

TIMES must be very hard in Vancouver. A client of ours there says he is very hard up and so must sacrifice a fine Double Corner which he owns here in Prince Rupert on Sixth Ave., at Cotton Street, in Section Six. It is on the sewer and lies fine for building. Make us an offer. It must be sold. **H. G. HELGERSON, LTD.,** Real Estate, Rentals, Insurance.

In the Letter Box

G. T. P. ASSESSMENT.

Editor Daily News:
Kindly permit me to correct an erroneous statement appearing in your issue yesterday stating that the assessment on G. T. P. Development Co. property in this city had been reduced by \$87,658.50 this year. The total amount of this Company's property stands at \$636,099.00 for 1922, or exactly the same as it was assessed in 1921; and no appeal has been entered against the decision of the Court of Revision. I might add, however, that an increase of \$113,776.00 in the assessment of the Railway Company's property was made this year over that of 1921.

ASSESSMENT FIGURES.

Owing to an error being made by the City Hall staff I used figures regarding the G. T. P. Development Co. which were not correct. I stated that the company was reduced \$87,658.50 on its total land assessment in the city for 1922. The facts are that very little if any change has been made in the company's assessment as compared with 1921, the amount being \$769,317.50. The assessor for 1922 did actually raise their assessment about \$32,200, but the Court of Revision reduced it about that amount.

I am sorry that an error has been made in this respect but it has no effect as regards the Railway Company's proposed agreement.

FAMILY FAVORITISM.

While the Port of Vancouver is being gorged the Port of Prince Rupert is being starved by the common father of both, sitting in state at the head of the family table in Ottawa. The fat of the land is being lavished in ever-increasing helpings on the opulent elder brother Burrard, while the microscopic crumbs of the table are doled out with niggardly hands to the famished younger brother Rupert. Big Brother Burrard is now swollen to the point of bursting and is quite unable to swallow all the Prairie manna that Father Hanau is showering upon him, while little brother Rupert keeps fighting his bell from day to day in a desperate effort to relieve the pangs of starvation. There is no more excuse for this unjust and foolish favoritism in the management of the national family than for similar action in the private household, and the pursuance of such a policy invariably leads to trouble and is detrimental to the best interests

SALE

CROCKERY CHINA ALUMINUM
Greatly Reduced

Cups and Saucers
Regular \$1.25, now... \$1.00
Regular .75, now... 50
Regular .30, now... 25
SPECIAL
Aluminum Saucepans, regular \$3.50, now... \$1.75

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Exclusive selling agents
FOOTHILLS AND CADOMIN COALS
Delivered in your bin
Screened Lump, ton \$14.00
Screened Stone, ton \$13.25
YOU'LL LIKE IT
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Lorne MacLaren, Manager

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Every trace completely removed by the World's most powerful preparation
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Sold in Prince Rupert by W. J. McCUTCHEON

200 Cars of Wheat.
A week ago the Canadian National Railway had 200 cars of wheat lying in the yards at Vancouver awaiting a chance of shipment across the ocean, and there were several hundreds of additional cars on the way to Vancouver between Edmonton and that city with no prospect of immediate discharge. The Vancouver grain elevator is quite inadequate to the business offering and the harbor is congested with shipping for which no dockage is available. To such an extent is this now the case that ship owners are complaining strongly of the great delays and expenses they are suffering.

The following are a few extracts on this subject from recent issues of the Vancouver Daily Province:
"The rapid increase of commerce, the sudden development of the grain trade, the wonderful possibilities and prospects of Pacific Ocean traffic, are well known to the government commercial departments."

Show the Ministers.
"Grain congestion at this port comes opportunely, since it had to come and will continue to arrive at intervals. It will show the ministers concerned that the necessity for going on with the harbor works is not a political necessity but a plain commercial requirement. A business administration at Ottawa will not need to wait long to find out what is needed, and how soon, and will act accordingly. Meanwhile the minister of railways will learn from the management of government lines that grain transportation toward the Pacific is liable to be impeded for want of storage capacity at Vancouver, and will pass on the information to his colleagues."

A great portion of both the exports and imports seeking transportation through Vancouver are to and from Japan and China for which countries, as has so often been stated, the nearest, cheapest, safest, logical and natural Canadian port is Prince Rupert, and yet the government that owns and operates the transcontinental railway of which Prince Rupert is the Pacific terminus, and that also owns and operates a fleet of freighters on the Pacific Ocean makes no use of the route and port that are peculiarly its own and with which, under efficient management, no other route could successfully compete for Oriental trade.

Another Elevator.
Strong pressure is now being brought to bear on the Government to build another grain elevator at Vancouver. Why not build it at Prince Rupert and thus relieve the congestion of trans-Pacific shipping at Vancouver, instead of increasing it. As a matter of fact, however, no elevator is required for a large portion of the grain being handled, as Japan desires hers sacked, and of course no elevator is needed for the various other kinds of merchandise, such as silk, tea, rice, lumber, fish, machinery &c., the volume of which is increasing rapidly.

The only other provision now required at this port for ocean-going steamers is coal bunkers and if the government is not inclined to supply them there is at least one local private concern prepared to erect them at any moment if given the opportunity under fair conditions.

