EASTERN WRITER ON P.G.E. ROAD

DECLARED THAT TAXES, ROYALTIES AND DISTRICT REVENUES WOULD PAY OPERATING EXPENSES

British Columbia has a railway for sale, by name the Pacific Great Eastern. The British Columbians acquired their railway in July, 1918, at a cost of $38,301,000. The Province pays annually in interest charges on P.G.E. bonds and loans about $2,100,000, and provides for an annual operating deficit that has averaged during eight years $324,830, writes W. H. Bunting in Toronto Saturday Night.

The conception of the enterprise was the outcome largely of fateful overconfidence; its acquisition was necessitated by political expediency; its operation and ownership now form a staggering financial burden; and its disposition is the present supreme concern of the Government and people of the Province. That the P.G.E. may, at some distant day, become an asset of value is unlikely. Even a small return from the outlay must for generations remain germinating in the womb of time. It is the Provincial White Elephant, — increasingly voracious each year, unsaleable so far, even with its alluring trappings and adornments in the form of land concessions and tax exemptions, unfinished at its extremities, and immediately requiring a large and expensive dose of restoratives to keep its organs functioning and to ward off a threatening collapse.

The story of the acquisition of the P.G.E. by the Province is in many respects similar to that of the acquisition of the Canadian Northern and Grand Trunk by the Dominion. In each case declining revenues, followed by default in bond interest payments having Government guarantees, necessitated Government intervention and the assumption of heavy liabilities. One great trouble with the P.G.E. is that it was never completed, and another that its expected usefulness was destroyed by the union of the two big systems. The Province assumed ownership under conditions so adverse that the scrapping of the whole line and its conversion into a motor highway was strongly urged.

CONCEPTION OF IDEA

The prime mover of the P.G.E. project was Major-General John W. Stewart, of Vancouver, who organized and commanded the Canadian Railway troops during the war. When General Stewart got his charter for the railway in 1912 the Canadian Northern and Grand Trunk Pacific were rivals, the former having selected Vancouver as its Pacific terminus and the latter Prince Rupert. The intention was to give an entry to Vancouver by way of the P.G.E. for through freight and passengers coming over the G.T.P., cutting out the rail haul from the junction at Prince George to Prince Rupert, and the water carriage from Prince Rupert to Vancouver.

The idea at that time was a good one. There was an opportunity for the P.G.E. Company, which undertook to build, equip and operate the road, and to make a good profit either by selling out to the G.T.P. or building the line and leasing it to that railway. So long as the two transcontenental systems were in competition the idea of profit from the P.G.E. was not a hazard. As soon, however, as the Conservative government, under Sir Robert Borden, took over in 1921 the two moribund rivals, the value of the P.G.E. was destroyed, as the Canadian Northern line through the Province supplied the required connection.

EXPERT ADVICE

In 1922 the Oliver government decided to obtain expert advice and secured the services of J. G. Sullivan, at one time chief engineer of the C.P.R. Mr. Sullivan submitted an exhaustive and illuminating report, none of the recommendations in which were ever acted upon. In his opinion the line from Vancouver to Squamish could not be justified on any ground whatever; and at the northern end he urged the Government to abandon the uncompleted section from Quesnel to Prince George and salvage everything that could be sold.

He condemned the construction of the projections north of the G.T.P. to the Peace River country, and in the event of operation being continued advised the use, in place of steam trains, of gas driven motor cars, which require only one or two men to operate them, and consume one-fifth as much fuel. The Government was, however, committed to the operation of the railway and Mr. Sullivan's report was decorously pigeon-holed. The Government did not share his gloomy views regarding the future of the elephant.

A report of another kind was secured from J. S. Dennis, of Montreal, covering the agricultural, mineral and timber resources, water powers, tourists attractions and traffic possibilities. Mr. Dennis recommended the creation of a special department for intensive exploitation, and found the scenery not hard to look at.

COMPETITION OF MOTORS

Motor transport is a comparatively new factor in the problems of railroad management. The old question whether settlement should follow the railway or the railway follow settlement now requires no answer. In new areas of settlement, motor trucks, busses and cars are now the common carriers of the pioneers and the cost of operation is borne by the people who use them. When motors cannot handle the growing traffic satisfactorily, settlement has increased sufficiently to warrant the consideration of ways and means for the construction of railways. An important question then arises: How much traffic can the railway secure in competition with the motor vehicles? The railway will generally get the long haul and very little of the way freight. The old Cariboo road, closely paralleling the P.G.E. location from Clinton to Quesnel, a distance of 192 miles, has been made by the government into a magnificent highway and provides transportation facilities that have turned it into a formidable competitor of the railway.

