

THE DAILY NEWS

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DAILY EDITION.

Wednesday, June 12, 1918.

GOOD NEWS FOR MINERS

The bounty of two cents per pound on zinc lately ordered by the Dominion government, should make a marked impression upon the mining activity around Hazelton, where there are so many silver-lead mines and among them some few producers. The bounty is expected to add to the profits of mine operators in British Columbia over half a million dollars a year, and this addition to the before-time profits should easily induce capital to take a flyer in several of the silver-lead properties around Hazelton already well opened up and only awaiting funds to at once become shippers.

The Consolidated Mining & Smelting Company of Trail, B. C., under this new bounty is expected to receive 14 cents per pound for its first-class metal, and this fact should produce the needed "morale"—to quote a word from the front—if any is needed, for the promoters of the customs mill that is projected in connection with the Standard mine, as there is now no doubt of its paying big.

The Trail smelter is the main producer of zinc in this province, and its chief patron for this metal is the government.

FOCH'S CLEVER STRATEGY

The few grapes still growing on the devastated banks of the Marne must be exceedingly sour to the foxy Huns, for twice they have been in sight of the promised Paris—promised by Moses Hindenburg—and twice they have had to slump back into the willows and weep bitter tears of disappointment. Both times they were so sure of being able to march victoriously under the Arc de Triomphe on the Champs d'Elysees as did their forebears in 1870, but—a little thing prevented them. They were simply outgeneralled. Their plans were skilfully laid, and they had a preponderance of men and guns and all the paraphernalia of successful warfare. But the great French commander-in-chief was too much for them, and again the

last of the robber kings, His Supreme Sacerdotal Majesty the Kaiser, had to bow his throbbing brow into the crook of his withered arm.

On March 22nd Hindenburg had the Allied forces practically at his mercy, and no doubt chuckled accordingly. On the afternoon of that day it became quite apparent to the Allied generals that unless something most extraordinary happened to delay the advancing Germans, the French army could not arrive in time to check their progress. The moment was the most crucial one that had yet arrived. Failure to stop the Germans immediately meant almost an open march straight into Paris. The situation was hurriedly reported to the commander-in-chief that evening, that the enemy was concentrated in immense force at Ham for the continuance of his advance on Paris. Without an instant of hesitation and with a similar flash of genius to that with which he saved Verdun, General Foch turned to his chief and ordered every airplane squadron within striking distance on the French front, whether a fighting or a bombing squadron, to proceed immediately to Ham and bombard and machine-gun the German concentrations there. Then the telephones buzzed and in a few moments hundreds of flying machines were headed for Ham. They arrived from all parts in a continuous stream and throughout nearly the whole of the night continuously rained down bombs and poured in a constant hail of machine gun bullets into the German army then waiting the final order for the grand rush on Paris. The deluge from the sky was without precedent in history, and its results only learned later from prisoners. Enormous losses were inflicted on the German troops, the entire army thrown into dismay and confusion, and two divisions especially were practically put out of action. Thus the advance was delayed, the exhausted English were relieved and the French begun the battle before Noyon that resulted

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in completely checking German plans for the Russianization of the Allies on the western front. Hurrah for Foch and the air-men!

SCHOOLS OF WARFARE

General Foch is the representative of one school of warfare, the theory of the German generals represent another. In both there is a grave risk. But as warfare itself entails a great risk, because there are so many subsidiary details which may affect the ultimate issue, risk must be regarded as a necessary part of the business. The German idea is to push through at all costs and break up the opposing forces by constant attacks. The French idea is to give ground slowly, inflict the maximum losses possible, and wait until the enemy's offensive has exhausted itself.

Under such circumstances the German aim is to force General Foch to throw in his reserves to stop the offensive and crush it, and the French aim is to force the Germans to throw in their reserves to maintain the offensive. That is the objective of both sides stated in its simplest form.

NAVIGABLE WATERS PROTECTION ACT

(R. S. C. Chapter 115.)

