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have secured the agency for the best Coal found in the interior and can supply any quantity. Our prices include delivery.

House Coal - \$12.50
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Per Ton Delivered

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PRINCE RUPERT Central Labor Council, O. B. U.

Tom Richardson

Ex Member British Parliament) will speak in the
McINTYRE HALL

Friday, 30th, at 8 p.m.

Subject, "Prohibition" auspices Prohibition Party

Saturday, 31st, 8 p.m.

Subject, "The O. B. U. Movement"

Both meetings open to the public

TOM LEE CO.

840 Second Avenue, West.

VEGETABLES
Wholesale and Retail
General Contractors and
Labor Exchange.

Prince Rupert, B.C.

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PACIFIC CARTAGE, LTD.

PHONE 63
Reliable Service at reasonable Rates.
We have Warehouse facilities.
S. E. Parker, Manager

Mrs. Walker

Sells 2 cases

Mrs. Walker is a recent convert to Pacific Milk. She lives away up the Coast. For several years they have used canned milk but had never tried Pacific, thinking all were about the same. A neighbor, about ten miles away, explained that Pacific had a most natural flavor and gave her a can. Mrs. Walker bought two cases after trying it and says she likes it better than any she has used.

Pacific Milk Co.

Limited
332 Drake St., Vancouver, B.C.
FACTORY AT LADNER, B.C.

NEW LIGHT ON SOPHIA WRECK

Evidence Given at Investigation
Indicates Sea was Not Very
Rough

FAIR DORY WEATHER
SAYS CAPT. J. V. DAVIS

Evidence given in regard to the sinking of the Princess Sophia by Captain J. V. Davis of the Estebeth before Special Commissioner Bruce Morbourg, shed a somewhat new light on the sinking of the C.P.R. steamer. Witness, as reported in the Juneau Empire, said that when he arrived at the scene of the wreck at Vanderbilt Reef on the morning of October 24, 1918, the weather was sufficiently moderate to have permitted the transfer of passengers from the Princess Sophia to the Estebeth or other boats.

Asked to describe the weather, he said, "it was what fishermen call fair dory weather," not rough but neither was the sea flat or calm. It was snowing with a 15-mile wind blowing northerly.

Converses With Captain.

He said that he was notified of the wreck by Mrs. E. H. Kaser about 2 or 2:30 in the morning of October 24 and after talking with F. F. W. Lowie, at that time agent at Juneau for the Canadian Pacific Railway company, he took the Estebeth to Lynn canal and the Vanderbilt Reef. Arriving there, he dropped the Estebeth down under the stern of the Princess Sophia, according to his testimony, expecting to take the passengers off the ship.

"Did you have any conversation with Captain Locke?" asked Mr. Martin. "And if so, what was it?"

"Well," answered Mr. Davis, "when we dropped down to the boat, Captain Locke, using a megaphone, asked me if I thought the wind was going down. I replied, 'Hell, no!'" He testified further that Captain Locke repeated his question and, thinking that he could not hear from that distance, he (Davis) shook his head in negation. This concluded the conversation at the time.

His knowledge of the weather along Lynn canal convinced him that instead of dying down, the wind was due to increase and that a hard blow from the north was coming up.

Small Boat Launched.

Mr. Davis stated that after his conversation with Captain Locke, he dropped down to a buoy about 300 yards from the Vanderbilt Reef, threw a headline over it and tied up there for a number of hours. After tying up to the buoy a skiff was lowered off the Estebeth on the water and Captain Davis alone entered the boat, managing it without assistance. He testified that he was short of food supplies and wanted to get some coffee from the Sophia. The boat used, he said, was 14 feet long and 3 1/2 feet across the beam. He was on the water some time and returned to the Estebeth without making water at all, which he said would have been impossible had the sea been rough. Life boats and rafts, he said, in his opinion, could have navigated the sea at that time without danger to passengers.

Sophia Boat Lowered.

After tying up to the buoy, the Army came up and tied alongside the Estebeth. The Peterson was also near at hand, ready to give assistance. About that time, he said, a boat was lowered over the side of the Princess Sophia and a number of persons, between 12 and 15, entered it. He was unable to state whether or not members of the crew or if they were passengers. Almost immediately however, a ladder was lowered from the ship and those in the boat returned to it.

With the rising of the tide, Captain Davis stated, he took the Estebeth from its moorings at the buoy and approached closer to the Sophia. Greeting him, Captain Locke, according to the witness, said the stranded ship was resting safe and sound and did not think it necessary to take the passengers off. He asked Captain Davis to remain nearby so he could land the passengers when the wind died down. The Sophia, declared the witness, at high tide was apparently floating clear of the reef as it seemed to respond to the motion of the water and wind. So far as he could see, there was no effort made to back the Princess Sophia off the reef at that time, no motion of the wheel was noticed. When the



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LEVER
BROTHERS
LIMITED,
TORONTO, ONT.

tide turned, the wind increased, and a strong current from Berner's bay set in, producing a sloppy sea.

