

Neglected Eyes

NEGLECT is doubtless the cause of most of the ills that afflict humanity. This is so self evident that it seems hardly necessary to tell you. If your eyes are giving trouble, have them attended to—and at once.

OF ALL absurdities in the kingdom of foolishness, surely the loss of eyesight through neglect is the most inexcusable.

DON'T lose health and efficiency through neglect. Come and see!

Fred Joudry
Registered Optometrist and Optician
Room 3 Smith Block
Phone 763

Dr. J. R. Gosse
DENTIST
Helson Block
X-Ray Service. Open Evenings
Phone 686.

Former Prince Rupert Resident Tells About Easter in England in His Own Picturesque Manner

(By Sid Webb)

Easter, 1927, will go down in British history as a record breaker from a holiday standpoint. While the weather previous to the dawn of the big holiday was, to say the least, erratic, the many thousands of holiday seekers throughout the British Isles were treated to a lovely brand of spring weather extending from the Thursday before Good Friday until Tuesday, April 19, and thus the weather prophets for once came into their own.

From the holiday Thursday evening until late on the following Tuesday thousands of people took advantage of the holiday vacation.

The roads leading to and from London especially those highways extending to the seaside and inland watering places, were thronged with every conceivable kind of motor conveyance, from the large touring car to the diminutive two seater, motor cycle and side car, motor coach, and last but not least thousands of pedal cyclists.

Easter in England is a long vacation most of the business houses closing down from the Thursday evening, prior to Good Friday, until the Tuesday morning following Easter Monday, which gives the workers a long period in which to take advantage of prolonged visits to their friends and relatives living in district towns and cities.

THE RAILWAYS

It was certainly an "eye opener," to even an old countryman who had been absent from England for some eight years, to see the marvellous manner in which the railways handled the immense throngs of excursionists, who travelled to distant points while they had the opportunity of enjoying the cheap railway fares, which are always made on the British railways during the holiday times.

SOME IDEA

The writer left London (Euston) for Birmingham on the Thursday evening, via the London Scottish & Midland Railway, with which he now amalgamated the old London & North Eastern Railway. The train was due out at 7.10 p.m. and to avoid the crush, I arrived on the platform at 6.30 o'clock having purchased my ticket in the morning. Passing the booking offices the queues were lined up for tickets extending for some hundreds of yards beyond the confines of the station premises while railway policemen were kept busy controlling the crowds. Upon reaching the platform of departure the station was crowded to suffocation with people and the task of finding a seat on the train seemed pretty high hopes. However, I managed to get on the train side of the crush and walked down peering in the carriage windows for a vacancy and was rewarded in my search by seeing a vacant seat near a very winsome looking young lady. Having politely asked if the seat was en-

gaged, and upon being assured it was not, I asked the fair young thing if she would mind keeping it for me, which she very kindly did by placing her coat in the seat, and thus giving me time to get in the carriage and push my way to the "vacant chair." It is no exaggeration to say that it was about the last and only seat in the train. By the time the train pulled out there was not even standing room left, the carriages being absolutely packed with people, even standing in the aisles.

This particular train was one of four sections which were necessary to operate out of London to move the crowds waiting, and our section was rushed through to make way for the following trains. The only stop was made at Coventry where tickets were collected and the journey of over a hundred miles was made in a little over two hours. The railway trains over here can sure travel fast even if they do look small.

NICE CARRIAGES

Most of the British railways now have some new and very comfortable rolling stock from a passenger standpoint. Nearly all the trains travelling any distance are made up of corridor carriages and many have Pullman-like cars attached. In them the seating arrangement is the same as Canadian Pullman cars but without the sleeping berth accommodation. Of course on the trains running to Scotland there are the regulation sleeping cars attached while nearly all trains operating to a distance of one hundred miles and over have dining cars thereon. On the British railway "bang cars" one can get a very good meal from 2s. 6d. to 3s. 6d. (sixty to eighty-five cents) which is a good deal lower than the rates prevailing on the Canadian dining cars. Naturally a lot of people take advantage of a 50% while travelling.

