwinner is on active service with the forces of the Empire or her Allies, kindly notify the secretary of the local organization.

tf W. E COLLISON, P.O. Box 735.

Department of Naval Service.

TENDERS WANTED.

For Wooden Steamer for Fisheries Patrol Work in Northern Waters of British Columbia.

Tenders are requested for a six months' charter of Wooden Steamer not less than 80 feet long, 17 feet beam, with cabin accommodation for two officials in addition to crew.

Steamer must be in first-class repair and subject to inspection by Boiler and Hull Inspectors.

Crew and maintenance will be provided by the Department of Naval Service, but all tools required in engine room must be provided by owner of steamer.

Speed required not less than 9 knots per hour.

Tenderers must quote rate per day for six months' charter and boat must be available for service immediately on acceptance of tender.

Lowest or any tender not necessarily accepted.

Time for receiving tenders will close at 6 p.m. on Friday, April 30, 1915.

Envelopes marked "Tenders for Steamer" to be addressed

F. H. Cunningham,
Chief Inspector of Fisheries,
ap22-25 New Westminster, B. C.

Corporation of the City of Prince Rupert, B. C.

CLEANING-UP WEEK.

The attention of the Citizens is called to the CLEANING-UP WEEK, which has been fixed for week commencing April 26th and ending May 1st, 1915, and their hearty co-operation is requested. Pile all refuse, tin cans, etc., so as to be easily accessible by the Scavengers. Help beautify our City by cleaning up your lots and backyards, etc.

By order,
HEALTH COMMITTEE.
L. Porter, Sanitary Inspector. ap24-5

City of Prince Rupert, B. C.

WOODWORTH HYDRO-ELECTRIC SCHEME—ERECTION OF COTTAGE.

Sealed tenders will be received by E. A. Woods, City Clerk, Prince Rupert, B. C., up till 5 p.m., Monday, May 5, 1915, for the erection of a four-room cottage at Shawatlans.

Plans may be seen and specifications obtained at the City Engineer's Office, City Hall.

The lowest or any tender not necessarily accepted.

W. McGEORGE MASON,
2tap25 City Engineer.

RUPERT MARINE IRONWORKS AND SUPPLY CO., LIMITED

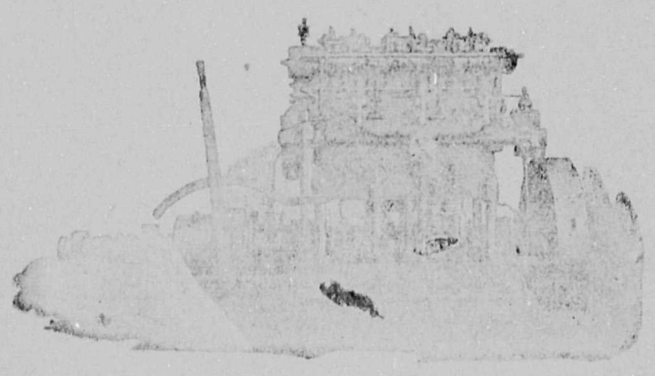
WATERFRONT, PRINCE RUPERT

ENGINEERS, MACHINISTS AND MACHINERY CONTRACTORS

Specialists in Marine Power Plants, Oil, Steam, or Gasoline.

B. C. Coast Agents for the British Kromhout Semi-Diesel Oil Engine—the most reliable and economical, and the cheapest power for fishing boats, tugs and passenger vessels.

Standard Gas Engine Company's Engines and Parts in stock.



Steel, Iron, Oils, Wire Rope, Balata Belting, B. C. Wood Pulleys, Columbian Bronze Propellers, Storage Batteries, Dynamos and Marine Accessories.

Repairs—First-class equipment and staff for machine and ship repairs.

P.O. BOX 515 TELEPHONE 313

RUSSIAN EMPIRE COMING FORWARD

FOR NEXT HUNDRED YEARS SAYS WRITER SHE WILL RANK NEXT TO BRITAIN.

What the Great Awakening Means to the Czar's Great Empire.

For the next two hundred years the British Empire and the Russian Empire will be the two greatest powers in the world, writes Hamilton Fyfe in the London Daily Mail. They must make up their minds to have done with bickering, to be sensible, to be friends.

Looking beneath the surface of things, I see this war as a struggle between the British Empire and Germany for the Twentieth Century. Each century in modern times has been dominated by one power. The sixteenth was Spain's century, the seventeenth Holland's. The eighteenth belonged to France, and the nineteenth to England. Now it was clear, as the nineteenth century drew to its close that England alone could not hope for another term of supremacy. But England had brought into being an Empire, world-wide, immense in population and in wealth. It seemed that the sceptre—not of actual rule, of course, not of physical or material domination, but of influence by character—might pass from the Mother to the children.

Germany alone disputed this order of succession. That is why the world is at war today. But Germany cannot conquer the British Empire; she is breaking her nails against a rock. Therefore to that empire will belong the Twentieth Century, and to Russia when she has awakened the intelligence of her peasant millions and developed her resources, will surely belong the twenty-first. Let us both recognize this and live at peace.

