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UNITED STATES ADVERTISES PRINCE RUPERT

Consular Report Contains Good Description of Shipbuilding Operations Here by Consul Wakefield.

Prince Rupert is getting world wide advertising through the United States commerce reports which is issued daily. In the number for May 23 there is an article on the shipbuilding at Prince Rupert by Consul E. A. Wakefield which reads as follows: After long delays the splendid dry dock built by the Grand Trunk Pacific Railway Co. at Prince Rupert is to be operated and shipbuilding on a very considerable scale has been begun at this most northerly Pacific port in Canada. This dry dock, which has a capacity of 20,000 tons, was completed in 1916 but has not been used to any extent.

The Prince Rupert Drydock & Engineering Co., Ltd., has recently leased the dry dock for the purpose of establishing a shipbuilding plant at this port with a big repair plant as an auxiliary. The company is financed by American capital and has New York offices at 42 Broadway.

Building Canadian Ships.

A contract has been signed with the Canadian Government to build two 8,100-ton ocean freighters of the standard traverse type to cost over \$1,500,000 each. The ships are to be 400 feet long, 52 feet beam, 31 1/2 feet hold depth, speed 11 1/2 knots, and developing 2,500 horsepower. They are to be completed within 18 months after signing the contract. The ships are to be built side by side to be launched stern first. While construction work on one of the ships will slightly precede the other, both will practically be built at the same time. It is the expectation of the officials of the company that this is but the beginning of an important permanent industry in northern British Columbia.

In connection with the shipbuilding plant particular attention is to be given to ship repair work and no effort is to be spared to make this a complete success. Full lines of repair parts and replacements for vessels of every type are to be stocked in connection with the repair plant. This will prove a very great convenience to ships in northern waters as the nearest dry dock is the Government dry dock at Victoria, B. C., which is often not available and the next nearest is at Seattle, 900 miles south. The dry dock is a modern structure in every detail 600 feet in length and having a capacity of 20,000 tons. It is built in three sections, each capable of independent action, measuring 29 feet over the keel blocks and 97 feet wide in the clear. Compressed air and fresh water are both laid on in the dock floor. A power house equipped with two 1,000 kilowatt generators supplies electric power for driving all shop machines and tools, air compressors, and dry dock pumps. In addition to the dry dock the plant comprises a 50-ton electric shear-leg derrick, a 15-ton locomotive crane and large, fully equipped machine, blacksmith and wood-working shops and foundry. All shops are supplied with overhead traveling cranes and have special fire protection both municipal and private.

Location and Natural Advantages.

Situated at the Pacific terminus of the Grand Trunk Pacific Railway Co. on a fine harbor, landlocked, yet easily accessible, Prince Rupert has distinct advantages of location for a shipbuilding plant. This is particularly true in connection with conditions which may be expected to prevail in the comparatively near future.

These deposits of coal and iron in various parts of northern British Columbia merely waiting development and this seems certain to occur within a very short time. Mining activities are more marked today than at any time since the war started. Ship construction material will soon be at hand.

The launching foundations are ideal, being of solid rock with an easy slope and deep water frontage. Prince Rupert is nearer by about 500 miles to the markets of

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before purchasing a baking powder that may possibly contain injurious ingredients. Many food scientists claim that baking powder containing alum is unsafe for use in food. The mere fact that some brands of baking powder have the words "No Alum" on the label is not sufficient proof that they are what they are represented to be. Our chemists find a good many have "No Alum" on the outside but large quantities of it inside.

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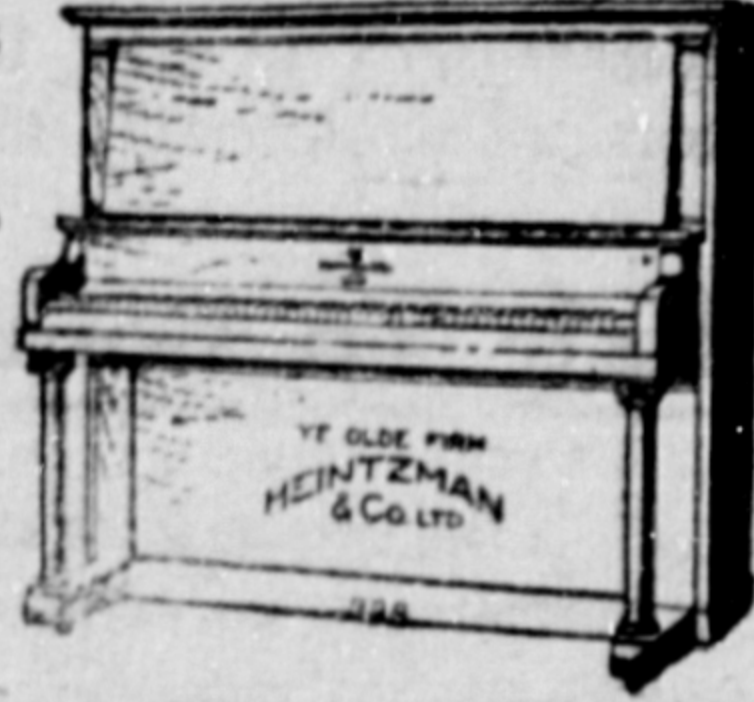
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W. J. Pitman, Piano Dept.