BIRMINGHAM CHANGED

Those of my readers who have been in, or lived in, Birmingham will doubtless be interested to learn that this city has made wonderful strides in the past eight years. The street traffic has grown enormously and is fast getting to a point where underground transportation facilities will be necessary to handle the pedestrian traffic. In addition to increased and extended street railways, motor busses play a very large part in Birmingham's crowd moving program, and the latter ply to all the surrounding cities, even so far out as Worcester. The country roads that we once knew are country roads no more, for with the advent of motor busses houses and stores have sprung up everywhere, and what was once country is now residential. Birmingham also boasts of a system of trackless trolley cars. These are sort of busses propelled by electricity which is picked up from an overhead trolley. This form of transportation is becoming very popular in England for it is found easy to string the overhead wires without the necessity of laying down the cumbersome trackage, to say nothing of the quietness of operation which is so marked as against the noisy, old fashioned street car.

In this article it would be impossible to mention all the new building activity which has taken place in this city during the past few years but new theatres, hotels, etc., have sprung up and many thousands of new houses have been built on the outskirts. The population is only a few thousand off the million mark.

SOME FIGURES

Getting back to the Easter holiday traffic in England the following figures will give food for thought:

At Southend, the nearest seaside resort to London, some 46 miles distant, thousands of people visited over the holiday week-end, proceeding by road as well as by railway. A fellow who motored down there told me personally that it took him one and a quarter hours to travel a distance of twelve miles, so great was the traffic congestion on the roads. The roads for miles were just one blaze of motor headlights and it was impossible to pass a single vehicle.

At Brighton, on the south coast, it is reported that 100,000 people were on the beach on Easter Monday.

At the Zoological Gardens in London 69,000 people passed through the turnstiles on Easter Monday, 3,000 in

IN THE SUPREME COURT OF BRITISH COLUMBIA

In the Matter of the Companies Act being Chapter 38 of the Revised Statutes of British Columbia, 1924, and

In the Matter of the Delta Copper Company Limited (N.P.L.)

TAKE NOTICE that an application will be made before the presiding Judge in Chambers at the Court House at Prince Rupert, British Columbia, on Tuesday, the 20th day of May, A.D. 1927, at the hour of ten thirty (10.30 a.m.) o'clock in the forenoon for an Order permitting the above named Company to be restored to the Register of Companies in the Province of British Columbia, in the office of the Registrar of Companies, Victoria, B.C.

DATED at Prince Rupert this 19th day of April, A.D. 1927.

WILLIAMS, MANSON & GONZALES, Solicitors for the Delta Copper Company (N.P.L.)

NOTICE

Under and by virtue of the provisions of Section 28 of the "Mineral Act," notice is hereby given Messrs. Malcolm Smyth, Edmund Langis, Harold Hansen and Albert Moore, that there is owing to the undersigned for Assessment Work performed on the Cordilla Group of Mineral Claims, Princess Royal Island, Skeena Mining Division, the sum of \$393.88, and that unless said persons pay their proportionate share of the cost of such assessment, together with all costs of advertising, etc., to the undersigned at Butedale, B.C., on or before May 12, 1927, application will be made to the Gold Commissioner, Prince Rupert, B.C., to have their respective interests in the herein mentioned Mining Group of Mineral Claims vested in the undersigned.

DAVID CORDILLA, JACOB KOSKI.

GET IN ON TOPLEY!

TOPLEY CONSOLIDATED MINING AND DEVELOPMENT COMPANY, LIMITED
(Non-Personal Liability)

CAPITAL \$250,000 - ONE MILLION SHARES AT 25c PAR
(Shares Absolutely Non-assessable)

This Company is formed to develop extensive holdings consisting of fifty-five mineral claims owned outright or under option, adjoining and extending from the now famous Richfield mine at Topley. In less than ten months this district has become recognized as the biggest sensation in the mining world in recent years, and

BIG MONEY WILL BE MADE

Ore bodies on the holdings of this Company are not a matter for expensive search. Development work has already started on one vein alone that can be seen for 2,000 feet and has a width varying from four to twenty feet. This property promises to be a shipper in the very near future. The Topley Consolidated Mining and Development Company, Limited, is

Now Offering Its First Issue of 100,000 Shares
At 25c Per Share For Immediate Development

Residents of the district should not overlook this splendid opportunity—they are given first chance to participate in this share issue. With the strategic position of these properties right in the heart of the new Richfield camp, and with excellent showings of good ore, there is every reason to believe that shares will increase to many times their present value in the next few months.

