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current styles. We can give you authentic information of this year's from the East.





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ALD. STEPHENS, NORTH VANCOUVER ASSESSOR AND G. C. WALKER GIVE EVIDENCE FOR CITY

## JUDGMENT TODAY

City Solicitor E. F. Jones Gives Forceful Presentation of Case in Argument

styles, having just returned Court appeal case of the Canadian National Railway Co. against the city asbefore five o'clock when adjournment Mr. Alexander, counsel for the railway presented his argument for the company and Mr. Jones spoke on behalf of the city's case. At the conclusion of Counsel's argument Mr. Justice Gregory said evidence and would give his judgment this afternoon at 2:30.

> Avenues was suitable for yards when it the property for that purpose struction of floats at Cow Bay and to water at different points along the waterfront

> Thomas McClymont, the next witness tioned also that the city, in building the bridge over Morse Creek, had been bliged to leave room for the construcion of two railway tracks and that the company had asked for this when plans were prepared for the construction of the bridge. At the western end of Moresby Avenue he had sold two lots recently for \$100 each which was near to one of the areas mentioned several times by witnesses and counsel on both

On being asked by Mr. Jones as to whether he had any knowledge of the value of property in other parts from sales he had made, witness said that he had also sold two lots near the mill which were adjacent to the company's property for \$150 each, In Section Two also, within five months, he had sold lots for \$300 each

certain sections to J. F. Duthie Seattle and Mr. McClymont said that he had tried to ascertain whether any of court received the impression that a title

could not be given to it. the water as separate from the land which it had been assessed.

## RAILWAY COMPANY TENDER

to noon Thursday, March 31, been upheld by the court.

cate with Mr. A. A. Belbeck, Prince vator site. The lowest or any tender not neces-

sarily accepted. ROB'T. WILSON, Asst. General Manager

# Vancouver, B.C., February 23, 1927.

NOTICE

DEPARTMENT OF LANDS

Application for permits to graze live- | front property stock on the Crown ranges within any grazing district of the Province of British Columbia, must be filed with the District Forester at Fort George, Kamloops, Nelson, Prince Rupert, Vancouver, or Williams Lake on or before March

Blank forms upon which to submit applications may be obtained from the District Foresters at the above named places, or from the Department of Lands at Victoria, B.C.

G. R. NADEN. Deputy Minister of Lands.

Department of Lands,

Victoria, B.C.,

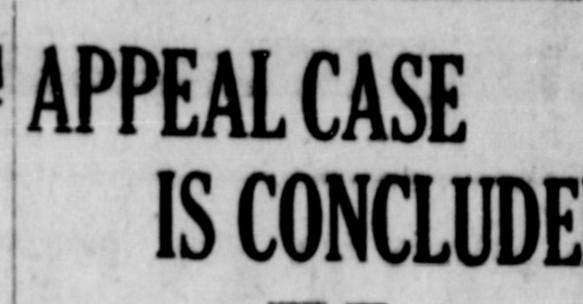
January 4, 1927.

NOTICE

Under and by virtue of the provisions Claims, Princess Royal Island, 1927, application will be made to the Gold Commissioner, Prince Rupert, B.C., to have their respective interests in the mentioned Mining Group of Claims vested in the under-

signed.

DAVID CORDILLA. JACOB KOSKI.



PAGES FROM CANADIAN HISTORY planned when the Stephen-Smith-Angus
Syndicate undertook to build the Canadian Pacific Railway within ten years. The finan-cial men were needed at headquarters. DIAMOND JUBILEE SERIES Therefore, another executive of experience, of courage, of vision, of patience was sought to plan and direct the The search was keen. Finally, William Van Horne,
General Superintendent of the
and St. Paul Railroad, was selected.

Van Horne,

Van Horne,

William Van Horne,
Milwaukee Van Horne flouted the fears of the weak-hearted and scorned the idea that the Dominion could never be linked except by connections through the United States. Selecting an all-Canada route, he led the way west, through waste of forest, rock and muskeg north of Lake Superior, while directing another army, moving east from the Pacific coast through the so-called unconquerable On the 7th of November, 1885, Sir Donald Smith (Lord Strathcona) drove the last spike of the connecting rail which marked the completion of North America's first transcontinental railway. The impossible had been accomplished in five years instead of the stipulated ten. As the second President of the Canadian Pacific Rail-Vy Van Horne's fame spread to all quarters of the way, Van Horne's fame spread to all quarters of the globe. He was a connoisseur of art and in later years became as familiar a figure in London and Paris as he was on the plains and mountains of western Canada. His ideals, his energy, his vision are today a part of the living structure of the Canadian Pacific Railway. WILLIAM C. VAN HORNE near Joliet, Illinois, U.S.A., 1843 JANADIAN DACIFIC

Copyright, Canada, 1927 .

had valued the property at \$4,500. The to the stand for a few explanations. The manner of assessing waterfront witness had, however, valued the land

property in North Vancouver was ex- at the same price asked for it and at The evening session proved to be the tion of the property which could not plained by H. C. Wright, city assessor the time of trial there was an option most interesting from the spectators be bought and was not sold. He then from the southern city, who claimed on it for that amount. Later the pro- point of view of any of the sessions of referred to the evidence of the witthat he had assessed the land under perty was sold for the amount for the court. E. F. Jones was forceful in nesses called by the appellant and

was nearly the same.

