

THE DAILY NEWS

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HEAD OFFICE

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DAILY EDITION

Monday, January 17, 1916.

SHIPBUILDING

At the meeting in the courthouse in Vancouver the other day at which Hon. C. E. Tisdall, Hon. A. C. Flumerfelt, Hon. Lorne Campbell and Hon. W. R. Ross listened to the views of men interested in shipping in regard to the proposed building of a British Columbia marine, there was a marked diversity of opinion amongst the experts.

Captain Copp, who had had forty-two years' experience at sea, said that there was no doubt as to what shipping could do to build up a city. He had built, sailed and owned ships in that time and was conversant with every phase of the business. He stated that there was urgent necessity for ships and that there would be a shortage for eight or ten years. He advised that the ships he built of wood as this province did not produce steel and could not wait for its production.

In regard to labor, he said that carpenters could easily become expert shipbuilding men in a short time. With regard to the procuring of officers and men to handle the ships, he said that there would be difficulty in getting officers, but that crews could easily be obtained.

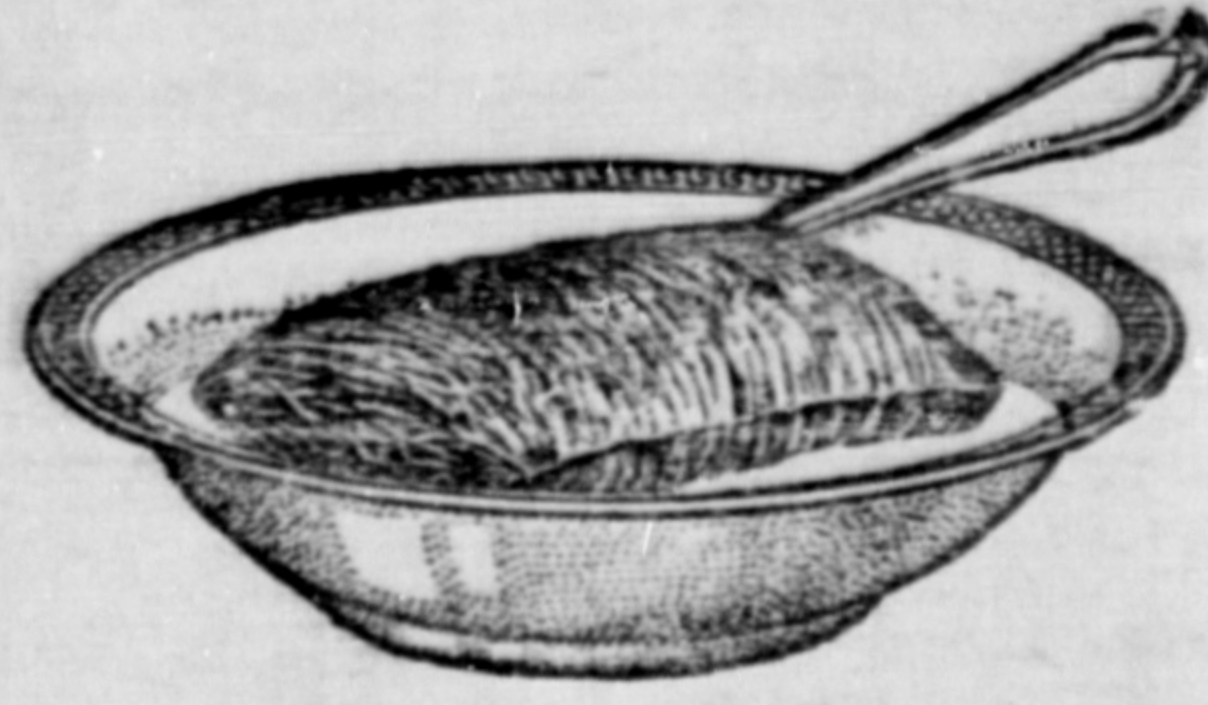
Captain Pybus, who had had forty-five years' experience at sea, strongly opposed the idea of building wooden ships. He said that wooden vessels passed out of commercial existence forty years ago. He said "Wooden vessels are a commercial impossibility, because they cannot compete with ships built of steel." He cited the American trade as an example. He was of the opinion that, after the war is over, the market will be swamped with tonnage. He claimed that it was very difficult to get crews for

sailing vessels and strongly advocated the use of steel steamers.