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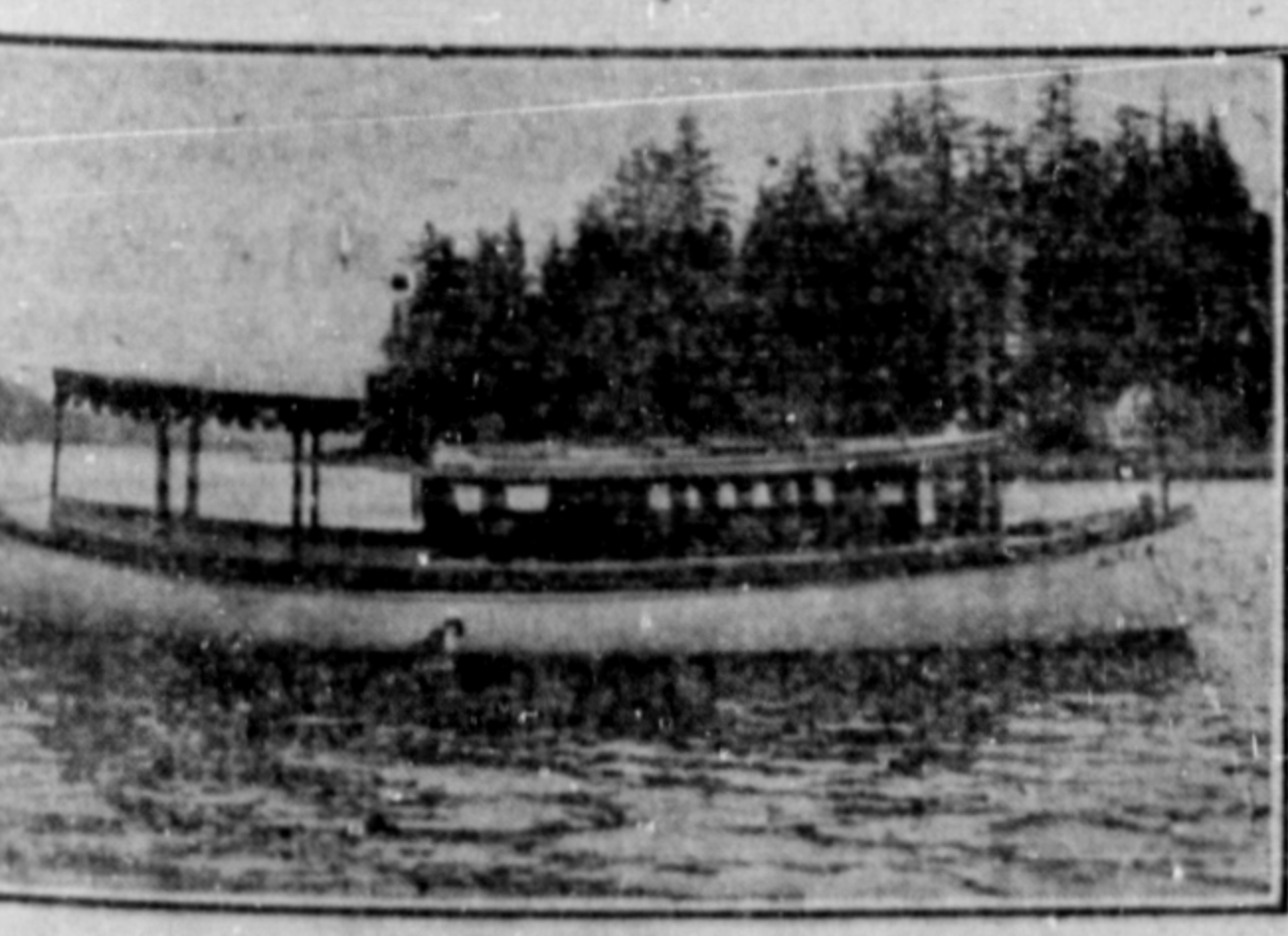
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THE SAVOY HOTEL

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Fifth and Fraser St., Prince Rupert, B.C.

Home Cooking

Running Hot and Cold Water

the Orient and Siberia than any other Pacific port.