It is in the operating deficit, averaging $324,830 during the eight years of Government ownership, that a gleam of sunshine appears. The peak was reached in 1922 when it mounted to $487,383. Under the management of T. G. Kilpatrick, a veteran official of the C.P.R., there has been a steady reduction, the report for the fiscal year ending last June fixing it at $274,971. Revenue for the year increased 17.3 per cent, while the increase in cost operation was 3.4 per cent. The increase in revenue were: in freight traffic, 21.8; passenger, 13.6; express, 7.2; and sleeping-car returns, 14.1. There are accordingly, reasons for encouragement in the operating position, due directly to an increase in agricultural and forest production. There is no through business, and for its revenue the P.G.E. must depend upon business developed in its own territory, which, as Mr. Kilpatrick points out, is a third larger in area than Nova Scotia.

DISTRICT REVENUES

He declares that a point has been reached where, if the taxes, royalties, timber dues and other payments made directly to the Government as a result of the development of the territory, were credited to the railway, the operating deficit would disappear. But the Provincial White Elephant must be groomed and cleaned as well as fed. One of the most important and most contentious questions that the Government will submit for the consideration of the Legislature during the coming session will be the provision of money for betterments. The sum immediately required amounts to over $3,000,000. This outlay should, of course, be included in the cost of operation. Nearly all the bridges are of timber and most of the older ones have reached their allotted span of life.

The Oliver government, as an inducement to prospective purchasers to take over the road and complete it, secured authority from the Legislature at its last session to grant a land subsidy of 20,000 acres per mile. This subsidy would aggregate about 9,870,000 acres to be selected from the four blocks delineated on the accompanying plan and comprising a total area of 16,075,000 acres. The offer has led to numerous inquiries, but Premier Oliver declares that as yet no concrete proposition has been submitted, although the representative of two syndicates examined the physical condition of the line during the past summer. There are scoffers and sceptics who view vending efforts with derision, while others show signs of an awakening interest and, a sympathetic appreciation of Governmental endeavor to right matters. During this period of watchful waiting, while the elephant is being cleaned, groomed and fed, "Honest John" Oliver might recommend to the consideration of his people Kipling's lines.

OMIGOSH!

"A stranger was being shown through the rooms of the Boston Chapter of G.O.O.F.'s.

"And this is the lodge room?" he asked.

"Well, it is rather lodgey, of course, but the one next to it is much lodgah."—Royal Gaboon.

BRINGING UP FATHER

By George McManus

Could Not Sleep Heart and Nerves Were So Bad

Mr. Geo. Meek, Windsor, Ont., writes:—"I suffered with my heart and nerves and could not sleep at night for noises in my head. I managed to keep at my work somehow, until I began to have dizzy spells which got so bad I could not go to my work. I was afraid to go out any place, for very often I would stagger on my feet, and everything in front of me would turn black and fade away. While I was home sick a friend told me to take I got four boxes and by the time I had used them the pains and noises in my head ceased and I was able to get a good night's rest. Although that was six years ago I have never been troubled with that complaint again."

MILBURN'S HEART AND NERVE PILLS

Price 50c. a box at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

VANDERHOOF

Coyotes are making extensive depredations in local chicken houses and the Board of Trade is requesting the Game Conservation Board to increase the bounty on these destructive animals.

A request is being made to W. H. Tobey, C.N.R. superintendent, to have a passenger coach attached to all local freight trains.

Eric Armishaw has left here to accept a position at Pouce Coupe in the Peace River district.

There was a special choral service at the United Church here on Sunday. Soloists were Mrs. Stephen Holmes and Mrs. Warren Johnson. The pulpit was occupied by Rev. R. T. McFarlan.

Mrs. A. A. Hutchinson has returned to her home after an extended absence as a result of which her health is now much improved.

The Canadian Legion held its annual dinner in the Board of Trade Hall on Thursday evening. Speakers included Rev. Robert T. McFarlane, W. N. Campbell, E. F. W. Heath, Wilbur L. Foley, Rev. George J. Gray and George C. Holt. The chair was occupied by George Ogston.

