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D. A. WHITE, Esq.
21 WALLACE AVE., TORONTO,
Dec. 22nd, 1913.

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Certificate of Improvements.
I, Il Chance H. Fraction, and Black Bear Mineral Claims, situate in the Skeena Mining Division of Cassiar District.
Where located:—Il Chance H. Fraction located between the "Lilly Bertha" and "Aldebaran" Mineral Claims near head of Alice Arm, Observatory Inlet, and "Black Bear" Mineral Claim, located one mile, more or less, from the north-west point of Observatory Inlet.
TAKE NOTICE that I, Pedro Salinas, Free Miner's Certificate No. 80315B, intend, sixty days from the date hereof to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim. And further take notice that action, under section 85, must be commenced before the issue of such Certificate of Improvements.
DATED this 21st day of September, A.D. 1914.
PEDRO SALINAS.

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- Box 17—1st Ave. and 7th St. (Central Hotel).

CIRCUIT NO. 2.

- Box 22—3rd Ave. and 3rd St. (Post Office).
- Box 23—3rd Ave. and McBride St.
- Box 24—1st Ave. and McBride St.
- Box 25—2nd Ave. and 2nd St.
- Box 26—2nd Ave. and 6th St.
- Box 27—G. T. P.

CIRCUIT NO. 3.

- Box 31—5th Ave. and Fulton St.
- Box 32—Borden and Taylor Sts.
- Box 34—7th Ave. and Fulton St.
- Box 35—9th Ave. and Comox Ave.
- Box 37—8th Ave. and Dodge Pl.
- Box 38—5th Ave. and Thompson St.

CIRCUIT NO. 4.

- Box 41—4th Ave. and Emmerson Pl.
- Box 42—5th Ave. and McBride St.
- Box 43—5th Ave. and Green St.
- Box 44—5th Ave. and Basil St.
- Box 45—7th Ave. and Eberts.
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PACIFIC, PEACE RIVER AND ATHABASCA RAILWAY COMPANY. NOTICE.

Pacific, Peace River and Athabasca Railway of Canada, at its next session, for an Act authorizing the company to lay out, construct and operate the following lines of railway: (a) Commencing at a point on tide water, at or near the head of Kitimat Arm, following the Kitimat River in a northerly direction to the summit between Kitimat and Lakelse Lake, thence in a northerly direction along the valley of the Lakelse Lake and river to the Skeena River, thence crossing the Skeena River by means of a high level bridge and over the Grand Trunk Pacific Railway with standard clearances, thence easterly to the mouth of the Kusunukam River and following its course to the summit of Skeak River, and thence, following the valley of the Nass River, at or near Aiyansh, a distance of approximately one hundred and twelve miles; (b) from the junction of the Blackwater River, with the Nass River, following the course of the Blackwater River, to the summit between it and the Galanskoot River, thence south easterly along the Galanskoot River to the Skeena River, thence up the Skeena River to the mouth of Bear River approximately fifty-seven miles.
DATED at Ottawa this nineteenth day of October, 1914.
PRINGLE, THOMPSON, BURGESS & COTE, Solicitors for the Applicant.

THE PEACE RIVER COUNTRY IS MARVEL OF BEAUTY AND WEALTH

(Continued From Page Two.)
River Pass, to the heart of the Peace River country, and to Hudson Bay. Government surveyors who have reported on the district are agreed that this route will afford the shortest way, with the lowest grade, for all the great northwest products, which in a few years will have to find an outlet to the markets of the world via a Pacific Coast port.

"This being practically a virgin country, a traveller naturally has many obstacles to overcome. The government wagon road, between Edson and Grand Prairie, a distance of roughly 240 miles, is fairly good in places, but has suffered from exceptionally heavy freighting between these points, but the settlers, despite these obstacles, are all highly pleased with the prospects.

"After passing Grand Prairie, I went through an undulating country for about eighty miles to Pouce Coupe. Along this stretch about 75 per cent. of the land is open prairie ready for the plow, and the balance made up with scattering bluffs of poplar and spruce.

"Several mills are already at work preparing lumber for building purposes, most of the timber being brought in from the heads of the streams in the surrounding district.

"On my way I passed trading posts at frequent intervals, but none of them at the present give one the idea of developing into cities of the future, although Grand Prairie commands a position which should make a natural trade centre, capable of looking to the interests of the settlers for many years to come, especially in view of the fact that the railroad magnates have already chosen this position as a divisional point.

"The settlers who have thus far blazed the trail are chiefly drawn from the Anglo-Saxon race, many of them being either new arrivals from the Old Country or descendants of the United Loyalist stock from the east, both of which include a good percentage of the military type who acquire their land from South African scrip.

