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INDUSTRIAL CANADA BOOSTS PRINCE RUPERT

The following is an extract from a lengthy article on Prince Rupert's drydock, which appeared in the last issue of Industrial Canada, under the signature of Norman Lambert, of the Toronto Globe:

With a sea route to Japan and the Asiatic ports on the Pacific five hundred miles shorter than any other port along the American coast, Prince Rupert is directly in the path of a big volume of trade between this country and the Orient. A port necessarily depends upon its proximity to the shortest route between two countries. Prince Rupert, first, is fortunate in having a splendid natural harbor, and, secondly, in being five hundred miles nearer

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

CIRCUIT NO. 2.
Box 22—3rd Ave. and 3rd St.
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 3rd St.
Box 27—G. T. P.

CIRCUIT NO. 3.
Box 31—5th Ave. and Fulton St.
Box 32—Horton and Taylor Sts.
Box 33—7th Ave. and Fulton St.
Box 34—6th Ave. and Gomez Ave.
Box 35—8th Ave. and Dodge St.
Box 36—8th Ave. and Thompson St.

CIRCUIT NO. 4.
Box 41—4th Ave. and Emmerson Pl.
Box 42—5th Ave. and McBride St.
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to the east coast of Asia than any other port on the American continent and is connected by a marvellously level line of railway with four thousand miles of territory to the east. It would seem, therefore, that if Prince Rupert is providing good accommodation for shipping in and out across the Pacific, it should become in due time, an important seaport.

On August 1, according to the word of W. T. Donnelly, of New York, the marine engineer in charge of the building, the G. T. P. subsidized drydock at Prince Rupert was practically completed and is now ready to do business. This drydock and its accompanying plant constitutes the largest and finest establishment of its kind on the Pacific coast, either in the United States or Canada, and is one of the most complete in America. Such is the brief description that has been given to it by the engineers in charge, and the chief, as well as the two principal superintendents under him, were all experts from the United States who have seen every drydock worth seeing, on the continent, at least.

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LAND NOTICES

Skeena Land District.
Queen Charlotte Islands Land District—Graham Island.

TAKE NOTICE that I, Grant Thorburn, of Prince Rupert, hotel man, intend to apply to the Chief Commissioner of Lands for the Province of British Columbia for a license to prospect for coal and petroleum: Starting at a post planted two miles west of the northwest corner of Section 6, Township 9; thence east 80 chains; thence south 80 chains; thence west 80 chains; thence north 80 chains to point of commencement; containing 640 acres, more or less.

Dated the 16th day of March, 1915, at the northwest corner.

GRANT THORBURN,
Samuel Horner, Agent.

Skeena Land District.
Queen Charlotte Islands Land District—Graham Island.

TAKE NOTICE that I, Samuel Horner, of Vancouver, prospector, intend to apply to the Chief Commissioner of Lands for the Province of British Columbia for a license to prospect for coal and petroleum: Starting at a post planted two miles west of the southwest corner of Section 7, Township 9; thence east 80 chains; thence north 80 chains; thence west 80 chains; thence south 80 chains to point of commencement; containing 640 acres, more or less.

Dated the 16th day of March, 1915, at the southwest corner.

112-140 SAMUEL HORNER.

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