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**DREDGING BARS
THIS DISTRICT**

Recommendations Made by R. Beaumont for Harbor Committee of Board of Trade

Following is the text of a report made to the Board of Trade by the Harbor Committee in regard to dredging needs in the district:

"I beg to report that your committee have gone into the matter of the dredging requirements in this district to be done by the Dominion Government Public Works Department and are of the opinion that the following work should be looked into and undertaken:

- Mettakatta Bar.
- Skeena River Docks.
- Skidegate Inlet Channel.
- Masset Bar.
- Delcatla Slough.

"Briefly we would elaborate on the proposed works in the order mentioned as follows:

"Mettakatta Bar.—We are of the opinion that the dredging of the outer bar would be rather an expensive undertaking and not altogether warranted from the benefits to be derived, unless the material taken out could be utilized for some purpose in the harbor of Prince Rupert to complete or assist in improvements, but think that the silt from the inner bar could be dredged to rock bottom at very little cost, giving free passage to small boats.

"Skeena River.—The wharves in the Skeena River which are handicapped by bars, necessitating laying off with steamers for high tides are—The Balmoral Cannery, B. A. Cannery and Port Essington Docks. We think that the department should have these waterways examined with a view to ascertaining if some work could be done to facilitate the movement of traffic to and from these docks at all stages of the tide and with some degree of permanency. It is quite possible that such work would be nullified in a season by silting from the river, but we think the department should have them examined with a view to recommending some scheme of dredging, having in mind the large production which accrues from this territory.

"Skidegate Inner Channel.—We recommend that the East Narrows be dredged out to permit the passage of fishing boats at most stages of the tide, and also that the rock in the West Channel be removed. This is a very important channel to a large number of fishing boats on their way to and from the West Coast of Queen Charlotte Islands, which is a very prolific fishing ground for the vessels out of this port, and warrants the expenditure that would have to be put on the work.

"Masset Bar.—We recommend that a thorough survey be made of this dangerous entrance to Massett Inlet, with a view to having some improvements made in the channel. It is a very difficult entrance to make with the regular line steamers and also for the bringing out of rafts from the Inlet. The export of lumber from Massett Inlet last season consisted of some twelve million feet of sawn lumber and about fifty million feet of logs were towed out of this channel. Costly and dangerous accidents have been encountered by vessels on the Massett Bar, and we think



NIGHT COUGH

You know it! It begins with a tickling, irritating sensation in your throat. You cough to clear the throat. In a moment there it is again!

A minute's peace, then again you cough, and so on until you cough your throat sore, and by the time the cough is sufficiently allayed to permit you to sleep, you are thoroughly worn out. This kind of experience is particularly trying to old people.

Peps make this sort of thing quite unnecessary.

Put a Peps pastille on your tongue and allow it to slowly dissolve. Healing fumes are then liberated, which mingle with the breath and are carried to the remotest parts of the air passages and lungs, allaying the irritation and soothing the inflamed membrane, thus ending the cough and making sleep possible.

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PEPS

that the importance of the natural resources contiguous to this Inlet warrant a proper and safe channel being provided.

"Delcatla Slough.—This is a small inlet near the entrance to the Massett Inlet channel. Tidal conditions in this channel are the worst of any on this coast, and there is no place nearer than the inlet, which is twenty miles distant, where a vessel or a raft can lay with safety, and your committee would recommend that the government be asked to investigate the possibility of dredging out a small harbor, which now partially exists in Delcatla Slough, and which would become a haven and safe stopping place for all vessels and their tows prior to passing out into Dixon Entrance. This improvement would be of inestimable value to the logging and lumbering interests and industry, and all navigation to and from the inlet, which is very extensive.

We would also suggest that a copy of this recommendation be sent to the different communities immediately interested in the respective improvements, with a view to obtaining their support, and also to the member for the district.

R. BEAUMONT,
Chairman of Port Committee.

Advertisement in the Daily News.

IN PROBATE,
IN THE SUPREME COURT OF BRITISH COLUMBIA.

