

# The Daily News

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DAILY AND WEEKLY

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"The newspaper, with the law, should assume the accused innocent until proven guilty; should be the friend, not the enemy of the general public; the defender, not the invader of private life and the assailant of personal character. It should be, as it were, a keeper of the public conscience."—Henry Watterson.

DAILY EDITION.



FRIDAY, MAY 12

## ON BEHALF OF FAIR PLAY

No one in this city can applaud the decision of the Victoria authorities that the trial of the strikers must be held in Victoria. It is a ruling that works a hardship on the city, on the witnesses, and on the accused.

It is not merely the bald contrast that to save two men the trouble of travelling to Prince Rupert, the authorities will make seventy or eighty Prince Rupert men travel to Victoria. It is not merely that a sum of from five to ten thousand dollars of Prince Rupert money will have to be needlessly spent in attending the trial at Victoria. It is not merely an affront to the request of the defendants—the only side which could ask for a change of venue—and to the city. It is a decision, which will operate to prevent the accused men from properly presenting their defence, and from getting the fairest possible hearing.

There are fifteen criminal cases from Prince Rupert, in each of which a large number of witnesses should be heard. Upon the hearing, of their evidence depends the result. All of the defence witnesses are workmen. Most of them owing to the strike have done no work since March 1st. Many of them have already gone away in search of work, up the river, and away to Alaska. Others, at great sacrifice are staying round town, in order to testify on behalf of their comrades whom they believe are not guilty of the charges against them.

The news that the trials are put down to be held in Victoria in the middle of June, means that others of these defence witnesses will drift away out of town so that when the cases are called the accused men will be unable to collect their witnesses.

It is fair to say that the Crown has consented to pay the hotel and travelling expenses of some of the defence witnesses, but the promise is limited to those who testified at the preliminary trial. The prisoners claim to have other witnesses who were not called at the preliminary trial. These it will be impossible to take to Victoria save at the prisoners' own expense.

For the acts of violence which were committed on April 6th, the News has nothing save words of censure. But the instincts of fair

play demand that no man be adjudged guilty until his trial is over, and that any man on trial be given the fullest opportunity to prove his innocence.

It is an axiom of British law that it is better even that ninety-nine guilty ones should escape than one innocent person be punished. The Ontario courts have recently sent for three witnesses to Turkey for the second time in a case which has been tried and a conviction entered, because the Crown learned afterwards that it was reported that all the defence material had not been heard. It has been the boast of British justice that it would ransack the earth to find evidence on behalf of an accused man, even while it was ransacking the earth to find evidence to prove his guilt.

In the present case, the irony of the situation is the more marked, because in all probability there will be a civil Supreme Court sitting in Prince Rupert in the week following that in which the men will be on trial in Victoria.

## Clarmont Rooms

Located on Sixth Avenue Near Fulton Street

Three to five minutes from centre of business district. Nine-teen newly furnished rooms. Hot and cold water. Bath.

\$4.00, \$5.00 and \$6.00 per week

# The Daily News

DELIVERED TO ANY ADDRESS IN SECTIONS 1, 5 AND 6 EVERY DAY FOR

50c PER MONTH

## Windsor Hotel

FIRST AVENUE AT EIGHTH STREET

Newly Furnished and Steam Heated Rooms

A FIRST CLASS BAR AND DINING ROOM IN CONNECTION

RATES 50 CENTS AND UP BATHS FREE TO GUESTS

ROBT. ASHLAND P.O. BOX 37

## THE IROQUOIS POOL

English and American Billiards Twelve Tables SECOND AVE.

## Grand Hotel.

WORKINGMAN'S HOME Spring Beds, clean White Sheets 25c

Rooms 50c

BEST IN TOWN FOR THE MONEY J. GOODMAN, Proprietor

## FARM LANDS

### Bulkley Valley

320 acres with Hotel, Store and Post Office .....\$20,000  
320 acres, 200 acres meadow.....\$3,200

### Skeena River

153 acres .....\$1,915  
86 1-2 acres, 16 1-2 acres improved, 7,000

### Porcher Island

286 acres, Crown Granted.....\$3,750

## G. R. NADEN COMPANY

Limited. Prince Rupert, B.C.