With experts so diametrically opposed in their ideas of the B. C. shipbuilding scheme, it will be a matter of difficulty for the cabinet ministers to arrive at a satisfactory conclusion. One very important phase of the shipping problem which was not touched upon is the matter of cargoes. In considering the building of ships, the suitability of those ships for the carrying of return cargoes is of the first importance. Wooden sailing vessels may be useful in the B. C. lumber trade to a certain extent, just as they are in the Baltic trade in Europe, but ships going to Europe from B. C. ports must be able to compete in the open market for return cargoes to this continent, the same also applying to trade with the Antipodes.

With all due deference to the gentlemen in the south who think that British Columbia can support herself, independent of the rest of the world, and contrary to every known law of economics, a British Columbia merchant marine cannot afford to be different from any other merchant marine, in that it must depend upon cargoes both ways, and that ships built exclusively for the carrying of lumber, without any regard to any other branch of the carrying trade, cannot be a financial success. We need ships at present, but whether, in normal times, we only need ships instead of a campaign in the interests of reciprocal trade with the rest of the world is perhaps the most important question. Ships will not of themselves bring the trade, but, in ordinary times, and, after all, it is ordinary times which must be planned for in a shipbuilding campaign, the

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trade will invariably bring the ships. It is simply a case of the natural law of supply and demand.

INTERESTING FINANCIAL CASE IN VANCOUVER

Mr. Justice Clement gave a decision on Thursday in one of the most interesting financial cases ever heard in British Columbia. It was an action by R. P. McLennan, late president of the Bank of Vancouver, against E. L. Kinman for the recovery of \$7,000 on a note given by Kinman in July, 1909 for stock in the bank, which was then being formed. Mr. Kinman counter-claimed for the recovery of the note and \$4,850 in cash.

Mr. Kinman states that the note was given by him in order to help the bank to get the \$250,000 necessary to obtain its charter from the government, and that he had been assured that he would never have to meet the obligation.

His Lordship gave judgment in favor of Mr. McLennan, finding that Mr. Kinman was legally entitled to meet the note. With regard to the alleged illegality of the methods employed by the bank to obtain its charter, he concluded that they were not illegal. The Bank Act demanded that a deposit of \$250,000 be made, but it did not indicate that parliament was concerned with the way in which this amount was procured. Notes of subscribers to the

amount of \$200,000 were bought by Mr. McLennan and discounted at another bank in order that the Bank of Vancouver might have the necessary deposit.

Mr. Kinman will be remembered by some of the residents of this section five years ago, at which time he had a working bond on the Erie Group near Hazelton.

GERMANY SCHEMING FOR LIFTING OF BLOCKADE

A special despatch to the Vancouver Province states that Germany has conceded a diplomatic victory to Washington in regard to the various submarine episodes and is now scheming to stir up trouble between America and Great Britain over the naval blockade.

There is no prospect of an early decision in the land fighting, as the trench warfare has brought about a deadlock, but the sea blockade is slowly starving Germany to death, and every effort is being made to have Washington issue protests to Britain against the holding up of her overseas trade. Von Bernstorff is seeking to inveigle the United States into undertaking, as the champion of international law and the advocate of the freedom of the seas, the mission to compel the British to live within the narrowest interpretation of the letter of the law.

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MINERAL ACT

Certificate of Improvements.

Boulder Mineral Claim, situate in the Skeena Mining Division of Cassiar District. Where located:—On the west side of Hidden Creek, about one and one half miles from Goose Bay, and south of the Kaiser Mineral Claim, Lot 2226, Cassiar District. Lawful holder, Myron Knox Rodgers; number of the holder's free miner's certificate, 94240 B.

Take notice that I, Myron Knox Rodgers, of City of Seattle, in the State of Washington, free miner's certificate No. 94240 B, intend at the end of 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, of the "Mineral Act" must be commenced before the issuance of such Certificate of Improvements.

Dated this 10th day of December, A. D. 1915.
MYRON KNOX RODGERS.
By his agent, H. G. Lawson. T16.

LAND NOTICE.