We have in truth, more in common with Russians than with any other nation. We are, for instance, obstinate and inconsistent; so are they. If we taunt them with sticking to their old calendar, which is thirteen days behind everyone else's, they can point in reply to our pigheaded and far more inconvenient retention of peculiar measure of money and weight and length, in place of the decimal system used by everyone else. When we complain that their alphabet has thirty-six letters in it their retort is: "It enables us to spell as we pronounce, whereas your spelling and pronunciation are not related at all!" Englishmen who are rash enough to pity Russians because they "lack political freedom" are reminded that there is no Mrs. Grundy in Russia to check personal freedom with a far more galling bond.

No Russian who knows the world denies that his country is behind the other great powers both in the common level of intelligence and in mechanical conveniences. This has advantages, however. It is annoying that Petrograd should be so badly paved, that laundries should make a practice of keeping your "washing" for three weeks instead of one, that there should be no regularity in the postal or in any other service, whether private or state. But these are trifles in the general scheme of life. If against such drawbacks we set the comforts of strong nerves, few cities, no rush from the land, no industrial weakening of the greater part of the population, the balance will scarcely go against these, whether we consider general happiness only or take into account the health of generations to come.

They have their effect as well upon the solidarity of national sentiment. Every Russian wants to free Constantinople from the Turk. Some want this because Russia needs an outlet into the Mediterranean, and can not any longer submit to the Dardanelles being treated as private property. Some see that the chief development of Russia's natural wealth must be in the south, and believe that destiny is forcing her towards the Golden Horn. Most want it because they have been taught that Christ is dishonored by the worship of Islam in the Cathedral of St. Sophia.

Well, what are we going to do about it? Keep up our old policy of suspicion? Attempt to deny Russia that for which she ardently longs? Bleat in the accents of the eighties about the highroad to India? Or with frank and friendly agreement tell our ally, "We shall not stand in your way?" If we do not there is trouble ahead for everybody. I should not be doing my duty if I did not say that Russians are watching very closely for signs of England's temper in this matter of Constantinople and the Dardanelles.

GOVERNMENT WEATHER REPORT.

Furnished by F. W. Dowling.

April 24.

Bar. reduced to sea level....	29.971
Highest temperature.....	.49
Lowest temperature	.40

IMPERIAL OIL COMPANY'S IMMENSE DEPOT HERE

(Continued from Page One.)

tion of tracks in the yards beneath.

At first the intention of the company was to have the pipe lines placed underground from the wharf to the storage quarters. Before the work was well started a change in the plans was made. It was felt that should anything go wrong with the pipes after the tracks were all in place there might be interference with the railway's plans while the work was being repaired. A change was then decided upon and the underground route was abandoned.

The new arrangement lends itself to ready repairs at any time that the joints may give. The inspection of the line at all times is made simple also.

The intention of the company when the work is done is to serve the whole northern coast, as well as Alaska and the Yukon, from here. Along the line of the G. T. P. as far east as Edmonton at least, the whole country will be served from this depot. Prince Rupert becomes at once one of the most important centres in the oil trade with the completion of the works here in the next few weeks.

CONFERENCE ON THE CITY FISH WHARF

(Continued from Page One.)

large yet he held the opinion that the Government Wharf as it stood might be used in the meantime for the fishing industry. He thought that the Government should be approached on this, and as W. J. Bowser, who was deeply interested in making this port an important one as far as the fishing trade was concerned, was to visit the city this coming week he should be approached in the matter.

Several, including G. W. Nickerson, felt that the Government would not be inclined to divert the business of that wharf from what it was at present to that of a fish wharf pure and simple. He favored the scheme that had been put forward by Mr. Hobin and proposed that the meeting endorse it and recommend the Council to act on it.

Ald. Beveridge agreed with Mr. Morrow and wanted the Attorney-General seen when he came here.

A resolution was passed favoring the laying of the proposition before Mr. Bowser and failing the getting of space there the carrying into effect of the proposition for Seal Cove.

Advertise in The Journal.

SYNOPSIS OF COAL MINING REGULATIONS.

Coal mining rights of the Dominion in Manitoba, Saskatchewan and Alberta, the Yukon Territory, the Northwest Territories and a portion of the Province of British Columbia, may be leased for a term of twenty-one years at an annual rental of $1 per acre. Not more than 2,560 acres will be leased to one applicant.

Applications for a lease must be made by the applicant in person to the Agent or Sub-Agent of the district in which the rights applied for are situated.

In surveyed territory the land must be described by sections, or legal subdivisions of sections, and in unsurveyed territory the tract applied for shall be staked out by the applicant himself.

Each application must be accompanied by a fee of $5, which will be refunded if the rights applied for are not available, but not otherwise. A royalty shall be paid on the merchantable output of the mine at the rate of five cents per ton.

The person operating the mine shall furnish the Agent with sworn returns accounting for the full quantity of merchantable coal mined and pay the royalty thereon. If the coal mining rights are not being operated, such returns should be furnished at least once a year.