Skeena Land District—District of Coast Range. Take notice that I Severin A. Tallander of Porcher Island, occupation ship master, intend to apply for permission to lease the following described foreshore:

Commencing at a post planted at the N.W. corner of lot 1302, thence west to low water mark, thence south along low water mark 25 chains more or less, thence east to S.W. corner of lot 1302, thence north along high water mark (being the westerly boundary of lot 1302) 25 chains more or less to point of commencement and containing all foreshore in front of lot 1302.  
SEVERIN ALEXANDER TALLENDER  
Dated March 9, 1911.  
Pub. March 18.

## TELL TALE OF RESCUE

Crew of Fish Maid Grateful to Capt. Macdonald

HAD THRILLING TIME

Crawled out of the Cabin Windows to the Keel, and Waved Their Jerseys as the Muirneag Hove in Sight.

Captain Chris Johnson and his crew of five men who were rescued from the Fish Maid when she turned turtle off Dundas Island on Tuesday night are feeling very grateful to Capt. Macdonald and his crew of Scotchmen on the Muirneag.

"We were in the water for three quarters of an hour" said Johnson to the News. "It was a terrible time, and we all realise what a narrow escape from death we had. When the Fish Maid turned over we had to get out of her through the windows. We did not know whether Muirneag saw us or not, so we took off our jerseys and waved them to attract her attention." The captain and one of his fishermen, Magnus Foddick are residents of New Westminster.

## TRAIN WRECK NEAR DENVER

Two Killed and Twenty-seven Injured

FELL INTO RIVER

West Bound Denver & Rio Grande Train Derailed While Rounding a Curve Over the Eagle River.

(Canadian Press Dispatch)

Denver, May 11.—The west-bound Denver & Rio Grande passenger train No. 1, was derailed while rounding a curve two miles east of Minsura, Colo., at 8.50. The smoker and day coach are reported to have plunged into the Eagle River. Messages state that

many are injured, but do not fix the number. A train of doctors, nurses and volunteer wreckers has left Leadville for the scene of the wreck.

The number killed is not reported.

Denver (Later)—Two passengers are reported killed and twenty-seven injured. The day coach and tourist car are in the river.

## Will Visit Old Lands

On Sunday M. Fred Garton and his wife will leave on the S.S. Camosun for England to see the Coronation festivities. During the two or three months Mr. and Mrs. Stork are away, they will visit Scotland, Ireland, France and probably Italy.

## LAND PURCHASE NOTICE

Skeena Land District—District of Coast Range 5

Take notice that I, Fred Garton, of Prince Rupert, B.C., occupation farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the north east corner of surveyed lot 1307, Range 5, Coast district, thence north 60 chains to a slough; thence west 28 chains; thence south 60 chains; thence east 28 chains to the point of commencement.

FRED GARTON  
Dated February 25th, 1911  
First insertion Mar. 11

Skeena Land District—District of Coast Range 5. Take notice that William Munford of Prince Rupert, B. C., occupation prospector, intends to apply for permission to lease the following described lands:

Commencing at a post planted about 100 chains south of the Indian Reserve on the east side of Goose Bay and on the east side of the peninsula, thence south 80 chains along shore, thence west 40 chains to Goose Bay, thence north along shore 80 chains, thence west 40 chains more or less to post, containing 320 acres more or less.  
Dated March 8, 1911. WILLIAM MUNFORD  
Pub. April 15.

Skeena Land District—District of Coast Range 5. Take notice that Otis J. Benson of Prince Rupert, B. C., occupation prospector, intends to apply for permission to lease the following described lands:

Commencing at a post planted about a mile from the north west corner of Gibson Island on the said Gibson Island, thence south 8 chains, thence east 20 chains, thence north 8 chains, thence west 20 chains to point of commencement, containing 80 acres more or less.  
Dated 29th March, 1911 OTIS J. BENSON.

Skeena Land District—District of Coast Range 5. Take notice that Hume Barington of Prince Rupert, B. C., occupation master mariner, intends to apply for permission to lease the following described lands:

Commencing at a post planted about 100 chains south of the Indian Reserve on the east side of Goose Bay on the east side of the Peninsula, thence north 100 chains along shore to the Reserve line, thence west 60 chains more or less to Goose Bay, thence 100 chains along shore, thence east 6 chains more or less to post, containing 640 acres more or less.  
Dated March 9, 1911. HUME BARINGTON  
Pub. April 15.

Read The Daily News

# GRAND TRUNK PACIFIC

Townsite

# ELLISON

The only Main Line Townsite in British Columbia in which the Grand Trunk Pacific Railway Co., has announced its joint ownership. —:

Lots in Ellison Townsite and Rogers Addition For Sale.