SKEENA LAND DISTRICT DISTRICT OF COAST

TAKE NOTICE that Andrew Jackson and Claus Peterson, of Porcher Island, B. C., occupation ranchers, intend to apply for permission to lease the following described lands:—

Commencing at a post planted at the mouth of Humpback Creek, on its east side, thence 30 chains in a northwesterly direction, following high water mark; thence 1 chain, more or less, in a southwesterly direction to low water mark; thence 30 chains, more or less, in a southeasterly direction, following low water mark; thence 1 chain in a northeasterly direction to point of commencement, and containing 3 acres, more or less.
ANDREW JACKSON & CLAUD PETERSON
October 18th, 1915.

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Train Service to the East

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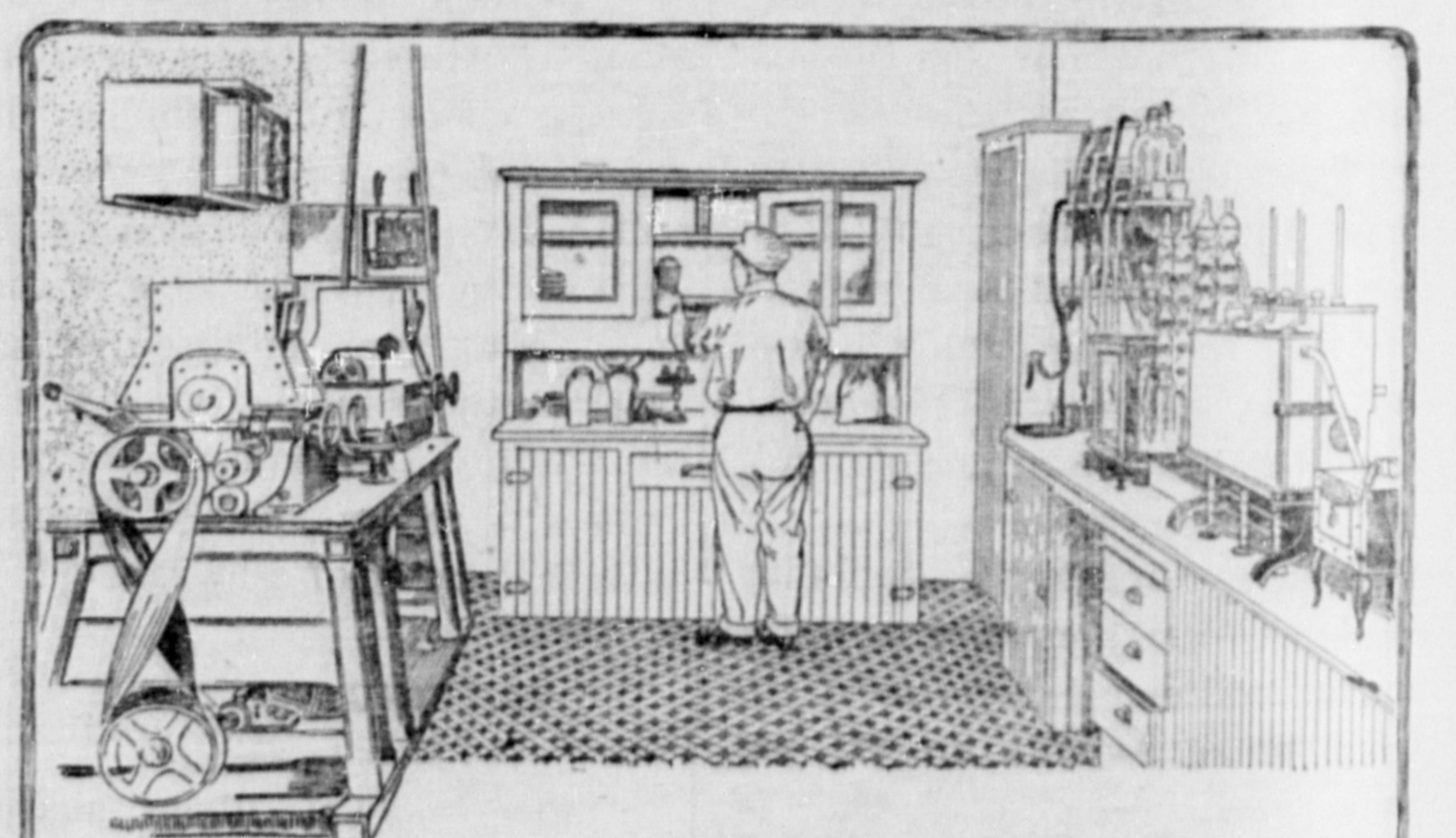
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