With a splendidly built trans-continental railway line for conveying merchandise from the Atlantic seaboard and interior points to this natural shipping port it is certainly well within reasonable limits to predict that Prince Rupert is destined to become one of the greatest of the Pacific ports. The splendid dry dock and repair plant will then justify its construction.

Such comparatively small additions as may be required for the construction of steel ships are now under way or will be commenced at once. These consist in part of plate and angle furnaces, bending slabs, and an assembling shop.

Advertise in the Daily News.

Synopsis of Land Act Amendments

Minimum price of first-class land reduced to \$5 an acre; second-class to \$2.50 an acre.

Pre-emption now confined to surveyed lands only.

Records will be granted covering only land suitable for agricultural purposes and which is non-timber land.

Partnership pre-emptions abolished, but parties of not more than four may arrange for adjacent pre-emptions with joint residence, but each making necessary improvements on respective claims.

Pre-emptors must occupy claims for five years and make improvements to value of \$10 per acre, including clearing and cultivation of at least 5 acres, before receiving Crown Grant.

Where pre-emptor in occupation not less than 3 years, and has made proportionate improvements, he may, because of ill-health, or other cause, be granted intermediate certificate of improvement and transfer his claim.

Records without permanent residence may be issued, provided applicant makes improvements to extent of \$300 per annum and records same each year. Failure to make improvements or record same will operate as forfeiture. Title cannot be obtained in less than 5 years, and improvements of \$10.00 per acre, including 5 acres cleared and cultivated, and residence of at least 2 years are required.

Pre-emptor holding Crown grant may pre-empt, if he requires land in conjunction with his farm, without actual occupation, provided statutory improvements made and records maintained on Crown granted land.

Unsurveyed areas, not exceeding 20 acres, may be leased as homestead; title to be issued after fulfilling residential and improvement conditions.

For grazing and industrial purposes areas exceeding 640 acres may be leased by one person or company.

Mill, factory or industrial sites on timber land not exceeding 40 acres may be purchased; conditions include payment of stamp duty.

Natural hay meadows inaccessible by existing roads may be purchased conditional upon construction of a road to them. Rebate of one-half of cost of road, not exceeding half of purchase price, is made.

PRE-EMPTORS' FREE GRANTS ACT.

The scope of this Act is enlarged to include all persons joining and serving with His Majesty's Forces. The time within which the heirs or devisees of a deceased pre-emptor may apply for title under this Act is extended from one year from the death of such person, as formerly, until one year after the conclusion of the present war. This privilege is also made retroactive.

No fees relating to pre-emptions are due or payable by soldiers on pre-emptions recorded after June 26, 1918. Taxes are remitted for five years.

Provision for return of moneys accrued, due and been paid since August 4, 1914, on account of payments, fees or taxes on soldiers' pre-emptions.

Interest on agreements to purchase town or city lots held by members of Allied Forces, or dependents, acquired direct or indirect, remitted from enlistment to March 21, 1920.

SUB-PURCHASERS OF CROWN LANDS.

Provision made for issuance of Crown grants to sub-purchasers of Crown Lands, acquiring rights from purchasers who failed to complete purchase involving forfeiture, on fulfillment of conditions of purchase, interest and taxes. Where sub-purchasers do not claim whole of original parcel, purchase price due and taxes may be distributed proportionately over whole area. Applications must be made by May 1, 1920.

GRAZING.

Provision made for systematic development of livestock industry provides for grazing districts and range administration under Commissioner. Annual grazing permits issued based on numbers raised, priority for established owners. Stock-owners may form Associations for range management. Free, or partially free, permits for settlers, campers or travellers, up to ten head.

To Prospective BUILDERS & CONTRACTORS

Feeling that it is up to us to assist in the Housing movement we will quote rock bottom prices on any of the material and supplies handled by us, such as:—

Electrical material of all descriptions, including—Fittings and Fixtures, Lamps, Wire of all kinds and size, Pipe Conduit, Electric heaters and mantels, Automatic Electric Ranges, etc., Galvanized and black iron Steam and Water Pipe and Fittings, Valves, Radiators and Heaters, Pipe Covering, Wood Stave Pipe, Boeck's Paint, Varnish and Kalsomine Brushes of all kinds. Hardwood Lumber—Oak, Ash, Maple, Teak and Gum. Structural Steel and Iron—Ornamental Iron Work, Fire Escapes, etc. Rex Flintkote Roofing—the Very Best Made. Manila and Wire Rope and Cable. Derrick Castings and Contractors' supplies.

We also handle Goodyear Mechanical Rubber Goods, including "Extra Power" Belting, Packings, and Hose and Westinghouse Electrical equipment, including Motors, Generators, Transformers and all other Electrical Equipment. Being direct factory representatives, we are able to make very attractive prices.

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Golden Oak and
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Open Day and Night.

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