## SEE THE OFFICIAL MAP

The first glance will show you that ELLISON is located at the junction of the Skeena River and the Bulkley Valley. The Grand Trunk Pacific has announced that they are joint owners in the townsite of Ellison. Now, my dear reader, you must remember that up to date the Grand Trunk Pacific has not announced that it has any interest in any other main line townsite in British Columbia. Does that start you thinking?

STUDY THE MAP and you will find that Ellison is where the railway tracks leave navigation. That fact is a very important one for conservative investors to think over. What is known as the Hazelton district covers a territory many miles in extent in every direction radiating from the townsite of Ellison. Mining machinery, ore shipments, smelters, reduction plants and all sorts of mining operations starting up in this rich mineral region, must necessarily have a metropolis, a HUB, a headquarters. If any sane, conservative man can figure out any other spot except Ellison for the hub of the great commerce of this district, his plan should be very interesting to the Grand Trunk Pacific officials. It does seem as though these officials, after several years of investiga-

tion and engineering, would know just what they were doing when they put their official stamp on Ellison.

STUDY THAT MAP—I desire to say to all parties who are talking townsites in the vicinity of Skeena River and Bulkley Valley that there will no doubt be several small towns, just the same as one always finds in a mining district. There will be towns in the vicinity of Ellison along branch railways, probably towns at the ends of branch lines made to serve the mines and the collieries, but it will be history repeating itself in regard to the building up of every metropolis. Ellison has every natural advantage, has every earmark of being the future mercantile and financial centre of the Skeena River mining district and the entrance to the Bulkley Valley.

STUDY THAT MAP and you will find that all of the mining towns and railroad towns around there just beginning to be talked about will only be feeders to city and port of ELLISON. The Grand Trunk Pacific has put its official stamp on Ellison. Do you believe the company will do as much for townsites owned by individuals as it will for one in which its stockholders are joint owners? If you do, don't buy any lots in Ellison. If you desire to make a permanent investment, or merely to make a little quick money, you must decide for yourself right now.

Do you propose to follow the individual townsite promoters or the Grand Trunk Pacific Railway Company.

STUDY THAT MAP—If you desire to put your money into a real estate promoter's townsite you will have many, many opportunities this summer. The average promoter is full of burrah and red fire. He must enthrall investors of the mail-order class with his wares. ELLISON is in the Missouri class. Therefore, I am not telling any fairy tales about it. I am making statements that can be readily verified.

STUDY THAT MAP.—If you want to join that great army of investors-at-long-range, then you should put your money into promoters' townsites. If you want a perfectly safe and sound investment, certain to bring you large profits, then put your money where the Grand Trunk Pacific, after years of careful investigation, have put their money.

STUDY THAT MAP.—It is not likely the Grand Trunk Pacific will have any other townsite in British Columbia for sale this year. The officials of the company state that the company is not interested in any townsite in the Hazelton district except ELLISON.

ELLISON is on the bank of the Skeena at its confluence with the Bulkley. You may change railway sur-

veys, you may change the location of towns, but you cannot change the geography of the country through which the railway passes. The head of navigation necessarily means an important townsite. Ellison will not only be at the head of navigation, but the centre of a mining district wonderful in its resources that is now being opened up, and for which Ellison will be the shipping point both by rail and water. The fact that trains may change engines up or down the line or in the suburbs of the town of Ellison does not amount to shucks in building up a town when such places are compared with a town located where rails and navigation meet.

STUDY THAT MAP.—You will find on the official plan of Ellison that a large part of the townsite has been reserved for future sales, the same as the company has done with certain sections of Prince Rupert townsite. There are, therefore, at this time, comparatively few lots on the market. You must hurry if you want one.

STUDY THAT MAP.—ROGERS' ADDITION to Ellison, only a small parcel of land, lies within eight blocks of the site of the railway station. Lots in this are being offered. I am advising my clients to buy Rogers Addition lots at \$150 for inside lots and \$250 for corners. Terms—10 per cent. discount for cash, or 10 per cent. down and the balance on easy terms, no interest.

For Reservation of lots in Ellison, write or wire A. W. Bridgman, 1007 Government street, Victoria, B.C.  
Land Commissioner, G.T.P. Railway, Winnipeg, Man. Jeremiah H. Kugler, Second Ave., Prince Rupert