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VOGUE OF NICKNAMES IN ALASKA PASSING

How Some of Northland's Picturesque Figures Gained Curious Nomenclature

FAIRBANKS, Alaska, Jan. 3.—The vogue of nicknames in Alaska has almost passed, but a few old timers still go about bearing them.

Posthole Pete was debtor for his designation to a legend that in Montana he had been set digging holes for posts and told to go straight ahead. His employer, coming back some days later to see how the digger was progressing, found him some miles off, behind him a row of holes leading straight across Montana.

The Outlaw Swede was not a desperado, but had a desperate admiration for such persons, reveling in the exploits of Jesse James and the Younger Brothers.

The Seventy Mile Kid was a star ski jumper from Chicago. He is in charge of Mount McKinley National Park, and is said to know more about that peak than any other man. The Malamute Kid was a good dog musher. The Step and a Half Kid limped. The Going Kid was famed for his skill in driving a dog team.

Characters of the northland recalled by pioneers include Whiskey Dick, Gambler's Ghost, Rampart Spider, King Oscar, Long Shorty, Jimmy the Bear, Caribou St. Clair and Bull Council. Some of the celebrated women were Sweet Marie, the Dutch Kid, the Dawson Nightingale and the Sweet Pea Girl.

Subscribers for the Daily News

LAND ACT.

Notice of Intention to Apply to Lease Land.

In Skeena Land District, Recording District of Coast, and situate on Zayas Island, Take Notice that George Kerr, occupation holder, of Prince Rupert, B.C., intends to apply for permission to lease the following described lands: Commencing at a post planted about four chains north of Jacinto Point on Zayas Island; thence following the sinuosities of the shore line at high water mark around the island and returning to point of commencement, and containing 3,000 acres, more or less.

GEORGE KERR, Name of Applicant.
HOOMES K. FREEMAN, Agent.

LAND ACT.

Notice of Intention to Apply to Lease Land

In Range 4, Skeena Land District, Recording District of Coast, Take Notice that Charles S. Murphy, of Prince Rupert, B.C., occupation Engineer, intends to apply for permission to lease the following described lands: Commencing at a post planted at the most southerly point on Channel Island, near the mouth of Gardner Canal; thence following the sinuosities of the shore line at high water mark around the island and returning to point of commencement, and containing seven hundred acres, more or less.

CHARLES S. MURPHY, Name of Applicant.
J. SAM JOHNSON, Agent.

Dated November 27th, 1923.

IN PROBATE

IN THE SUPREME COURT OF BRITISH COLUMBIA.

In the Matter of the Administration Act; and

In the Matter of the Estate of Anton Myren, deceased.

Take Notice that I was appointed Administrator of the Estate of Anton Myren, deceased, and all parties having claims against the said Estate are hereby required to furnish same, properly verified to me, on or before the 19th day of January, A.D. 1924, and all parties indebted to the Estate are required to pay the amount of their indebtedness to me, forthwith.

THOS. W. HEINE, Official Administrator.

Prince Rupert, B.C., Dated this 19th day of December, 1923.

