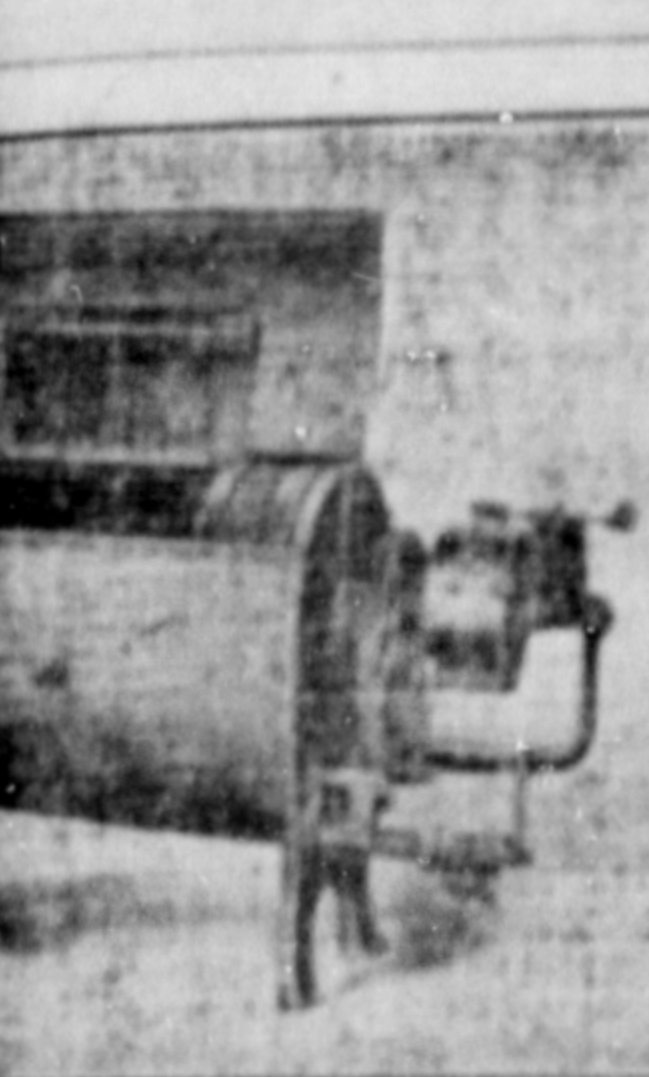




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LUNENBURG MEMBER  
PLEADS FOR RUPERT

(Continued from Page One.)

pounds of halibut were landed at that port. But what did the fishermen find when they came to the city of Prince Rupert to sell their catches? They were told by the business men of that city, the men who handle fish and ship it to points in Canada as well as to Chicago, Boston and other ports in the United States, that there was no means of transportation to cope with their catch. This quantity of fish, as you will readily realize, Mr. Speaker, would require something like about 150 refrigerator cars, but the Department of Railways had no cars, or practically none, to handle this great catch. And that has been the case for the last three or four years. Now, is that the way for a government to treat people engaged in a great industry like the halibut industry of the British Columbia coast? It certainly is not, and the Minister of Railways merits condemnation for the manner in which he has dealt with this industry.

Deficit on Railways.

The hon. member for Maison-neuve (Mr. Lemieux) referred to an article in the Canadian Fisherman. In order that the House may appreciate the exact condition of affairs, I should like to refer to this article. It appears under the caption "Strangling an Industry," and the sub-head reads: "How the fishing industry of the North Pacific is being bluffed and humbugged by the Canadian Government Railways." Now, Sir, this House was startled a few days ago when the estimates were laid on the table to find what the deficit on the Canadian National Railways would be this year. But, Mr. Speaker, it is not surprising that there should be deficits in the affairs of the country, and particularly in the Department of Railways, when the present Minister of Railways is handling the great transcontinental system of Canada as we have witnessed. What the Government should do, if they desire to administer the affairs of the railways properly and to secure traffic, is to see to it that every day all this abundance of fish that comes to Prince Rupert is properly taken care of in the way of transportation. I am told that the daily freight would amount to something like \$21,000 and it seems to me that the Government and the people in charge of the railway system should see that better transportation facilities are available.

NOTICE.

