

THE DAILY NEWS

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HEAD OFFICE

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DAILY EDITION



Wednesday, April 5, 1916.

GERMANY'S MISTAKE

Maximilian Harden's article demanding immediate peace, having been passed by the German censors, seems to bear the official stamp upon it, as, until recently, no Berlin editor, no matter how famous, dared to mention the word "peace." We have been repeatedly told that the popular subject of private discussion in Germany is an early peace, but no newspaper had the courage to mention the subject, the penalties for so doing being thoroughly Prussian.

Maximilian Harden is the most brilliant of German newspaper men and there can be little doubt but that his article received official endorsement before it saw the light of day. Even in Germany, public opinion is strong though it may be slower in gaining expression than in more democratic countries. The German people want peace, and official Germany would also welcome peace, if the Allies are willing to allow Germany to go back to her old ways just as if nothing had happened.

Harden says the war was a mistake. On the part of Germany, it was not a mistake, but simply a case of wholesale murder, which had been premeditated and planned for forty years. Germany's one regret is that she has failed and must now pay the price for her failure. In miscalculating her chances of success, Germany certainly made mistakes, and such mistakes have to be paid for, but the greatest punishment must come to her because of her criminal intent, and much of that punishment may be meted out by her own people when they realise the truth.

DEAR GASOLINE

We publish a letter from G. A. Woodland, which explains the enormous increase in the price of gasoline. The facts brought out in the recent investigation in the United States into the rapid and large increases in the cost of this commodity are very similar to those stated in this letter. So acutely is the huge price of gasoline felt that Pacific coast fishermen are considering the advisability of petitioning Congress to take some action to prohibit the export of gasoline to foreign countries.

The whole question seems to be one of supply and demand, though one never can get away from the feeling that any commodity handled largely by John D. Rockefeller and his associates does not always depend upon any natural law for its price.

Mr. Woodland mentions that the price of gasoline in London is 60 cents per gallon, but it must be remembered that this price includes the duty, which, if we mistake not, is somewhere around 25 cents per gallon. Lloyd George's 1910 budget having raised the duty from 8 cents to 14 cents and a subsequent war budget having added the difference. However, London is still paying slightly more for gasoline than Prince Rupert is. The real solution is in the reduction of the consumption of the commodity, and that is bound to come through, as Mr. Woodland suggests, the improvement of carburetors, etc. In some lines electricity will be substituted, as it is now in up-to-date linotype machines, which carry an electrical heating appliance to take the place of the old gasoline burner. The big price of gasoline will hasten the perfecting of the Diesel and other oil-burning engines and gradually substitutes will be found for the very scarce gasoline.

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en the perfecting of the Diesel and other oil-burning engines and gradually substitutes will be found for the very scarce gasoline.

In the Letter Box

The Editor, The Daily News,

Dear Sir:—We feel it desirable that from a local standpoint it would be well for us to explain to gasoline users the reason for the unprecedented price of that commodity at the present time.

The demand for gasoline is now and will probably be throughout 1916 greater than the available supply; as the production of naphtha bearing crude oils has not kept pace with the constantly increasing consumption. The large increase in the number of automobiles, motor boats, farm tractors and stationary gas engines has brought the gasoline price to its present level.

In 1905 there were approximately 1200 automobiles registered in the Dominion of Canada. In 1910 10,000 cars were in operation, and in 1915, 83,000. The automobile manufacturers estimate that in

LAND REGISTRY ACT.

Notice Under Section 36.

TAKE NOTICE that an application has been made to register Olaf Hanson, of Prince Rupert, B. C., as the owner in Fee-simple, under a Tax Sale Deed from the Collector of the City of Prince Rupert to Olaf Hanson, bearing date the 10th day of September, A. D. 1915, in pursuance of a Tax Sale held by said Municipality on or about the 9th day of September, 1914, of all and singular certain parcel or tract of land and premises situate, lying, and being in the City of Prince Rupert in the Province of British Columbia, more particularly known and described as:—Lot ten (10), Block eighteen (18), Section six (6), Map 923.

