THE FULLERIZED STORE

I'm running a Fuller-ized store,
I wouldn't go back any more
For a car-load of scads, to the way of our dads,
To the sloppy old methods of yore.
You ask what does Fuller-ized mean?
Well, firstly, it's making things clean,
In a Fuller-ized store there's no junk on the floor,
No dirt or disorder is seen.

SPECIALS		SPECIALS	
Good Prunes.....	3 lbs. for 50c	Coffee, fresh,...	3 lbs. for $1.00
Oranges.....	3 doz. for $1.00	Little White Beans, per lb.,	10c
Lemons, large,	3 doz. for $1.00	Palm Olive Soap, per doz.	$1.35
Tea 50c per lb.	5 lbs. for $2.25	Good Vinegar, per gal	50c

The goods are protected from fleas,
The mice do not knaw at the peas,
The rat never gloats o'er the Fuller Rolled Oats
And the cat does not roost on the cheese.
Folks come to my Fuller-ized store
And when they have looked the place o'er,
They murmer, Gee Whiz; How delightful it is;
We've seen nothing like it before.
The customer cheerfully spends
And when from our place he wends,
He gives us no knocks, but boosts as he talks
Our Fuller-ized store to his friends.

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WARNING to the PUBLIC

It has come to my knowledge that the Harry Hanson Patent for Hot Water Coils has been infringed from time to time, by the installation of Harry Hanson Coils by unauthorized persons. They say the coil they sell is not a Harry Hanson coil, but if the firebox linings are removed and pipes in any placed in this space, this is an infringement of my patent. If this practice is persisted in by unauthorized persons, I will take steps to protect my interests.

Householders should also note that by having a Harry Hanson coil installed by any unauthorized person, they also become liable under the patent laws.

Prices for Coils, made of Iron Pipe, $20 with one Year Guarantee—Made of Brass, from $25 to $35, Five Years' Guarantee.

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CITY ASKED TO CONTRIBUTE TO PUBLICITY FUND

Board of Trade Delegation Lays Its Views Before Council With View to Securing Aid.

A delegation from the Board of Trade waited on the City Council last night and asked for an approbation of $1,00 0in order to augment the funds of the Board. The money it was explained, would be spent chiefly on publicity work.

In introducing the delegation, M. P. McCaffery explained that from present available sources they would have a total revenue of approximately $1,000. They had to keep open offices and employ a commissioner. They were contemplating getting out a booklet dealing with the resources of the city and district, and just now they were proposing sending delegates to Vancouver to lay the mining claims of Central British Columbia before the mining men of the south. Other similar calls would come during the year and they wanted to be in a position to serve the city in this publicity work.

Put Rupert on Map.

The Board of Trade, Mr. McCaffery explained, was trying to put the place on the map. In this work the outside taxpayer he thought should do his part and this was the only way he could be reached. The prospects for the city were never brighter than today.

W. E. Williams explained that now the war was over capital would be looking for investment and this was the time to bring before them the claims of the city. Outside owners of city realty got as much benefit as anyone from the publicity and the only way they could be made to pay their share was by getting a grant from the city. Members of the Board besides contributing voluntariiy about one thousand dollars would also pay a good share of any contribution the city might make. They had no selfish motive to serve.

Mining Policy.

Alderman Casey wanted to know what was the policy of the Board on the question of mining.

A. C. Garde explained that his policy as president of the mining committee was to help the prospector and protect him against the big companies. He showed how the output of ore in this part of the province had increased until today it amounted to eight million dollars.

The matter was referred to the committee.

CITY SHOULD HELP HERSELF INTO SUCCESS

(Continued from Page two.)

watch that grain movement. Canada's Atlantic ports are even now taxed to capacity in handling an ordinary crop. The Great Lakes are open to navigation only during part of the year. This necessitates the long expensive all-rail haul from the prairies to the Atlantic seaboard during the winter months when navigation on the lakes is closed. True, a Hudson Bay railroad is partly under construction, but in winter Hudson Bay is as tightly frozen as are the lakes. When her grain resources are fully developed much of Canada's grain must either go through the American Atlantic ports or else seek outlet via the Pacific and the Panama canal. This latter route is by far the cheapest of all routes to Europe for Saskatchewan and Alberta grain, and if Pacific coast port facilities are provided much of the grain will move west through those ports. Portland, Oregon, has built a huge concrete elevator to handle some of this Canadian wheat that will move via the Panama canal.