BURNS LAKE

Mrs. John Blanch, after having spent a few months visiting with her daughter, has returned to her home at Bald Hill.

An incipient fire which started in the home of Mrs. Martha Wilson was extinguished by her son Charles before any serious damage was done.

Gordon B. Robb, having resigned as secretary treasurer of the Omineca District Liberal Association, has been succeeded by Mr. Steele of Fort Fraser.

A very successful community concert was held last week. The central figure in the performance was C. Hartley, who sang comic songs and conducted the orchestra. The program included the following numbers: Jazz band selection by orchestra consisting of C. Hartley, Mrs. H. J. Jewell, Mrs. R. Macdonald, Hohr Hauer, R. Prosser, S. Godwin, H. J. Jewell, T. G. Martin, J. Brown and H. Donaldson; vocal duet, J. Brown and S. Godwin; solo, Miss Sylvia Brunell; comic songs, Cecil Hartley; violin solo, Mrs. R. Macdonald; trick shooting, H. J. Jewell; vocal trio, C. Hartley, J. Brown and S. Godwin; sketch, Mrs. J. Yool, C. Hartley, T. Martin, H. Donaldson.

Market Prices

LARD	
Pure	20c
Compound	18c
EGGS	
B.C. fresh, pullets	55c
B.C. fresh, firsts	60c
B.C. fresh, extras	70c
Local new laid	75c
B.C. storage, No. 2	50c
FISH	
Halibut, lb.	25c
Salmon, cohoe, frozen	25c
Smoked kippers, lb.	15c
Kippered salmon, lb.	25c
Smoked black cod, lb.	22½c
Finnan haddies, lb.	20c
Salt mackerel, lb.	25c
Eastern salt herring, 2 for	25c
Salt codfish fillets, lb.	30c
Boneless salt cod bricks, lb.	25c
MEATS	
Fowl, No. 1 lb.	35c to 40c
Roasting chicken, lb.	45c to 50c
Ham, sliced, first grade	60c
Ham, whole, first grade	50c
Ham, picnic, lb.	22½c
Cottage rolls, lb.	40c
Bacon, back, sliced	50c
Bacon, side	45c to 60c
Pork, dry salt	35c
Ayrshire bacon, lb.	45c
Veal, shoulder	25c
Veal, loin	40c
Veal, leg	40c
Pork, shoulder	30c
Pork, loin	45c
Pork, leg	42c
Beef, pot roast	12½c to 18c
Beef, boiling	10c to 12c
Beef, steak	25c to 40c
Beef roast, prime rib	30c
Lamb, chops	50c
Lamb, shoulder	35c
Mutton, leg	40c
Lamb, leg	48c
Mutton, chops	40c
Mutton shoulder	30c
BUTTER	
Brookfield, Shamrock and Woodland, 2 lbs.	95c
E.C.D., 2 lbs.	95c
Capital, 2nd grade, 2 lbs.	85c
Fraser Valley, lb.	50c
CHEESE	
Ontario solids	30c
Stilton, lb.	35c
Kraft	45c
Norwegian Goat	65c
Napoleon Limberger	70c
Roquefort	75c
Swifts' Buttercup, lb.	45c
Gorgonzola, lb.	75c
McLaren's Cream, jars	45c and 85c
Gruyere	50c
Golden Loaf, lb.	45c
SUGAR	
White, per 100	$7.75
Yellow, per 100	$7.25
FLOUR	
Flour, 49's, No. 1 hard wheat	$2.75
Pastry flour, 10's	65c
Pastry flour, 49's	$2.90
VEGETABLES	
Beets, 6 lbs.	25c
100 lbs.	$2.75
B.C. Carrots, lb.	3c
100 lbs.	$2.25
Rutebagas, 6 lbs.	25c
100 lbs.	$2.75
Potatoes, 100 lbs.	$2.50
Potatoes, 8 lbs.	25c
Tomatoes, hothouse	40c
Green peppers, lb.	35c
Parsley, bunch	5c
Mint, bunch	5c
Leeks, 2 bunches	15c
Cauliflower, B.C., head	35c-40c
Green onions, dozen	25c
Terrace cabbage, lb.	6c
California head lettuce	20c
Garlic, imported, per lb.	40c
B.C. Cooking onions, 6 lbs.	25c
Celery, 2 bunches	35c
Hubbard squash, lb.	7c
Pumpkin, lb.	7c
Sweet potatoes, lb.	10c
Brussel sprouts, 2 lb.	35c
FRUIT	
Jap oranges, per box	75c
Oranges, Navels, dozen	35c to 90c
Florida Grape Fruit	15c
Lemons, Sunkist, doz.	25c and 35c
California grape fruit, 2 for	25c
Bananas, 2 lbs. for	35c
Extracted honey, lb.	25c and 35c
Apples, McIntosh Reds	$2.25
Apples, Jonathans	$2.50
Apples, Grimes Golden	$2.75
Cooking apples	$1.95
Pears, winter, dozen	60c
DRIED FRUITS	
Dates, bulk, 3 lbs.	35c
Dates, Dromedary	25c
Raisins, bulk, 2 lb.	35c
Raisins, package, 2 lb.	45c
Cluster raisins, lb.	25c
Lemon and orange peel	30c
Citron peel	50c
Black cooking figs	20c
White figs, lb.	15c
Table figs, lb.	25c
Currants	20c
Prunes	10c to 25c
Apples	25c
Peaches, peeled	30c
Apricots, lb.	40c
NUTS	
Almonds, shelled Valencias	75c
Brazils and filberts	30c
Walnuts, broken shelled	50c
Walnuts, shelled halves	65c
Almonds	35c
Peanuts	20c
Manchurian walnuts	25c
California walnuts	45c
No. 1 mixed nuts	35c
FEED	
	100 lbs.
Wheat, No. 5	$3.10
Oats	$2.60
Bran	$2.10
Shorts	$2.20
Middlings	$2.50
Barley	$2.55