Dr. E. S. TAIT

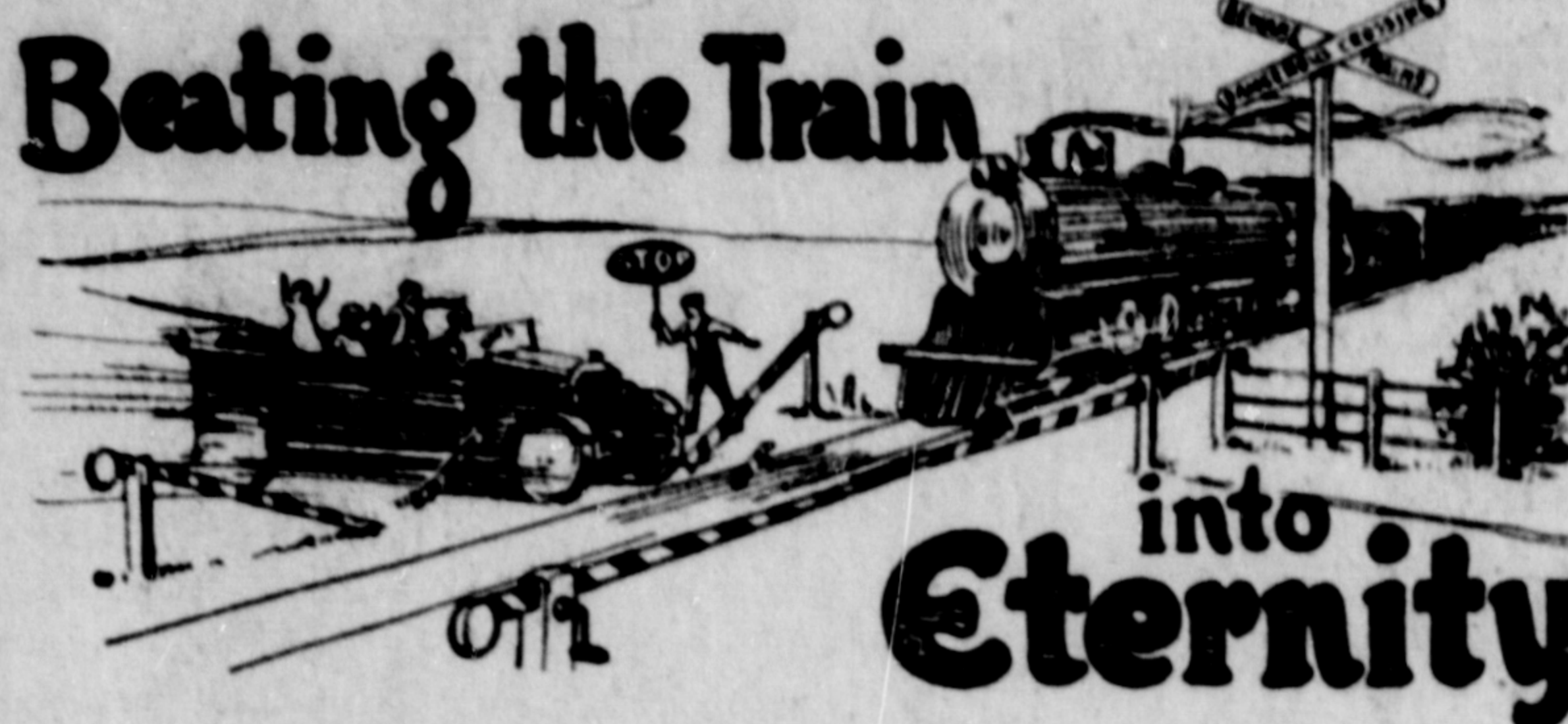
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IN line with new legislation being passed in the various States of the American Union aimed to diminish the alarming number of accidents through reckless driving of automobiles, particularly on level railroad crossings, the Board of Railway Commissioners for Canada has requested the Canadian Pacific Railway to submit information bearing upon similar dangerous practices by motorists on various portions of its system so that use may be made of the information with a view to endeavoring, through education, to minimize the occurrence of such dangerous practices.

In a Bulletin issued by the Board of Railway Commissioners on June 15th, 1923, 54 cases of danger at protected crossings are cited for the period October, 1922, to May, 1923, and of these fifty are declared to have been due to the carelessness of motor drivers. "Motor accidents," says the bulletin, "are becoming more frequent. Every sane motorist deprecates this. If accidents are to be lessened, the sane motorist must educate the culpably negligent motorists."

All highway crossings are by law protected by signs, and they are only dangerous when the driver of the automobile makes them so. They are not dangerous if motorists will take a small part of the care they exercise in turning on a city street. It is the motorist's carelessness that makes them dangerous. The train has right of way. Everyone knows what may happen if the plainly seen warnings are disregarded at a point where the motor car can stop while the train cannot.

The surprising part of it also is that safeguards and precautions erected by the railroads are so often entirely ignored. Time after time newspaper reports show that crossing alarm bells, barrier gates and even watchmen waving "stop" signs mean nothing to the man in the

motor car who is determined to beat the train to it.

Coroners' juries are usually more discriminating and put the blame where it belongs, but the general public, seeing the usual newspaper heading, "Train Crashes into Motor Car," starts out with the impression that the train must necessarily be to blame, when, as a matter of fact, a fairer statement of the case would be "Another Auto Gets in Path of Fast Train." Quite as often, too, the heading should read, "Flying Auto Dashes into Moving Train." Frequently the auto strikes the train well behind the engine, a convincing indication that the motorist too frequently treats the railroad crossing with the same casual notice that he gives the intersection of a quiet country road.

Out of 32 level crossing accidents that happened in Ontario during 1922, 22 were the result of the motorist not heeding the stop signal, and seven were the result of running into the lowered gates or actually passing under them after they were lowered or while they were being lowered. One man had no headlights and apparently did not see the gates were down while the remainder in other ways tried to cross in front of the engine in order to save time.

In an editorial on this question, the Toronto Star says that: "In a country like this, with its magnificent distances, and railway systems with twenty thousand miles of track, the time may never come when all level crossings will be eliminated. With motor cars in use everywhere there is no railway crossing so remote but that a motorist may use it. It is his business to see that he does so at a safe moment. It is his business, for two reasons: (1) because it is the presence of him and his car at that time and place, and not the coming of the train, which creates the risk of a crash; and (2) because if there should be a crash he and his car will be crushed, and not the train."