The lease will include the coal mining rights only; but the lessee may be permitted to purchase whatever available surface rights may be considered necessary for the working of the mine at the rate of $10 per acre.

For full information application should be made to the Secretary of the Department of the Interior, Ottawa, or to any Agent or Sub-Agent of Dominion Lands.

W. W. CORY,
Deputy Minister of the Interior

Royal Naval College of Canada.

The next examination for the entry of Naval Cadets, will be held at the examination centres of the Civil Service Commission in May, 1915 successful candidates joining the college on or about 1st August. Applications for entry will be received up to 15th April by the Secretary, Civil Service Commission, Ottawa, from whom blank entry forms can now be obtained.

Candidates for the examination in May next must be between the ages of fourteen and sixteen on the 1st July, 1915.

Further details can be obtained on application to the undersigned.

G. J. DESBARATS,
Deputy Minister of the Naval Service
Department of the Naval Service,
Ottawa, January 8th, 1915

Unauthorized publication of this advertisement will not be paid for.—17053. ja28

JAMES GILMORE

ARCHITECT

Second Ave. Near McBride St.

HOTEL DIRECTORY

Members of the Prince Rupert Licensed Vintners' Association

WINDSOR HOTEL
Cor. of First Ave. and Eighth St.
W. H. Wright, Prop.

HOTEL CENTRAL
First Ave. and Seventh St.
European and American Plans
$1.00 to $2.50 Per Day
Peter Black, Prop.

KNOX HOTEL
First Ave. Between Eighth and Ninth
European Plan; Rates 50c to $1.00 Per Day
Bowser & Bowser, Props.

ROYAL HOTEL
J. Y. Rochester V. B. Casley
Third Ave. Between Sixth and Seventh Sts.
European Plan; 50c to $1 Per Day

ROYAL HOTEL
Corley & Burgess, Props.
Third Ave. and Sixth St.
European Plan Steam Heated

BEAVER WHOLESALE LIQUOR CO., LIMITED
Second Ave. and Sixth St.
Phone 102

PRINCE RUPERT IMPORTING CO., LIMITED
Fraser and Sixth Sts
Phone 7

NOTICE is hereby given that on the 22nd day of March next application will be made to the Superintendent of Provincial Police and to the Board of License Commissioners for the City of Prince Rupert for permission to remove the license for the sale of liquor by wholesale from the premises known as Lots 15 and 16, Block 32, Section 1, situate at Frazer Street in the City of Prince Rupert, to the lands described as Lots 19 and 20, Block 23, Section 1, on Third Avenue in the said City of Prince Rupert.

DATED this 20th day of February, 1915.

PRINCE RUPERT IMPORTING CO. LIMITED.
W. H. Marshall, Manager
f21mar22 Applicant.

NOTICE OF CANCELLATION OF RESERVE.

NOTICE IS HEREBY GIVEN that the Reserve existing on Detention Island by reason of a Notice published in the British Columbia Gazette on the 30th of May, 1912, is hereby cancelled.

R. A. RENWICK,
Deputy Minister of Lands
Department of Lands,
Victoria, B.C.,
October 19th, 1914. o24

Free GUARANTEED American Silk HOSIERY

WE WANT YOU TO KNOW THESE HOSE

They stood the test when all others failed. They give real foot comfort. They have no seams to rip. They never become loose and baggy as the shape is knit in, not pressed in. They are GUARANTEED for fineness, for style, for superiority of material and workmanship, absolutely stainless, and to wear six months without holes or replaced by new pairs free.

Our Free Offer

To every one sending us 50c to cover shipping charges, we will send, subject to duty, absolutely free:

Three pairs of our famous men's AMERICAN SILK HOSE with written guarantee, any color, or

Three pairs of our Ladies' Hose, in Black, Tan or White colors, with written guarantee.

DON'T DELAY—Offer expires when dealer in your locality is selected. Give color and size desired.

The International Hosiery Co.
21 Bittner Street
Dayton, Ohio - U.S.A.

THE MOST COMFORTABLE

TOURING CAR

IN THE CITY

Answers all calls day and night

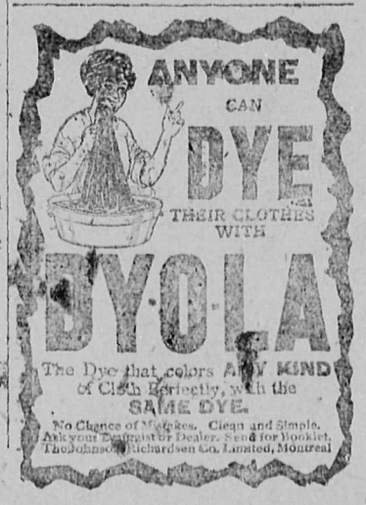
Phone 99

Stand: Hotel Prince Rupert

New Wellington Coal

The Favorite Household Coal

Cleanest, Brightest and Best

Rogers & Albert

Second Avenue Phone 116