DAILY NEWS CLASSIFIED ADS.

Wanted For Sale For Rent — Articles Lost and Found, &c

2c per word in advance. No Advertisement taken for less than 50c

WANTED

WANTED.—A REAL LIVE MAN TO handle our products in the city of Prince Rupert. Very fine opportunity for right man. Apply to the J. R. Watkins Company, 1164 Homer Street, Vancouver, B.C. 299

WANTED.—INSTRUCTION IN ENGLISH and writing for one or two hours each evening. Apply P.O. Box 337, Prince Rupert, B.C. 303

WANTED.—BOY, THROUGH SCHOOL, useful and to learn business. G. F. Brine, auctioneer.

SITUATIONS WANTED

YOUNG WOMAN WOULD ASSIST WITH housework. Good home preferred. Box 12, Daily News office. 297

WOMAN WANTS WORK BY THE HOUR or day. Box 11, Daily News Office.

WOMAN COOK WANTS WORK—APPLY Box 15, Daily News office. 298

FOR SALE

FOR SALE. — FOUR ROOM HOUSE, fully modern, glass veranda, $2,500. Cash, $600. Balance $19 per month. Five room house with bath, Seventh Avenue, $1,200. Only $200 cash. Balance to arrange.
See our list of other properties for Sale.
THEO. COLLART LTD.
Westholme Theatre Block.

FOR SALE.—TO CLOSE OUT AN ESTATE, we are authorised to sell several lots, some corners, harbor view, and on sewer. Prices low and terms from $10.00 monthly. Enquire T. McClymont. tf

FOR SALE.—32 foot raised deck cabin cruiser; practically complete and ready for launching; engine installed. Apply Box 10, Daily News office. 297

FOR SALE.—MODERN FIVE ROOMED house good location, Fifth Avenue east. $1,000 cash, balance like rent. Box 13 Daily News Office. 298

FOR SALE.—SIX ROOM HOUSE 7% Section Seven. Payments like rent. Box 14 Daily News office. 298

WHY NOT HAVE MUSIC? PIANOS and phonographs for rent. Walker's Music store. tf

FOR SALE. — FOUR IRISH SETTER pups. Can be seen anytime. Phone Green 285. 302

FOR SALE. — FORD SEDAN; GOOD mechanical condition. $275. Terms. Phone 93. tf

FOR SALE.—Cadillac motor, with Bosch magneto and coil; suitable for boat. Phone 83. tf

FOR SALE.—SELF STARTER FORD Delivery, good condition. $250. Phone 83. tf

LOST

LOST. — GOLD CRESCENT BROOCH set with pearls between Westholme Theatre and Federal block. Finder please return to Daily News office.