Easy for Boats.

There would have been no difficulty in taking the passengers off the ship at any time during the day of October 24, 1918, declared Captain Davis. At low tide on that day, said the witness, no water was breaking over the reef. Boats from the vessel, said Mr. Davis, could have been lowered either on the reef or in open water into which the passengers could have been taken off. The easiest and most practical way, in his opinion, would have been to have lowered them into the water and transferred those aboard to the smaller vessels nearby. There was no chance of losing any lives in such transfer, nor in fact, any danger from the sea, declared the witness. In fact, he said a boat from the vessel was in the water when he arrived at the scene, and he saw it raised and lowered again. He also observed three or four men making an examination of the hull from this boat, which rowed from the bow to the stern without any difficulty.

Driven Away.

He left the wreck late in the afternoon of October 24, going to Mab Island, in sight of the Princess Sophia. He remained there at anchor as long as possible, but was finally driven to Bridget Cove by a blizzard which set in. The storm kept him there all of the following day. He returned to Mab Island Saturday afternoon, landed a small boat there and walked across the beach until he

came in sight of Vanderbilt Reef where he saw only the masts of the Princess Sophia above the water.

He circled the wreck with the Estebeth, in search of possible survivors or bodies of victims. He then took his vessel down by Raiston Island, Lincoln Island and to Shelter Island.

Cross Examined.

Cross examination of Captain Davis occupied practically all of the afternoon session of the hearings. Attorneys for the Canadian Pacific company questioned the witness closely regarding his purported conversation with Captain Locke, but failed to shake his story as given on direct examination. Asked if it was his belief that a small boat could have been operated between the Princess Sophia and the Estebeth on October 24, 1918, the day of the wreck, Captain Davis replied, "you could have operated between the Princess Sophia and the Estebeth in a Peterborough canoe."

He stated that he was in the vicinity of the reef from 10:30 a.m. until about 6 p.m. on that day. He repeatedly asserted that at any time during the day and until late in the evening, by use of boats and life rafts aboard the Canadian ship, all passengers could have been transferred off the wreck.

Record Introduced.

During the first day's hearing log books and records from the naval radio station were introduced in connection with the wreck. Messages passing between the wreck and local Canadian Pacific officials and Victoria offices were also introduced, telling of conditions aboard the ship, the sending of many gas boats to assist, the ordering of the Princess Alice to give all possible aid, and of the expectation of Captain Locke that he would be able to float the ship off at high tide.

Word has been received by local wholesalers that there is no longer any restrictions whatever on the supplying of sugar. Up to this time there has been a proportional allotment of the supply among the various dealers.

NAVIGABLE WATERS PROTECTION ACT.

The Minister of Public Works, Government of British Columbia, hereby gives notice that he has, under Section 7 of this Act, deposited with the Minister of Public Works at Ottawa, and the office of the District Registrar of the Land Public Works, Ottawa, for approval of the said site and plans and for leave to construct the said wharf extension.

Dated at Victoria, B.C., this 14th day of July, 1920.

J. H. KING,
Minister of Public Works.

NAVIGABLE WATERS PROTECTION ACT.

The Fish Oil and Products Limited hereby give notice that it has, under Section 7 of the said Act, deposited with the Minister of Public Works at Ottawa, and in the Land Registry Office for the Prince Rupert Land Registration District at Prince Rupert, British Columbia, a description of the site and plans of a wharf proposed to be built in the Skeena River near Haysport in said Province in front of Block A, B and C, being a part of Subdivision of Section Eleven, Block One, Range Five, Coast District, and Blocks One and Two being part of District Lot 4445, Range Five, Coast District in said Province.