IN THE MATTER OF THE ADMINISTRATION ACT — and —
IN THE MATTER OF THE ESTATE OF GEORGE NEWMAN, DECEASED, INTER VIVOS.

TAKE NOTICE that in order of His Honour E. McR. Young, made the 3rd day of January, A. D. 1921, I was appointed Administrator to the estate of George Newman, deceased, and all parties having claims against the said estate are hereby required to furnish same, properly verified to me, on or before the 4th day of February, A. D. 1921, 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 4th day of January, 1921.

**COAL BUNKERS
BEING TALKED**

General Superintendent of Railway says Matter Still Under Consideration

In an interview with General Superintendent N. B. Walton yesterday in regard to the prospect for the erection of coal bunkers, Mr. Walton said that W. S. Featherstonehaugh, the divisional engineer, had just returned from the east and he reported the matter was under consideration. Plans were being prepared and there was every prospect that something would be done in the near future.

From other sources it is learned that the Ocean Falls plant is open to purchase 250 tons a day from this port in addition to other demands, including that of Granby. This would mean a big business. If a contract could be made with Ocean Falls it would mean the shipping of seven car loads a day, approximately.

Only a day or two ago a representative of the Western Coal Mine in Alberta was here in the interest of his company and other firms on the coal spur have been pushing the business this way. All that is needed is bunkers to handle the coal cheaply.

**LADIES TO RAISE
\$1,000 TO FURNISH
A MATERNITY ROOM**

An attempt is being made by the Ladies' Auxiliary of the General Hospital to raise \$1,000 to fit up a maternity room. When the pledge was given to furnish the room, it was thought that only about \$500 would be required to fit it up. Now it is found that twice that amount will be required to do the work properly, and the ladies are making an extraordinary effort to raise the sum required.

One means of making money for the hospital will be by the home cooking sales on Saturday afternoons. This coming Saturday Mrs. Darton and Mrs. Blance will be in charge and anyone who can possibly do so is invited to send in donations either of cooking or articles for drawings.

In the Letter Box

WOULD ASK COMPENSATION

Editor Daily News—Here is a little space 300 by 100 feet that is already being used in a manner directly beneficial to our city. We have a great deal of unoccupied territory belonging mostly to the railroad. It seems a strange thing that this little space is the only one that can be developed by first the destruction and then the construction of private businesses.

The railroad has paid no money to carry out their past contracts. It seems to me that in view of the unfulfilled contracts alone, the city is justified in demanding compensation from the railroad either in taxes due or waterfront. I would point out that the city should demand all the waterfront between the Hazelton and the Imperial Oil dock and all that between the Government dock and



"You're a Wonder"

Enjoy them to-day

**PLAYER'S
NAVY CUT
CIGARETTES**



the Rupert Marine Ironworks or else back taxes due on their forfeited contracts.

Certainly the railroad has, by its broken contracts, forfeited all right to hope of securing further concessions. No business man would think of entering into a fourth contract with a firm which has broken three such contracts.

We have every right to compensation from the railroad for their contracts and our City Fathers should see that we get it.

HOOMES K. FREEMAN.

Alderman Rochester for mayor. The interests have no strings on him.

CERTIFICATE OF IMPROVEMENTS.

Iron Duke Mineral Claim, Lot No. 2331; Iron Duke No. 2 Mineral Claim, Lot No. 2332; Epsom Mineral Claim, Lot No. 2333; Derby Mineral Claim, Lot No. 2337. All adjoining mineral claims situate in Queen Charlotte Mining Division Rupert District. Where located: on Louise Island.

TAKE NOTICE that I, C. J. Bensen of the City of Vancouver, Province of British Columbia, Free Miner's Certificate No. 22, 795-B, acting on behalf of myself and as agent for Neil Person, of the said City of Vancouver, Free Miner's Certificate No. 9, 421-C, intend sixty (60) days from the date hereof, to apply for a Crown Grant of the above claims.

AND FURTHER TAKE NOTICE that action, under section 85, must be commenced before the issuance of such Certificate of Improvements.

DATED this 3rd day of December, A. D. 1920.

C. J. BENSEN.

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