NOT MORE THAN 100,000 shares will be taken from the treasury on this issue, and

Every Dollar Is For Development Work

Local men are behind this undertaking—local spirit is behind it—Frank H. Taylor, the original discoverer of Richfield, is behind it and is in charge of development. The public is assured of this: That good mining practice and honest business methods will be carried out in the expenditure of every dollar raised. These local officers are now endeavoring to finance this Company locally to avoid the usual heavy commissions on sale of stock. No commissions are being paid on this issue of Topley Consolidated stock.

Our Prospectus Will Give You Full Information

All applications for stock must be made to the Secretary. Stock may be purchased on terms of all cash, or one-quarter cash and balance in three monthly payments of one-quarter each.

TOPLEY CONSOLIDATED MINING AND DEVELOPMENT COMPANY, LIMITED
(Non-Personal Liability)

Registered Office: Smithers, B.C.

F. H. TAYLOR President
E. E. ORCHARD Vice-President
L. B. WARNER Secretary-Treasurer
DIRECTORS—Above Officers and J. A. Anderson and W. E. Narkaus

Canadian Pacific Railway
B. C. Coast Services
Sailings from Prince Rupert

To Ketchikan, Wrangell, Juneau, Skagway—April 8, 18, 29; May 9, 20, 30.
To Vancouver, Victoria, Seattle—April 1, 12, 22; May 3, 13, 24.

PRINCESS BEATRICE Nainai, Alert Bay.
Campbell River, and Vancouver every Saturday, 11 a.m.
Full information from—
W. C. ORCHARD, General Agent,
Corner of 4th Street and 3rd Avenue, Prince Rupert, B.C.

NOTICE

IN THE MATTER of an application for the issue of a Provisional Certificate of Title for Lots twenty-one (21) and twenty-two (22), Block seventeen (17), Section one (1), City of Prince Rupert, Map 923.

Satisfactory proof of the loss of the Certificate of Title covering the above land having been produced to me, it is my intention to issue, after the expiration of one month from the first publication hereof, a Provisional Certificate of Title to the above land in the name of Murland De Grasse Evans, the original Certificate of Title is dated the 19th October, 1914, and is numbered 6730 L.

Land Registry Office, Prince Rupert, B.C., 6th April, 1927.

H. F. MacLEOD, Registrar of Titles.

The Indian

Bagged his game usually with his first arrow — his eye was keen, his aim true.

You need a keen eye in these days of artificial light and quick action.

We can tell you upon your first visit the exact condition of your eyes. If you require glasses, you can depend upon it that our prescription will be scientifically correct.

JOHN BULGER
JEWELLERS
THE STORE WITH THE CLOCK

LET'S BE PREPARED FOR DEAR MISS SPRING - WITH COAL FOR SHE'S A FICKLE THING!

When Miss Spring gives us promise of merry sunshine—she sometimes keeps us waiting at the church in a cold drizzly rain. Just like a woman to change her mind.

Don't depend on Spring to keep you warm—our coal is much more reliable. Take no chances but give us your order today.

NANAIMO - WELLINGTON and McLEOD RIVER SOOTLESS

Albert & McCaffery
Phones 116 and 117

ESSEX

is a

SUPER-SIX

Yet Costs Little More Than Any Four

THE SUPER-SIX PRINCIPLE NOW RELEASED TO FULL CAPACITY IN HUDSON IS ALSO AMAZINGLY REVEALED IN ESSEX SUPER-SIX

50 miles an hour all day long, and ability to travel even faster if you want. A smooth fast pick-up free from jerking or violence. Long life to all wearing parts—accessibility, and the most advanced engineering for low maintenance and operating costs. Riding and driving ease equalling anything you have ever experienced—surpassing anything ever achieved in a car of its cost.

No nerve shattering motor vibration, no chug-chug-chug to mar the enjoyment of your trip. The smooth stream of Super-Six power whisks you along any road for any period of time or distance in carefree comfort.