You and those claiming through or under you, and all persons claiming any interest in the said land by descent whose title is not registered under the provisions of the "Land Registry Act" are required to contest the claim of the tax purchaser within forty-five days of the service of this notice upon you. Otherwise you and each of you will be forever estopped and debarred from setting up any claim to or in respect of the said land, and I shall register the said Olaf Hanson as owner in fee.

Your attention is called to section 36 of the "Land Registry Act" and amendments, and especially to the following extract therefrom which relates to the above notice.

"And in default of a caveat or certificate of his pendency being filed before the registration as owner of the persons entitled under such tax sale, all persons so served with notice, or served with notice under subsection (6) of section 155 of the 'Municipal Clauses Act, 1906,' or section 139 of the 'Assessment Act, 1903,' or section 253 of the 'Taxation Act,' in cases in which notice under this Act is dispensed with as hereinafter provided, and those claiming through or under them and all persons claiming any interest in the land by virtue of any unregistered instrument, and all persons claiming any interest in the land by descent whose title is not registered under the provisions of this Act, shall be forever estopped and debarred from setting up any claim to or in respect of the land so sold for taxes."

Dated at the Land Registry Office, at the City of Prince Rupert, Province of British Columbia, this 19th day of January, A. D. 1916.

H. F. MACLEOD, District Registrar.
To Paul M. Schubert, Lily Schubert.

1916 there will be over 3,000,000 cars in operation in Canada and the United States.

In 1905 there was probably not one gasoline tractor owned in the Dominion of Canada. In 1910, 2,000 of these machines were in operation, and in 1915 there were approximately 8,000 gasoline tractors in the Dominion. The average high power gasoline tractor consumes a barrel of gasoline every ten working hours.

In 1915 it is estimated that there were only 5,000 stationary gas engines in use in the Dominion. By 1910 this number had increased to 25,000, and at the present time there are over 100,000 of these machines, all helping to swell the figures for gasoline consumption.

In 1905 Canada used approximately 100,000 barrels of gasoline. In 1910 approximately 390,000 barrels of gasoline, and in

(Continued on Page 4)

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LAND REGISTRY ACT.

Notice Under Section 36.
TAKE NOTICE that an application has been made to register Sven Holmquist, of Prince Rupert, as the owner in Fee-simple, under two Tax Sale Deeds from the collector of the City of Prince Rupert, to Sven Holmquist, bearing date the 17th day of September, A. D. 1915, in pursuance of a Tax Sale held by said Municipality on or about the 9th day of September, 1914, of all and singular certain parcel or tract of land and premises situate, lying, and being in the City of Prince Rupert, in the Province of British Columbia, more particularly known and described as:—Lot three (3), Block forty-five (45), Section eight (8), and Lot four (4), Block thirty-five (35), Section eight (8), Map 923.

You and those claiming through or under you, and all persons claiming any interest in the said land by descent whose title is not registered under the provisions of the "Land Registry Act" are required to contest the claim of the tax purchaser within forty-five days of the service of this notice upon you. Otherwise you and each of you will be forever estopped and debarred from setting up any claim to or in respect of the said land, and I shall register the said Sven Holmquist as owner in fee.

Your attention is called to section 36 of the "Land Registry Act" and amendments, and especially to the following extract therefrom which relates to the above notice.

"And in default of a caveat or certificate of his pendency being filed before the registration as owner of the persons entitled under such tax sale, all persons so served with notice, or served with notice under subsection (6) of section 155 of the 'Municipal Clauses Act, 1906,' or section 139 of the 'Assessment Act, 1903,' or section 253 of the 'Taxation Act,' in cases in which notice under this Act is dispensed with as hereinafter provided, and those claiming through or under them and all persons claiming any interest in the land by virtue of any unregistered instrument, and all persons claiming any interest in the land by descent whose title is not registered under the provisions of this Act, shall be forever estopped and debarred from setting up any claim to or in respect of the land so sold for taxes."

Dated at the Land Registry Office, at the City of Prince Rupert, Province of British Columbia, this 19th day of January, A. D. 1916.

H. F. MACLEOD, District Registrar.
To Grand Trunk Pacific Development Co., Ltd., J. P. Conrad, Jack Jenkins, Mrs. C. R. McDonald.

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THE DAILY NEWS



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