Offers should be for the vessels as item of \$165,000 in the estimates for of yardage for a city of 50,000 people. To arrange for inspection, communi- the purchase of the Prince Rupert ele-

by the appeal or I, if possible as a speculative venture, or not. that property could be purchased and property for \$12,500 and, in the appeal city and, for the purpose of ascertaining quoted two cases for consideration of court, D. W. Reeve, who had given evi- Mr. Nichols views as to the procedure at His Lordship and stated that, in his dence for the appellant in that case, the court of revision, he was recalled opinion, these outlined the principles on

INTERESTING SESSION

assessment had been upheld by the property in Prince Rupert should be as had a bearing on the questions of law testimony. Such evidence should be courts. The witness described a certain valuable as in North Vancouver con- which, he argued, had to be considered. scrutinized very carefully. case in which his assessment had been sidering the fact that the population Mr. Alexander analyzed the evidence of Mr. Jones maintained that the evi-Cross examined by Mr. Alexander, wit- ferred to the difficulty of securing wit- similar to Mr. Nichol's and it was very PACIFIC GREAT EASTERN ness said that he had known Mr. Reeve passes for an "outside corporation." He suggestive that the three had agreed for a long time and would place his referred to the evidence as showing, in the manner they had computed NAVIGABLE WATERS PROTECname among the first six if called upon without contradiction, that the assess- waterfront values. It was, however, to select valuators. It was, however, a ment of city property had been reduced very difficult for any man to come into difference of opinion in the case he had 33 per cent since 1922, and the assess- the city from outside and prepare a Steamers" will be received by the under- mentioned in which his decision had ment of the company had been in- proper valuation without being familiar creased 77 per cent in the same period. With local conditions. He claimed that offices of the Company, 579 At this stage in the proceedings, there This, in his opinion, showed discrimina- the appellants had endeavored to single Act, deposited with the Minister of the purchase of the hulls, machinery was considerable argument between tion. Witnesses, he claimed had re- out a rock pile or two and were not Public Works at Ottawa, and in the office and equipment of the two steamers counsel as to the admissability of a ferred to much of the property being considering the terminal as a whole. "Operator" and "Conveyor," lying on the journal of the House of Commons, cer- needed for yards while the evidence of tified by the King's Printer, showing an Mr. Tobey showed that there was plenty

to argue that the city council and the corporated in 1886, and the develop- lication of this notice William J. Craw-After the admission of the document ratepayers had been satisfied with the ment of that port in the last ten years as an exhibit, Mr. Jones called on G. agreement made in 1922, whereby the had been wonderful. Such was also C. Walker of this city as the next wit- company was to pay \$45,000 for a period true of ports to the south of the line, approval of the site and plans, and for ness. Mr. Walker recounted his exper- of five years. At that time the com- and the development of Prince Rupert leave to construct the said wharf. iences in real estate in the past year pany's property was assessed at \$1,- must be considered when arriving at March, 1927. and a half and said that his judgment 310,000 and the millage rate was about present day values. Mr. Jones quoted 77 ad not been in error as to values. 37. Coming to the manner of assessing very extensively from exhibits, as to Questioned as to his knowledge of the right of way of the company, coun- the growth of the port and said that watrefront values the witness said that sel claimed that the assessor had erred this year was the first year when any IN THE SUPREME COURT OF BRITISH Application for Grazing Permits for the he would be pleased to buy water- in assessing the right-of-way for the wheat had been shipped this way. The

Extra rich

cooking

NESTLES Baby Jones

which the appeal should be determined. It was difficult to arrive at any valuahis presentation of the case and showed quoted precedents as to his idea of the adjoining the property. His method of Mr. Wright believed that waterfront a familiarity with various cases which value which should be given expert

# PORT'S DEVELOPMENT

city's growth, Mr. Jones referred to the Lot 4607, District of Cassiar. Counsel for the company continued fact that Vancouver had only been ineither block A.C.E. same value whether it had been cleared amount of freight paid on these shipments amounted to over \$580,000. This In the Matter of the Administration was an indication of what might be In the Matter of the Estate of Joseph F. expected in the development of railway! cellent railroad here which was superior hereby required to furnish same, proto the line entering Vancouver.

the city objected to the jurisdiction of quired to pay the amount of their in-His Lordship as there had been nothing debtedness to me forthwith. entered in the records showing that Judge Young had asked him to sit in the case. After some argument by Dated the 24th day of February, A.D. counsel the document was admitted as an exhibit in the case over the object PACIFIC STEVEDORING & CONtion of Mr. Jones.

His Lordship then briefly intimated hat he would hand down his decision at 2:30 o'clock today as he was compelled by law to decide before March 22 and it would not permit him more by first boat.

"What alls Jones these days?" "His wife's insomnia, his son's head- such claims as have been duly filed aches, his daughter's nerves, and his father's rheumatism."



# Canadian Pacific Railway

B. C. Coast Services

Sailings from Prince Rupert

In Ketchikan, Wrangell, Juneau, Skagway-February 21, March 7, 18, 28. To Vancouver, Victoria, Seattle-February 25, March 11, 22. PRINCESS BEATRICE. For Butedale, East Bella Bella, Ocean Falls, Namu, Alert Bay.

Campbell River, and Vancouver every Saturday, 11 a.m. Agency for all Steamship Lines. Full information from-W. C. ORCHARD, General Agent. Corner of 4th Street and 3rd Avenue, Prince Rupert, B.C.

TION ACT.

R.S.C. CHAPTER 115

Registry District of Prince Rupert a Prince Rupert, B.C., a description of the ite and the plans of wharf proposed

# IN PROBATE.

Bowman, Deceased, Intestate. TAKE NOTICE that by order of His Honor, F. McB. Young, the 24th day of February, A.D. 1927, I was appointed

NORMAN A. WATT. Official Administrator. Prince Rupert, B.C.

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