IN THE MATTER of an application for the issue of a fresh certificate of title to Lot 3, Block A—Lot 28, Block 7—and Lot 31, Block 12—Town of Terrace, Map 9721. Satisfactory proof of the loss of the certificate of title covering the above lands having been produced, notice is hereby given that it is my intention to issue after the expiration of one month from the first publication hereof, a fresh certificate of title in the name of Alfred J. Morris, which certificate of title is dated 13th July 1914 and is numbered 5167-1.

LAND ACT.

IN PRINCE RUPERT LAND DISTRICT, Recording District of Coast, Range 5, and situated on an island lying on the north coast of Forcher Island. Take notice that I, Julius Hadland, of Prince Rupert, B. C., occupation carpenter, intend to apply for permission to purchase the following described lands:— Commencing at a post planted on an island about 1,500 feet northwesterly from Lot 127, Range 5, Coast District, thence around the island to the point of commencement, and containing 14 acres, more or less.

JULIUS HADLAND, Dated March 3rd, 1921.

SALMON TROLLERS  
Trolling boat with New Engine, all complete, For Sale.

Oliver Typewriters  
Cary Fireproof Safes & Vaults.  
Lots & Houses For Sale

Dybhavn & Hanson  
Insurance Agents, Third Avenue, Prince Rupert

MUSIC FOR DANCES.  
ARTHUR'S 4 Piece Orchestra  
Phone 481 Phone 481

Borden's ST. CHARLES EVAPORATED MILK  
The finest milk- tested for richness and purity—always ready for your use  
With the cream left in.

ties are available. I presume that this article which I shall read is written by the editor of the journal in which it appears. It is as follows:

Humbug and indifference.

"In all our experience of the many drawbacks which militate against the proper development of our Canadian fisheries, we have never seen anything to equal the nonchalant manner in which the officials of the Canadian Government Railway Systems have treated the urgent needs of a great industry, and the whole story is one of 'passing the buck,' unfulfilled promises, humbug and absolute indifference."

That is what the editor of the Canadian Fisherman says about the way in which the present Government and their officials are handling the railways of this country. The article goes on to say that for some years Prince Rupert has been suffering from a shortage of express cars, and the people and business men of that city have done everything in their power to direct the attention of this Government to the necessity for better transportation facilities, but without avail. At the meeting of the Canadian Fisheries Association, held in Vancouver in June, 1920, this matter was thoroughly discussed by hundreds of delegates present, and a resolution passed.

Although this resolution was forwarded to the Minister of Railways and to the president of the Canadian National Railways at Toronto, nothing was done, and on July 8, of the same year, the Prince Rupert branch of the Canadian Fisheries Association passed another resolution.

The article in question goes on to state that both resolutions were placed before the Minister of Railways and the Minister of Marine and Fisheries. Now, Mr. Speaker, this was a matter that affected the Minister of Marine and Fisheries as much as it did the Minister of Railways, and if the Minister of Railways was negligent in his duty in seeing to it that a sufficient number of cars were provided for this business, the Minister of Marine and Fisheries, in the interests of this great industry, should have urged the matter upon his colleagues and endeavored by every means in his power to have the situation remedied.

Nothing Done.

But nothing was done. All they did was to promise a certain thing was to be done and the promises were never fulfilled. Now, what happened? Owing to the fact that the Government Railways refused to, or at least did not, provide the people of Prince Rupert with refrigerator cars a great number of the boats which always came in the past to that port to land their fish were compelled to go to American ports. I think the member representing British Columbia constituency will hear me out when I say that a number of these boats, finding insufficient refrigerator cars at their disposal were compelled to go to Seattle and other ports in the United States in order to sell their catch. Consequently the Government Railways lost all that business and the Canadian people lost in a variety of other ways.

Now, Sir, the progressive people of Prince Rupert were not satisfied with the way things were going on. Although they telegraphed and wrote the Minister of Railways and his officials they still kept after them. It seems that some official of the Government wrote to Prince Rupert and said: "The Government had ordered one hundred cars to be built at the works of the National Car Company at Hamilton." The people of Prince Rupert never placed too much confidence in the word of that official and they asked the Canadian Fisherman to send a representative to Hamilton and

see if these cars were being built there. Here is what that paper said:

A representative of the Canadian Fisherman was then sent to interview the National Car Company at Hamilton to find out what progress had been made with the construction of the 100 long-promised cars. We went there on February 9 (of the present year) and interviewed one of the highest officials of the Car Company and his report is that—

"The company has been and is at present closed down. It is expected to resume operations in a week or so. No start has been made on the construction of the promised cars, and the only information advanced is that the car company expects to start work on an order of 4,000 freight cars for the Government and that it was hoped that the thirty refrigerator cars would be put through at the same time."