Neglect Inexplicable.
An immense amount of money has been sunk in the Grand Trunk Pacific Railway and its terminal seaport, and the neglect of the whole splendid undertaking by the government is inexplicable except on grounds that are not very creditable.

If our new Dominion Government cannot see its way to operate any vessels of our National Mercantile Marine through the Port of Prince Rupert it should be pressed to take immediate steps to induce some other line of steamships to use this port—

such, for instance, as the Robert Dollar, and the Nippon Yusen Kaisha, the latter one of the largest shipping companies in the world, and both of them specially active in the development of trans-Pacific trade.

A very small expenditure now, in addition to the immense amount already expended, would complete a splendid transportation system and would probably convert a past and present failure into a future success, and if we cannot compel the government to utilize this port for ocean trade we should at all events try hard to obtain a definite statement of its intentions so that we may know where we stand and endeavor to discover the next best thing to be done. There has been delay enough and to spare.

J. F. MAGUIRE.

G. W. V. A. BAND.

To the Editor:
Re W. H. Derry's letter in your paper of the 15th inst. I would like to refer to him as a "traitor in his own camp." While still being a member of the G.W.V.A. executive he was trying his best to take the band of which he was secretary away from the G. W. V. A. Would it not have been better for him to have declared himself, resign and then try to form another band with associates of his own calibre. The members of the G.W.V.A. band who wore a uniform during the late war (Mr. Derry was not one) are I know satisfied to remain with the G. W. V. A. And with such and other returned men the G.W.V.A. will yet have a band of which Prince Rupert will be proud. So let the dissatisfied ones get out and stay out. Then will we have a happy and contented band in our midst.

BOB SIMS.

FISHERIES PATROL STEAMER BACK IN SERVICE AGAIN

The Fisheries Protection steamer Givenchy has been in port for the past day or so for the first time since having undergone extensive repairs in the Yarrow's dry dock at Victoria. The boat ran aground, at Raven Cove, Chaffield Island, near Bella Bella, on September 4 last and for some time was thought to be a total loss.

PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST, RANGE 5.

Take notice that I, P. M. Monckton, of Terrace, B. C., surveyor, intend to apply for a license to prospect for coal, petroleum and natural gas on the following described lands: Commencing at a post planted 15 chains south of the southwest corner of Lot 1047, 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.

PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST, RANGE 5.

Take notice that I, Kathleen Monckton, of Terrace, B. C., married woman, intend to apply for a license to prospect for coal, petroleum and natural gas on the following described lands: Commencing at a post planted 15 chains south of the southwest corner of Lot 1047, thence north 80 chains, thence east 80 chains to point of commencement, and containing 640 acres more or less.

PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST, RANGE 5.

Take notice that I, Lavender Monckton, of Terrace, B. C., married woman, intend to apply for a license to prospect for coal, petroleum and natural gas on the following described lands: Commencing at a post planted 15 chains south of the southwest corner of Lot 1047, thence north 80 chains, thence east 80 chains to point of commencement, and containing 640 acres more or less.

PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST, RANGE 5.

Take notice that I, Lavender Monckton, of Terrace, B. C., married woman, intend to apply for a license to prospect for coal, petroleum and natural gas on the following described lands: Commencing at a post planted 15 chains south of the southwest corner of Lot 1047, thence north 80 chains, thence east 80 chains to point of commencement, and containing 640 acres more or less.

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Suits from size 20 to 38.
Suits with extra pair of bloomers.
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Rowe's Sheet Metal Works
Phone 340

LAND ACT.

Notice of Intention to Apply to Lease Land.
In Queen Charlotte Islands Land District, Recording District of Prince Rupert, and situate in front of Block "A" in Lot 676, Langara Island.
Take notice, Canadian Fish & Cold Storage Company Limited of Prince Rupert, B. C., occupation fish-dealers, intend to apply for permission to lease the following described lands commencing at a post planted one foot in a southwesterly direction from the northwesterly post of Indian Reserve No. 16, thence 150 feet more or less in a southwesterly direction to low water mark, thence 700 feet westerly along low water mark, thence 100 feet northerly to high water mark, thence 800 feet easterly along high water mark to point of commencement and containing two (2) acres or less.
CANADIAN FISH & COLD STORAGE COMPANY LTD., Applicant.
By Duncan Kennedy, Agent.
Dated February 16, 1922.

NOTICE

In the matter of an application for the issue of a fresh certificate of title covering Lots 1 and 2 Block 18, Section 4, City of Prince Rupert (map 923).
Satisfactory proof of the loss of the certificate of title covering the above lands having been furnished me, it is my intention to issue after the expiration of one month from first publication hereof a fresh certificate of title covering the above mentioned lands, in the name of the Atlantic Realty and Improvement Company Limited (subject to two charges registered as No. 2531 and 5141), which certificate is numbered 1001 and is dated 6th March, 1911.
Land Registry Office, Prince Rupert, B. C., 2nd day of March, 1922.
H. P. MACLEOD,
Registrar of Titles.

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Maid of Clover CREAMERY BUTTER
3 lbs., \$1.25

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