Local Industries.

Now what can Prince Rupert offer to steamship lines as a terminal port? There are no docking facilities for deep sea shipping, there are only one or two lumber mills which complete the list of local industries, and there is only one railroad to bring the traffic from the east. Practically one hundred per cent. of the ocean traffic handled through Prince Rupert under present conditions, provided terminals were established, would have to be brought from the east. And the Grand Trunk Pacific cannot as if by magic suddenly create an enormous westbound traffic destined to the Orient. Local industries must be established here to assist the railroad in supplying cargoes for ocean shipping. The hinterland of Prince Rupert must become settled. Local traffic along the line of the railway must be established.

Summary.

Where does all this discussion lead us? It may be summarized into five points. First, Prince Rupert will eventually become a seaport, but it must become a terminal port for steamships and not a port-of-call.

Second, in order to become such there must be a guarantee of full cargo for ocean steamships making this port their terminal. This guarantee must be in the form of pledges by the railway to provide part of the traffic, and of local industries to assist in providing full cargoes.

Third, there are no industries at the present time which deep sea traffic may be secured, and eastern traffic for the Orient cannot be suddenly "dug up" over night.

Fourth, ocean terminals and elevators must be provided, the former by the railroad and the latter by the government. But the railroad has other problems to consider which mean large expenditures but which mean ready traffic.

Fifth, the people of Prince Rupert are not only leaving the construction of the terminals to the Grand Trunk Pacific, but are expecting that road to advertise the town, get the big businesses here, secure elevator facilities, or in other words letting the railroad do all the work while we sit around waiting for the Utopian period when we shall reap profits

(Continued on Page 5.)

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DEPARTMENT OF LANDS

WATER RIGHTS BRANCH
"WATER ACT 1914."

CANCELLATION OF RESERVE OF WATER

NOTICE is hereby given that His Honor the Lieutenant Governor of British Columbia, by and with the advice of his Executive Council, has been pleased to order:—

THAT pursuant to the provisions of Section 59 of the "Water Act, 1914" being Chapter 81 of the Statutes of 1914, that the reserve of the unrecorded waters of Refuge Creek, established pursuant to Order in Council No. 68, approved on the 17th day of January, 1919, be cancelled.

DATED this 17th day of February, 1919.

T. D. PATTULLO,
Minister of Lands.

IN THE SUPREME COURT OF BRITISH COLUMBIA.

IN THE MATTER OF THE ADMINISTRATION ACT

— and —

IN THE MATTER OF THE ESTATE OF DANIEL McKAY, DECEASED, INTESTATE.

TAKE NOTICE that in order of His Honour F. McB. Young, made the 6th day of February, A. D. 1919, I was appointed Administrator to the estate of Daniel McKay, deceased, and all parties having claims against the said estate are hereby required to furnish same, properly verified, to me, on or before the 12th day of March, A. D. 1919, and all parties indebted to the estate are required to pay the amount of their indebtedness to me forthwith.

JOHN H. McMULLIN,
Official Administrator.

Dated this 12th day of February, 1919.



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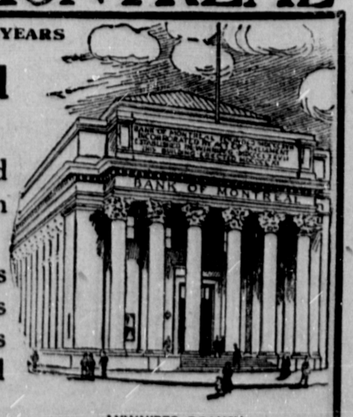
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