The article goes on to say:

To sum it all up: there is certainly no chance of these thirty express refrigerator cars being delivered in March and the promises of the railway officials amount to nothing but bluff and humbug.

It is no use blaming the minor officials for negligence in the Prince Rupert affair. The blame lies on the men higher up and we do not hesitate to name the Minister of Railways, Hon. Dr. Reid, for his indifference to the request for more equipment, and the Minister of Marine and Fisheries, Hon. C. C. Ballantyne, for his lack of interest in the development of a great fishing port. If the latter had given more time and thought to fishery matters, his influence in the Cabinet could easily have secured action in the matter of supplying Prince Rupert with more refrigerator cars.

The whole fishing industry of Canada will suffer from this species of humbug until we get a Department of Fisheries with a responsible official at the head of it and a minister who will give ear and action to the plain suggestions of the industry along the lines of sane development.

Mr. Duff concluded with the words at the commencement of this article which are an indication of the way the Nova Scotian looks at the business prospects of this city.

LAND ACT.

NOTICE of Intention to Apply to Lease Land. PETROLEUM AND NATURAL GAS. In Queen Charlotte Islands Land District, Recording District of Skeena, and situated on the west coast of Graham Island in the vicinity of West River.

TAKE NOTICE that Charles Wing, of Vancouver, B. C., occupation accountant, intends to apply for permission to lease the following described lands:— Commencing at a post planted at the northeast corner of C. L. 19289, thence north 80 chains; thence east 80 chains; thence south 80 chains; thence west 80 chains to point of commencement and containing 640 acres, more or less.

CHARLES WING, AUSTIN M. BROWN, agent. Dated 7th January, 1921.

WATER NOTICE.

DIVERSION AND USE.

TAKE NOTICE that Alice Arm Mining and Development Company Limited, whose address is Head Office, Anyox, B. C., will apply for a licence to take and use one chain of water out of an unnamed creek, also known as Silver Creek, which flows easterly and drains into Alice Arm, about head of Alice Arm at Dolly Varden Depot.

The water will be diverted from the stream at a point about Lot 17, Block 4, D.L. 1974, Alice Arm Township and will be used for domestic town supply and power purposes upon the lands described as Lot 1974 and Lot 1974-A, Township of Alice Arm, B. C.

This notice was posted on the ground on the first day of March, 1921. A copy of this notice and an application pursuant thereto and to the "Water Act, 1914," will be filed in the office of the Water Recorder at Prince Rupert, B. C.

Objections to the application may be filed with the said Water Recorder or with the Comptroller of Water Rights, Parliament Buildings, Victoria, B. C., within thirty days after the first appearance of this notice in a local newspaper.

Alice Arm Mining and Development Company Limited, Applicant. BY: F. P. HALL, Agent. The date of the first publication of this notice is March 7, 1921.

CERTIFICATE OF IMPROVEMENTS.

NOTICE of APPLICATION. RUBY and NORTH STAR FRACTION MINERAL CLAIMS situated in the Anyox Division of the Cassiar District, where located on the Kibitsu River, adjoining the Dolly Varden Group.

TAKE NOTICE that I, Edward Lewis, Free Miner's Certificate Number 40748-C, intend at the end of sixty (60) days from the date hereof to apply to the Mining Recorder for Certificate of Improvements for the purpose of obtaining a Crown Grant of each of the above claims.

AND FURTHER TAKE NOTICE that action must be commenced before the issuance of such Certificate of Improvements. DATED this 21st day of February, A. D. 1921.