JAPAN WILL ADOPT JURY TRIAL SYSTEM

Yamamoto Government About to Introduce Many Reforms — Industrial Insurance Scheme

TOKIO, Jan. 3. — In addition to manhood suffrage, the Yamamoto cabinet purposes to bring into force next year a jury system and a system of industrial insurance. A number of men will be trained as jurors; jury trial courts will be established in different parts of the country, and men versed in law will be sent to America and Europe to study the jury systems there.

Under the industrial insurance scheme workmen and women earning not more than 1,200 yen (\$600) a year will be benefited, payment of a small sum out of their wages entitling them to compensation in case of illness, casualties or unemployment, and providing for payment to their relatives in case they die. In the case of women the insurance plan will provide for illness incident to childbirth.

DOGS SAVE WATCHMAN FROM ASPHYXIATION

When Smoke Permeated Room, Faithful Canines Dragged Master From Bed

MONTREAL, Jan. 3. — By dragging their sleeping master from his bed to the floor, two dogs saved the life of E. Guay, 60 years old, who would have perished from asphyxiation had he not been awakened by the fall and thus enabled to make his escape.

Guay was found asleep in his room on the second storey of the biscuit factory at which he is employed as a night watchman, when he was rudely awakened by being dragged from his bed. He found the room full of smoke and his two dogs tugging at his night clothes. Hastily donning a pair of trousers, he made his way to the street, followed by his faithful friends.

If you study economy—China-ware and Dinner sets at reduced prices at Tite's.

SYNOPSIS OF LAND ACT AMENDMENTS

PRE-EMPTIONS

Vacant, unreserved, surveyed Crown lands may be pre-empted by British subjects over 18 years of age and by aliens on declaring intention to become British subjects, conditional upon residence, occupation, and improvement for agricultural purposes.

Full information concerning regulations regarding pre-emption is given in Bulletin No. 1, Land Series, "How to Pre-empt Land," copies of which can be obtained free of charge by addressing the Department of Lands, Victoria, B.C., or to any Government Agent.

Records will be granted covering only land suitable for agricultural purposes, and which is not timberland, i.e., carrying over 5,000 board feet per acre west of the Coast Range and 3,000 feet per acre east of that Range.

Applications for pre-emption are to be addressed to the Land Commissioner of the Land Recording Division, in which the land applied for is situated, and are made on printed forms, copies of which can be obtained from the Land Commissioner.

Pre-emption must be occupied for five years and improvements made to value of \$10 per acre, including clearing and cultivating at least five acres, before a Crown Grant can be received.

PURCHASE

Applications are received for purchase of vacant and unreserved Crown lands, not being timberland, for agricultural purposes; minimum price of first-class (arable) land is \$5 per acre, and second-class (grazing) land \$2.50 per acre. Further information regarding purchase or lease of Crown lands is given in Bulletin No. 10, Land Series, "Purchase and Lease of Crown Lands."

Mill, factory, or industrial sites on timber land, not exceeding 40 acres, may be purchased or leased, the conditions including payment of stumpage.

HOMESITE LEASES

Unsurveyed areas, not exceeding 20 acres, may be leased as homesites, conditional upon a dwelling being erected in the first year, title being obtainable after residence and improvement conditions are fulfilled and land has been surveyed.

LEASES

For grazing and industrial purposes areas not exceeding 640 acres may be leased by one person or a company.

GRAZING

Under the Grazing Act the Province is divided into grazing districts and the range administered under a Grazing Commissioner. Annual grazing permits are issued based on numbers ranged, priority being given to established owners. Stock-owners may form associations for range management. Free, or partially free, permits are available for settlers, campers and travellers, up to ten head.

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WATER NOTICE. (Diversion and Use).

TAKE NOTICE that W. E. Collison, Indian Agent, whose address is Prince Rupert, B.C., will apply for a licence to take and use 50,000 gallons a day of water out of small unnamed lake on Metlakatla portion of Tsimsian Indian Reserve No. 2, which flows westerly and drains into Duncan Bay, about one and a half mile north of Observatory Point. The water will be diverted from the lake at a point about 1 1/2 mile northeast of Metlakatla Indian Village, and will be used for domestic purpose upon the land described as Metlakatla Townsite, Tsimsian Indian Reserve, No. 2. This notice was posted on the ground on the 30th day of November, 1923. 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 Water Recorder 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. The date of the first publication of this notice is December 1st, 1923. W. E. COLLISON, Applicant.
Indian Agent, Agent.

The New Year

is almost here and the best way for a good housewife to begin the New Year is to

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