LOST.—PAIR OF HORN RIMMED EYEglasses, between Fourth Avenue West and Cow Bay. Finder please return to Daily News office. Reward. 299

LOST.—Gold watch and chain between Sunstand Block and Besner Apartments. Finder please return to Knox Hotel. Reward. 298

LOST.—MACKINAW COAT, ANYWHERE between Seaview and Cold Storage. Finder please phone Blue 409. 298

LOST.—BUNCH OF KEYS IN LEATHER case. Finder please return to Daily News Office.

FOUND

FOUND.—PAIR OF LADY'S SHOES with skates attached. Enquire at Daily News office.

AUCTION SALE

AUCTIONEER BRINE WILL SELL THE contents of two first class homes on December 23. Articles listed later. tf

FOR RENT

FOR RENT.—THIRTY ROOM EQUIPped hotel. Going concern. Write Box 342 Daily News Office. tf

FOR RENT. — WARM HOUSE WITH two bedrooms. Central. Apply 215 Fourth Avenue East.

FOR RENT. — FURNISHED SUITE Phone 18, Mussallem Grocery.

FURNITURE AND RANGES

FOR CHRISTMAS! DINING ROOM suites, Chesterfield suites, walnut beds with coil springs; dressers, chiffonieres, lounges, carpets, linoleum, and linoleum rugs. Toys of every description. A. MacKenzie, Furniture. Phone 775.

BOARD

BOARD. — THE INLANDER, 830 Second Avenue. Phone 137.

BULBS

BULBS. BULBS.
"Scatter Sunshine with Glads"
Give Gladioli Bulbs for Christmas and make your friends glad for years to come
SPECIAL CHRISTMAS PACKAGES
$1.00, $1.50, $2.00, $2.50 and up.
Write for price list.
D. D. McTAVISH
P.O. Box 875. VICTORIA, B.C.

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FURS MADE TO ORDER AND REmodelled. Raw skins tanned and dressed. Mail orders promptly attended to. Mrs. F. Tarr, 234 Broadway East, Vancouver.

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DR. R. E. EYOLFSON
CHIROPRACTOR
623 Third Avenue.
Office visits - $1.00
House calls - $2.00
For appointment
Phone Office Blue 85
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FACIAL BLEMISHES REMOVED by the latest scientific method
PERMANENCY GUARANTEED.
No need for disfiguring hairs or other blemishes any more.
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Mrs. Unger, Proprietress
Third Avenue, Next G. W. V. A.
Good Home Cooked Meals.
Phone Black 700

CHEVROLET

ANOTHER BIG REDUCTION IN CHEVROLET COMMERCIAL CAR PRICES

1-1½ Ton Utility Express Chassis	$ 825.00
½ Ton Light Delivery Chassis	$ 630.00
Touring and Roadster	$ 815.00
Sport Roadster	$ 880.00
Coach and Coupe	$1020.00
Sedan	$1135.00
Landau	$1185.00
USED CARS ON HAND	
1 Ford Light Delivery, open body	$ 75.00
1 Ford Light Delivery, panel body	$150.00
1 Ford Light Delivery, starter equipment	$250.00
1 Ford Tudor Sedan, starter equipment	$300.00
1 Oldsmobile 5-passenger Touring, 1922	$600.00

Terms can be arranged on both new and used cars to suit the purchaser.

KAIEN GARAGE
Dealers in
Cadillac, McLaughlin, Oakland, Pontiac Oldsmobile and Chevrolet Cars.
Phone 52

TAXI

Phone 67 Taxi
(Call George, Paul or Gust)
Six and Seven Passenger Studebakers at your disposal any time.
ROSS BROS. POOL ROOM
Meeker Block.
(Across from Empress Hotel)

MAIL SCHEDULE

OUT-GOING

For the East—
Mondays, Wednesdays and Saturdays closes ..... 10.30 a.m.
To Vancouver—
Tuesdays ..... 4.15 p.m.
Fridays ..... 8.15 a.m.
Saturdays ..... 8 a.m.
C.P.R. Dec. 17 ..... p.m.
First class mail is also despatched to Vancouver on Mondays, Wednesdays and Saturday by C.N.R. trains.
To Anyox, Alice Arm, Stewart and Premier—
Sundays ..... 7 p.m.
Wednesdays ..... 9.15 p.m.
To Pt. Simpson and Naas River points—
Sundays ..... 7 p.m.
To Alaska Points—
Dec. 13, 29 ..... noon
To Queen Charlottes—
Dec. 4, 18 ..... 7 p.m.