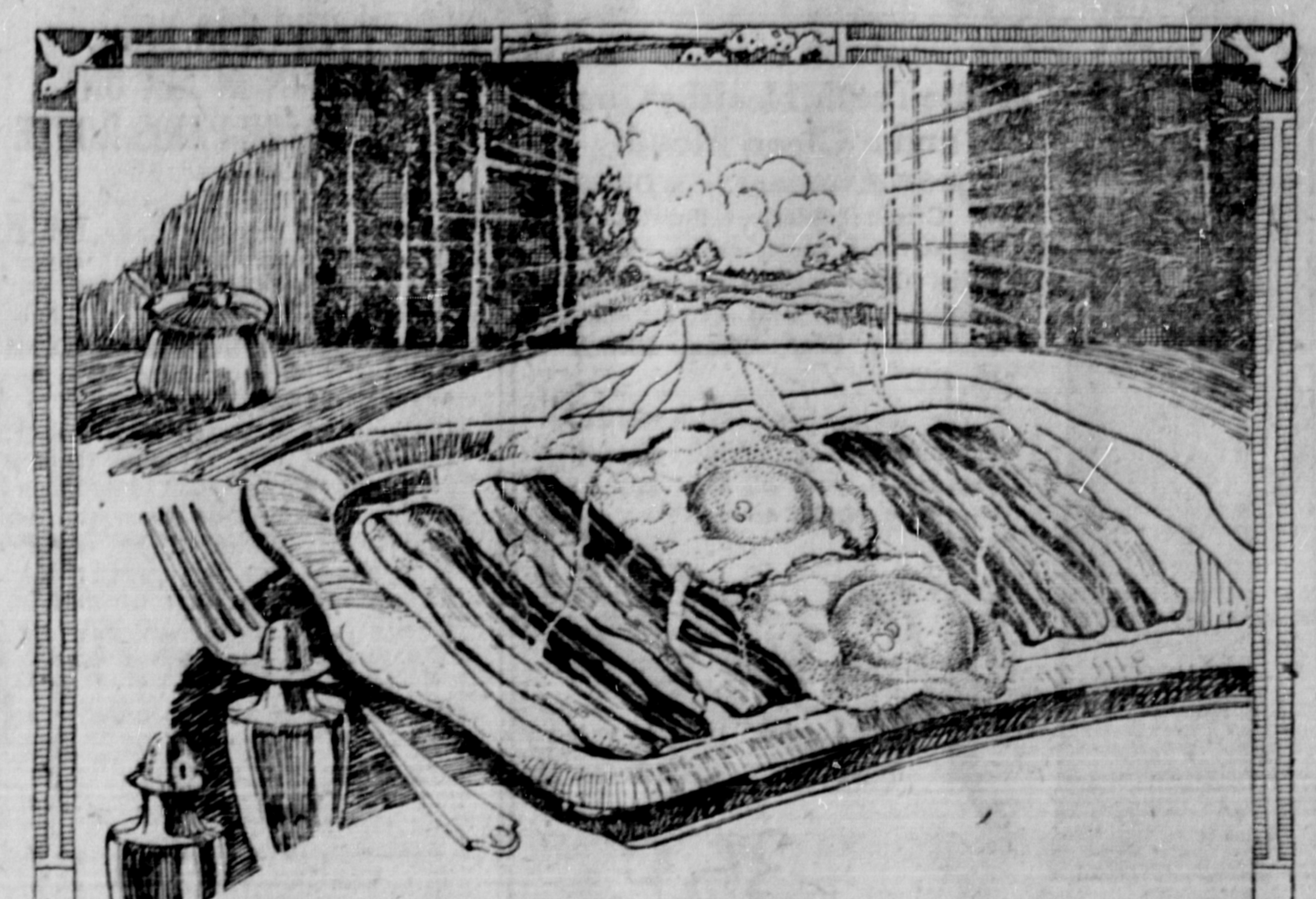
(Signed) EDWARD LEWIS.

LAND ACT.

NOTICE of INTENTION to APPLY to PURCHASE LAND.

In Prince Rupert Land District, Recording District of Coast, Range 5, and situated on an island lying on the north coast of Forcher Island. Take notice that I, Julius Hadland, of Prince Rupert, B. C., occupation carpenter, intend to apply for permission to purchase the following described lands:— Commencing at a post planted on an island about 2,500 feet northwesterly from S.W. corner of Lot 127, Range 5, Coast District, thence around the island to the point of commencement and containing 15 acres, more or less.

JULIUS HADLAND, Dated March 3rd, 1921.



FOR generations, no breakfast in all the year has ranked as an "occasion" like that of Easter morning. For years, nothing on the Easter breakfast menu has ranked in national esteem with

Swift's Premium Hams and Bacon

Daintily sliced—cooked to a tempting brown—served sizzling hot—Swift's Premium Bacon makes a dish relished by the whole family. Swift's Premium Bacon is outstanding in excellence because of its extra mild cure—its succulent fat and enticingly flavored lean—and its characteristic savouriness due to the exclusive Swift process of selection and curing.