THE BRITISH CANADIAN LUMBER CORPORATION, LIMITED hereby gives notice that it has under section 7 of the said act deposited with the Minister of Public Works at Ottawa and in the office of the District Registrar of the Land Registry District at Prince Rupert, B. C., a description of the site and the plan of wharf, buildings, etc., proposed to be built on Masset Inlet, Graham Island, in front of part of Lot 1438 (Timber License 6152 P) and Lot 2810 Queen Charlotte Islands District, B. C.

And take notice that after the expiration of one month from the date of the first publication of this notice The British Canadian Lumber Corporation, Limited will, under Section 7 of the said Act, apply to the City of Ottawa, for approval of the said site and plan and for leave to construct the said wharf, buildings, etc.

Dated Vancouver, B. C., this 16th day of May, 1918.

THE BRITISH CANADIAN LUMBER CORPORATION, LIMITED, by their agent, E. A. Cleveland, Civil Engineer and Surveyor, Vancouver, B. C.

PRINCE RUPERT LAND DISTRICT—DISTRICT OF QUEEN CHARLOTTE ISLANDS.

TAKE NOTICE that we, The Aeroplane Spruce Lumber Co., Ltd., of Port Clements, occupation lumbermen, intend to apply for permission to lease the following described lands.

Commencing at a post planted at the northeast corner of Lot 8, Block 45, part of subdivision of District lot 746, thence north 8 chains, thence west 30 degrees south to the approach to the Government Wharf, Port Clements, thence southerly along said approach to the northwest corner of Lot 1, said block 45, thence easterly along the waterfront of lots 1, 2, 3, 4, 5, 6, 7, and 8, said block 45 to point of commencement, and containing seven and one-half acres more or less.

AEROPLANE SPRUCE LUMBER CO., LTD.
S. T. Lewis, President.
April 2nd, 1918. J18

SKEENA LAND DISTRICT—DISTRICT OF COAST, RANGE 5.

TAKE NOTICE that the Grand Trunk Pacific Railway Company of Winnipeg, Manitoba, intends to apply for permission to lease the following described lands:

Commencing at a post planted at the most northerly point of Lot 507 at or about high-water mark, thence northerly, easterly, southerly and westerly, following the sinuosities of the shore line to a point of commencement, including all that foreshore between high-water and low-water.

Dated April 4th, 1918.

THE GRAND TRUNK PACIFIC RAILWAY COMPANY, H. H. Hansard, solicitor.

MINERAL ACT

Certificate of Improvements

NOTICE

"LOUISE" Mineral Claim, situated in the Portland Canal Mining Division of Cassiar District. Where located:—On American Creek, about 4 miles from its mouth.

TAKE NOTICE that I, Robert Stewart, Free Miner's Certificate No. 9530-C, intend, 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 must be commenced before the issue of such Certificate of Improvements.

Dated this 28th day of March, 1918

MAIL SCHEDULE

For the East.
Mondays, Wednesdays and Saturdays at 9:30 a.m.

From the East.
Sundays, Tuesdays and Thursdays at 5:30 p.m.

For Vancouver:
Tuesdays 5 p.m.
Wednesdays 7 a.m.
Thursdays 10 p.m.

From Vancouver
Sundays 10 p.m.
Wednesdays 10:30 a.m.
Saturdays p.m.

For Anyox:
Sundays 10 p.m.
Wednesdays 10 p.m.

From Anyox:
Tuesdays a.m.
Thursdays p.m.

For Port Simpson and Naas River points:
Sundays 10 p.m.

From Port Simpson and Naas River Points:
Tuesdays a.m.

Queen Charlotte Islands:
For Massett, Port Clements and Upper Island points:
Saturdays 8 a.m.

From Massett, Port Clements and Upper Island points:
Tuesdays a.m.

For Skidegate, Queen Charlotte City and Lower Island points:
Wednesdays 6 p.m.

From Skidegate, Queen Charlotte City and Lower Island points:
Saturdays p.m.

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