IN-COMING

From the East—
Tuesdays, Thursday and Sundays due at ..... 1.30 p.m.
From Vancouver—
Sundays ..... p.m.
Wednesdays ..... 10.30 a.m.
Fridays ..... p.m.
C.P.R. Dec. 13, 29 ..... noon
From Anyox, Alice Arm, Stewart and Premier —
Tuesdays ..... a.m.
Fridays ..... 6 a.m.
From Pt. Simpson and Naas Riv. Points—
Tuesdays ..... a.m.
From Alaska Points—
Dec. 17 ..... p.m.
From Queen Charlottes—
Dec. 16, 30.

BOX COLLECTIONS

	A.M.	P.M.
Graham & Atlin Aves.	9.00	7.30
1st Ave. & 8th St.	9.05	7.35
6th Ave. & Fulton St.	9.10	7.40
8th Ave. & Thompson	9.15	7.45
11th & Sherbrooke Aves.	9.20	7.50
11th Ave. & Conrad St.	9.25	7.55
6th Ave. & Hays Cove	9.30	8.00
6th & Hays Cove Circle	9.35	8.05
8th Ave. & Cotton St.	9.40	8.15
8th Ave. & McBride St.	9.45	8.25
Prov. Govt. Bldgs.	9.55	8.35
Prov. Gov. Wharf	9.55	8.35
G.T.P. Wharf	10.00	8.40
G.T.P. Station	—	8.50
2nd Ave. & 2nd St.	10.10	8.60
3rd Ave. & Fulton St.	10.15	8.65
3rd Ave. & 6th St.	10.20	8.70

Sunday collection same as P.M. week-days only.

STEAMSHIP MOVEMENTS

For Vancouver—
Tuesday—ss. Cardena ..... 5 p.m.
Friday—ss. Prince Rupert ..... 9 a.m.
Saturday—ss. Catala ..... 9 a.m.
Saturday—ss. Princess Beatrice 11 a.m.
Dec. 17—ss. Princess Mary ..... p.m.
From Vancouver—
Sunday—ss. Cardena ..... 4 p.m.
Wednesday—ss. Pr. Rupert 10.30 a.m.
Friday—ss. Catala ..... p.m.
Saturday—ss. Princess Beatrice ..... a.m.
Dec. 13—ss. Princess Mary ..... noon
Dec. 27—ss. Princess Mary ..... noon
For Port Simpson and Naas River—
Sunday—ss. Cardena ..... 8 p.m.
From Port Simpson and Naas River—
Tuesday—ss. Cardena ..... a.m.
For Stewart, Anyox and Alice Arm—
Sunday—ss. Cardena ..... 8 p.m.
Wednesday—ss. Prince Rupert 10 p.m.
From Stewart, Anyox and Alice Arm—
Tuesday—ss. Cardena ..... a.m.
Friday—ss. Prince Rupert ..... 6 a.m.
For Queen Charlottes—
Dec. 18—ss. Prince Charles ..... 8 p.m.
From Queen Charlottes—
Dec. 16—ss. Prince Charles ..... a.m.
Dec. 20—ss. Prince Charles ..... a.m.
For Alaska—
Dec. 13—ss. Princess Mary ..... noon
Dec. 29—ss. Princess Mary ..... noon
From Alaska—
Dec. 17—ss. Princess Mary ..... p.m.

LAND ACT.

Notice of Intention to Apply to Lease Land

In Prince Rupert Land Recording District, and situate at Jedway Harbor, Queen Charlotte Islands.

TAKE NOTICE that Somerville Cannery Company, Ltd., Vancouver, B.C., occupation Fish Packers, intends to apply for a lease of the following described lands:—

Commencing at a post planted at the southeast corner of the Tupo Mineral Claim, following the easterly boundary in a northerly direction 18 chains; thence northeasterly 11 chains to high water mark; thence southeasterly along the high water mark 18 chains; thence southwesterly 13½ chains, more or less, to the point of commencement, and containing 2 acres, more or less.

SOMERVILLE CANNERY COMPANY LTD., Applicant.
Per J. D. Malloch.

Dated September 8th, 1926.