Order today from your Butcher or Grocer. Swift Canadian Co. Limited. Toronto Winnipeg Edmonton

WATER NOTICE.

STORAGE.

TAKE NOTICE that Granby Consolidated Mining, Smelting & Power Co. Ltd., whose address is Anyox, B. C., will apply for a licence for the storage of five million gallons of water out of the east branch of Hidden Creek which flows southerly and drains into Hidden Creek, about two-thirds of a mile from Granby Bay.

The storage-dam will be located 300 feet from the east boundary of lot 2224. The capacity of the reservoir to be created is about five million gallons, and it will flood several acres of land. The water will be diverted from the stream at the dam and will be used for mining and domestic purposes upon the mine described as lots 480, 481, 482, 483, 484 and 485, 1513, 1675 and 1677, 2219, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2229, 2230 and 2231. The licence applied for is to supplement an application to take and use water as per water notice posted on 1st June, 1920 (see water notice file 92203).

This notice was posted on the ground on the 23rd day of February, 1921. A copy of this notice and an application pursuant thereto and to the "Water Act, 1914," will be filed in the office of the Water Recorder at Prince Rupert.

Objections to the application may be filed with the said Water Recorder or with the Comptroller of Water Rights, Parliament Buildings, Victoria, B. C., within thirty days after the first appearance of this notice in a local newspaper.

GRANBY CONS. MINING, SMELTING & POWER CO. LTD., Applicant. BY: WILLIAM YOUNG, agent. The date of the first publication of this notice is the 26th day of February, 1921.

NOTICE.

IN THE MATTER of Sections 134 and 150 of the Land Registry Act and in the matter of Lot Four (4), Block Thirty (30), Section One (1), City of Prince Rupert, (Map 923).

Proof of the breach of covenants, and re-entry and recovery of possession, by Edna Waldron, the registered owner of the above lot, under a lease granted by Charles E. Burgess to you, George Grey, dated the 30th June, 1916, and registered in the Land Registry Office at Prince Rupert, as Number 1943-D, having been furnished, it is my intention after the expiration of thirty days from the service of this notice, to cancel the registration of the said lease upon the Register unless the following described lands:

in the meantime a good and valid objection thereto is made and unless you take and prosecute the proper proceedings to establish your claim or to prevent such proposed action on my part.

Land Registry Office, Prince Rupert, B. C., 3rd March, A. D. 1921.

H. F. MACLEOD, District Registrar of Titles. To George Grey, Prince Rupert, B. C.

LAND ACT.

Notice of Intention to Apply to Purchase Land.

In Skeena Land District, Recording District of Coast, Range 5, and situated at head of Union Bay, adjoining lot 199. Take notice that Norman R. Brodhurst, of Prince Rupert, occupation master mariner, intends to apply for permission to purchase the following described lands:— Commencing at a post planted on the south line of lot 199, thence east 20 chains; thence south 20 chains; thence west 20 chains to shore; thence along shore to post and containing forty acres, more or less.

NORMAN R. BRODHURST. Dated January 26, 1921.

Special Prices.

in Blue Serge SUITS for Easter. Leishman Tailored Garment Bought to sell at \$90.00



Special for Easter \$65.00

MARTIN O'REILLY

Night Phones - J. G. Steen, 371 W. Longwill, Blue 270 Day Phone 5 STEEN & LONGWILL Sheet Metal Works Agent for McClary Furnaces Sanitary and Heating Engineers 5th Street and Fraser Street Prince Rupert B. C.

LAND ACT.

CASSIAR LAND DISTRICT—DISTRICT OF CASSIAR.

TAKE NOTICE that W. J. E. Stark and H. F. Kergin of Alice Arm, occupation prospectors, intend to apply for permission to lease the following described lands:— Commencing at a post planted on the north boundary of Lot 3633; thence following the high water mark to north corner of Lot 3515; thence S. 59 deg. 23 min. E. a distance of 491.5 ft. more or less to east boundary of River Mouth mineral claim produced in a southerly direction; thence following production of said River Mouth boundary to low water mark; thence following low water mark to north boundary of Lot 3635; thence following north boundary of Lot 3635 to point of commencement.

J. H. EDMOND STARK, Agent. Dated January 17, 1921.