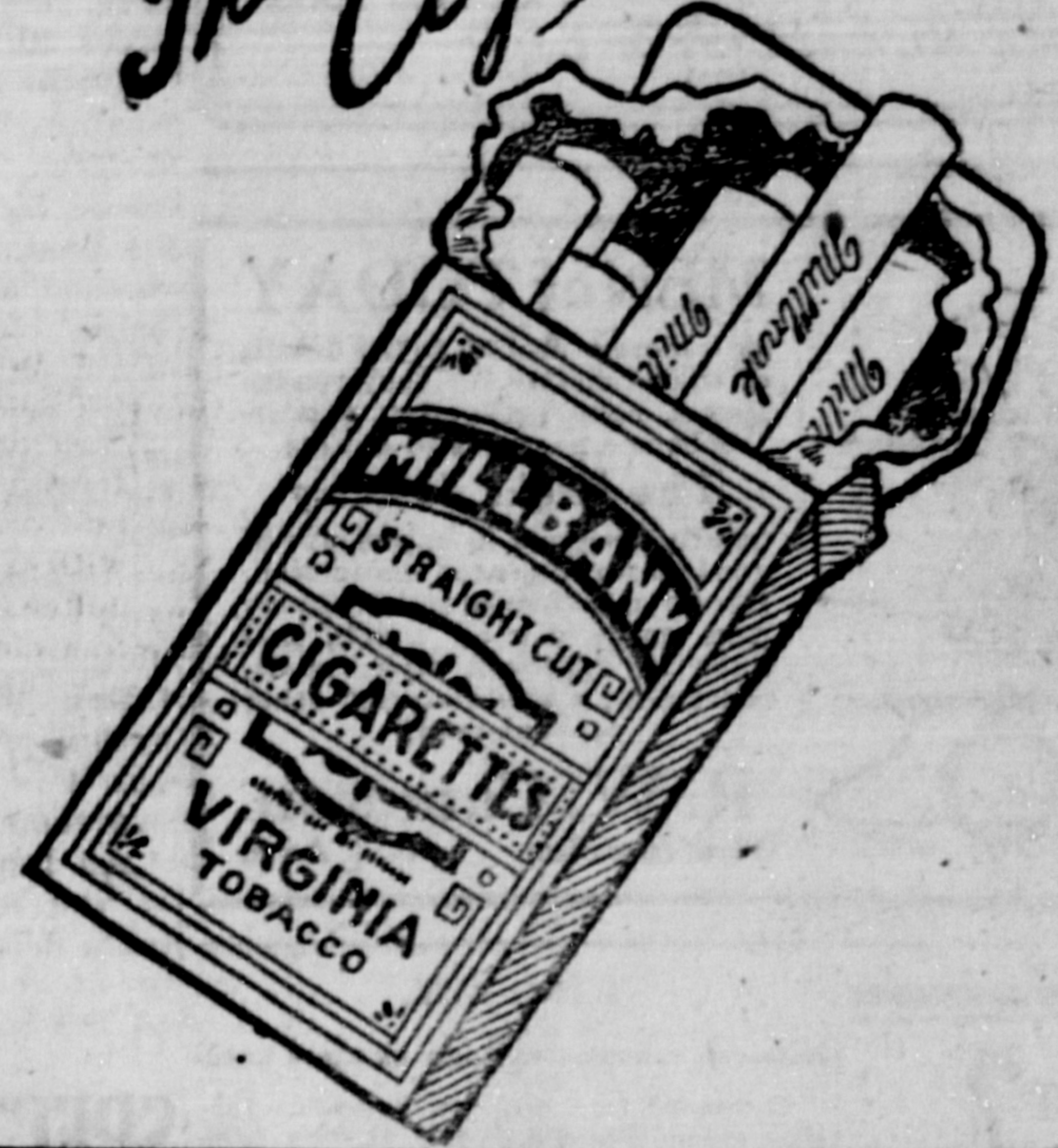
AND TAKE NOTICE that after the expiration of one month from the date of the first publication of this notice, The Fish Oil and Products Limited will under section Seven of said Act, apply to the Minister of Public Works at his office in the City of Ottawa, and for approval of the said site and plans, and for leave to construct the said wharf.

Dated at Prince Rupert, B.C., this 16th day of July, 1920.

THE FISH OIL AND PRODUCTS LIMITED,
by its Attorney, C. R. Betts.

MILLBANK

The Best 15¢
Cigarette



CANCELLATION OF RESERVE.

NOTICE IS HEREBY GIVEN that the reserve existing over Lot 4044, Cassiar district, is cancelled.

G. H. ADEN,
Deputy Minister of Lands,
Lands Department,
Victoria, B.C.,
23rd June, 1920.

FORESHORE LEASE

Take notice that we, THE TAYLOR ENGINEERING COMPANY, LIMITED, (Mines department), of Vancouver, B.C., and vice Arm, B.C., mine owners, intend to apply for permission to lease the following described lands:

Commencing at the northwest corner of Lot 3643-A, thence running south 5 deg. 29 min. West a distance of 409.75 feet; thence north 84 deg. 31 min West a distance of 178.7 feet to the southern boundary of Lot 3642-A; thence following the southern boundary of Lot 3643-A north 26 deg East a distance of 501.3 feet to point of commencement, and containing two acres, more or less.

THE TAYLOR ENGINEERING CO., LTD.,
(Mines Department)
Agent (Signed) E. GEO. TAYLOR,
DATED at Alice Arm, B.C., this twenty-third day of May, 1920.

LAND ACT.

FORM OF NOTICE.

VANCOUVER LAND DISTRICT—DISTRICT OF COAST.

TAKE NOTICE that Pacific Mills, Limited, of Ocean Falls, B.C., occupation pulp and paper makers, intends to apply for permission to lease the following described lands:

Commencing at a post planted at the S.W. corner of Lot 16, False Inlet, Rivers Inlet, thence east 40 chains, thence south 40 chains, thence west to shore, thence northerly along shore to point of commencement, and containing 160 acres, more or less.

PACIFIC MILLS, LIMITED,
By Mark Smaby, Agent.
Date June 21st, 1920.

MISS GLEESON

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Summer Goods

Including Coats, Voile Dresses, Cotton Skirts and Voile Blouses

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