No car of our experience has ever met with such enthusiastic reception. It has been the outstanding attraction at all automobile shows. The beauty, comfort and detail of each body type is commanding highest praise. And dealers everywhere are reporting sales that indicate the greatest Essex popularity of all time.

PRICES.

Five Passenger Essex Super-Six Sedan, complete, fully equipped. \$1,360.00
Five Passenger Essex Super-Six Coach, complete, fully equipped. \$1,260.00
Two Passenger Essex Super-Six Coupe, complete, fully equipped. \$1,260.00

We invite your inspection of these Super-Six Automobiles at our Salesroom.

Prince Rupert Auto Co.

Second Avenue. Opposite Prince Rupert Hotel. Phones 75 and 275

PRINCE RUPERT FEED CO.

New Stock of

Garden and Field Seeds and Fertilisers

Pratt's Baby Chick Food and Poultry Supplies
BULKLEY VALLEY HAY AND GRAIN

Our Famous Edson Coal also Telkwa Coal

Store Phone, 58. Troiter Dock Phone, 558

Insist on B.C. PRODUCTS They Lead in Quality

SERVICE WAS SUBJECT OF ARCHDEACON RIX

Congregation of Cathedral Urged to Use Their Talents for the Community

At the Anglican Church last night Archdeacon Rix preached a forceful sermon on the need of action, of deeds rather than words. He spoke of the parable of the talents where those who used the money entrusted to them were commended, and expressed the idea that this held throughout life. People who were given wealth, or influence or special ability were expected to use these not for their own selfish purposes but for the good of the community in which they lived or for the benefit of mankind.

And the reward for service, the preacher said, was greater service, not rest. Those who served were given opportunities for doing more important work.

The Archdeacon urged all to use the talents that were given them in the service of their fellows.

BLANKET Special

During the month of May we will give a special rate on all Blankets.

Single Blanket, each . . . 35c
Double Blanket, each . . . 50c

Blankets washed without shrinking and returned nice and fluffy.

GIVE US A TRIAL
Pioneer Laundry
(1921) Ltd.
Phone . . . 118

excess of Easter Monday last year.

Some 43,000 visited Crystal Palace, London, while 18,000 people visited Hampton Court. All these figures constitute a record for holiday visitors.

Five thousand motor cars and pedal bicycles were despatched by fast train to London from Coventry (the centre of this industry) the week prior to Easter to take care of the holiday orders. These figures do not include the motor cars and bicycles sent to London by freight train and by road.

CANADIAN HISTORY TESTS DAY BEFORE CLOSING OF SCHOOLS

Number of Medals Offered For Canadian History Students by National Committee

Before leaving for the Islands Saturday night Inspector H. C. Fraser announced that the special diamond jubilee prize tests in Canadian history would be conducted for elementary schools on June 23 and for high school on the afternoon of June 17. As schools are expected to celebrate the jubilee on Friday, June 24, the entrance exams will be conducted from Tuesday to Thursday, June 21 and 23 inclusive.

The National committee on the celebration of the Diamond Jubilee of confederation with headquarters at Ottawa have offered two gold medals, 30 silver medals and 150 bronze medals for competition in the elementary schools of the province both public and private and there will also be medals for the high schools. The presiding examiner for high school entrance will conduct the tests.

BATTALION ORDERS

By Lieut.-Colonel J. W. Nicholls, Officer Commanding 1st Battalion North British Columbia Regiment, 102nd Bn. C.E.F.

SATURDAY, MAY 7.
Recruits attested Monday evenings at 7.45 p.m.

Recruits training class in the Armory, Monday evening, May 9, at 8 p.m.

The Battalion will attend Summer camp for four days at Terrace, leaving Prince Rupert Saturday night, May 21, returning from Terrace on Tuesday, May 24.

Recruits will be permitted to attend the four day camp at Terrace.

Signal section parade for instruction, Tuesday at 8 p.m.

McNicholl Creek range open for practice shoot, Sunday, May 15, boat leaves Cow Bay at 9.30 a.m.

All ranks must attend at least two range practices at McNicholl Creek during the summer, in order to comply with musketry regulations and earn the government grant.

S. D. JOHNSTON, Major and Adjutant, Attd 1st Bn. N.B.C. Regt.