"Leaving Pouce Coupe I continued my journey through the Nose Mountain country across the Cut Bank river, over the foothills into Pine Pass, through the Rockies, to within a few miles of a point I had reached last summer when making a trip from Bella Coola over the proposed route of the Hudson Bay and Pacific Railroad. Excellent as the agricultural and mineral possibilities are from the coast inland to this point, I really believe the farther one goes into the Peace River country are the indications the more encouraging. In addition to the farming prospects, mineral, oil, coal and gas are found here. Along the stream and river banks outcroppings of lignite and bituminous coal are in evidence, while in the foothills good anthracite has been found. To this end limited coal areas have already been secured by the C. P. R., C. N. R. and other railroad companies operating in the district.

While I was in this district I met an old Klondike friend, who had accompanied a party of Indians to a point near Nose Mountain. These Indians said they had known of the existence of gas there, which, although they had never lighted it, they called the "Boiling Spring," on account of the rush and disturbance made by the gas escaping, which swept everything before it. On my way in this flow of gas was ignited and burst into flames, and it was still burning when I passed on my return journey.

I returned to the Coast by way of Peace River Landing. From the Rockies I journeyed over a northeasterly trail to the Peace River and after a very arduous trek arrived at a point near Fort

St. John. Finding that the river here was not running at more than four and a half miles an hour, I decided to make the trip to Peace River Landing by a raft, which I knocked together with a few nails and rope. This fragile craft served to carry me by night and day to my destination. With the exception of two slight sand bars, the river along this stretch is quite easy to navigate; in fact, I found the going so good that I was able to sleep on the raft at night, floating down stream with but one interruption, when the raft made a bad bump at a sharp curve and ran into the bank.

At a very small expense the sand bars on the Peace can be removed and make the waterway open for steamboat traffic, while even today boats of light draught can easily be taken down stream. Stopping at Dunvagen I was disappointed to find that the much talked of town is practically at a standstill. None of the settlers nor railroad men there have much confidence of this point developing into an important business center. They claim that there has been far too large an area subdivided, the outlying districts being many miles from the line of the projected railway.

My next important stop was at the Peace River Landing, where a lively little city is springing up with great activity. Here the ranks of the pioneers have recently been swelled by the coming of hundreds of new settlers in advance of the railroad, which is now being constructed with all possible speed, along the banks of Lesser Slave Lake to this point. As a strategic and commercial center, this town has great possibilities, being surrounded by an extensive territory, naturally adaptable for stock raising and agricultural pursuits, while its mineral wealth cannot fail to make fortunes for some.

From here going directly south over eighty miles of splendid agricultural country, I came to Grouard, a little town at the head of navigation on the Lesser Slave Lake, which, considering it is several miles off the railroad now being constructed by J. A. McArthur, of Winnipeg, has made tremendous strides since last summer, and the settlers there are confident that before long a second railroad will tap this section of the country and bring the present town of Grouard into direct communication with Edmonton, thereby giving the town access to all the markets of the Dominion and the States.

My journey from here to Edmonton was made over the Lesser Slave Lake, through Sawridge, a town at present at the head of steel and naturally bustling with enthusiasm. Tourists and prospectors making Edmonton their base should not miss the opportunity of making Edmonton their base over the Lesser Slave—one of the most picturesque stretches of water I came across in all the fifteen hundred miles I traveled on foot.—Martin J. Ravey in Canadian Mining Journal.

LOSES COLLEGE POST THROUGH BETROTHAL

Controller Has Future Father-in-Law With Strict Notions of Duty.

Chicago, Jan. 9.—George Enfield Frazer, controller of the University of Illinois, and professor of public accounting, has lost his job through his engagement to Miss Helen James, the daughter of Edmund James, president of the university.

The engagement of Miss James and Professor Frazer was announced a few days ago. Yesterday President James announced that the resignation of his future son-in-law had been accepted. "It is my opinion," said President James, "that boards of trustees and public school boards in general should be prohibited by law from appointing to positions within their gift any person connected by blood or marriage to the fourth degree with any member of the teaching or administrative staff."

Certificate of Improvements.
Aldebaran Mineral Claim, situate in the Skeena Mining Division of Cassiar District.
Where located:—About three-quarters (3/4) of a mile, more or less, from the northwest point of the head of Alice Arm and adjoining the Black Bear Mineral claim on the southwest.
TAKE NOTICE that I, Pedro Salinas, as agent for William J. Vaughan, Free Miner's Certificate No. 8145B, and for myself, Free Miner's Certificate No. 80315B, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.
And further take notice that action, under section 85, must be commenced before the issue of such Certificate of Improvements.
DATED this 21st day of September, A.D. 1914.
PEDRO SALINAS.

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for Prince Rupert and Northern B.C.

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THE DAILY NEWS