

THE DAILY NEWS

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DAILY EDITION.

TUESDAY, MAY 21

EMPLOYER'S LIABILITY FOR INJURIES.

For more than a generation the question of holding the employer liable for serious injuries to his workman has been a burning one in most civilized countries. The British parliament many years ago enacted a law that secured compensation to an injured workman if his injury was not due to his own negligence or the negligence of a fellow workman. This law was, at the instance of the late Honorable Christopher Fraser, adopted in Ontario with modifications to suit the industrial conditions.

For the time at which it was enacted this law was a great advance on the old common law relating to this whole question, but further changes had to be made to prop up the new enactment where it obviously needed support. There is at present before the American Congress a measure which is intended to supersede altogether the common law in its application to such cases. It provides that every common carrier engaged in interstate and foreign commerce by railway shall pay compensation to any of its employees who, while employed in its service, sustains personal injury by accident arising out of and in the course of his employment and resulting in his disability; in the event of his death the compensation is to go to those dependent upon him.

If this measure is enacted by Congress it will, so far as the jurisdiction of that legislature extends, do away with all the vexatious and costly delays for which such cases have become proverbial. No matter what the cause of the injury inflicted on the employee may be he will become at once and unquestionably entitled to compensation for the injury, and his family will become entitled in the event of his death to what would have been due to himself if he had continued to live. The only exceptions are those cases in which the person who caused the injury is intoxicated while on duty, or acts with the deliberate intent to cause his own or a fellow workman's injury or death.

There does not seem to be any great amount of opposition to this proposed legislation from the railway corporations. They are in a position to estimate the extent of their liability on the average and to make adequate provision to meet it. The workmen, on the other hand, are quite unable to protect themselves. In order, at present, to secure compensation for injuries they must resort to litigation, the burden of proof of injury and of the absence of negligence resting on the plaintiff. It is easy for a great corporation to defeat a poor man by carrying the defense from court to court on appeal, and there is reason to believe this has been somewhat systematically done in order to deter injured workmen generally from trying to collect compensation. If this proposed law is enacted by the American Congress it will give an immense impulse to similar legislation in other civilized countries.

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SUCCESSFUL LAUNCH OF THE "LANGRA"—NEW POWER BOAT

Largest and Most Important Craft Ever Yet Sent Down the Slips From a Prince Rupert Boat-Building Yard—Built for Captain H. Babington by H. Johnson and Launched With Champagne Ceremonial by Mrs. N. Broadhurst

Saturday afternoon witnessed a ceremony of considerable importance for Prince Rupert with the seaport's future in view. The occasion was the launching from H. Johnson's yard of Captain H. Babington's new power boat "Sangra," an extremely strong and substantially built tug-boat which has the distinction of being the largest craft yet launched off a Prince Rupert slip. H. Johnson has launched many other power-boats, but the Sangra is a more ambitious venture than he has ever before given to the water. Longer, deeper and broader than the famous Rover, which holds the blue ribbon of Prince Rupert's power boat prowess, the Sangra is to be a work boat from the word "go."

Feature is Strength

Solidity of construction is the feature of the boat. Her framing of oak is immensely strong, her ribs are set at close centres, her stem-post is a crook of superb yellow cedar, picked after a three

days' cruise in the bush. Stern-post, too, is of yellow cedar. A feature of the boat which will strike all observers is the strength of the gunwale strip and sponsons which are made of Australian ironwood. These will greatly protect the Sangra in her heavy work with scows, and towing of large vessels. Her engine power is to be 30 h.p., the engine being an Atlas, from San Francisco. So far the engine has not, however, arrived.

Launching Ceremony.

The launching ceremony was an interesting one. There was quite a little crowd of enthusiasts. Captain Babington personally superintended the manipulation of the controlling gear which retarded the heavy boat in her descent down the steep ways. H. Johnson watched the motion of the launching cradle and poured thick oil on the ways ahead of it. Very gently the Sangra slipped waterward. When the rudder shoe was within a few inches of the water a halt was called and Mrs. Norman Broad-

hurst, armed with the all important bottle of champagne, took her station at the boat's bow. The big iron shod stem post towered above her and the Sangra awaited the baptism of fizz.

Good Luck to Her!

"Good luck to the Sangra!" exclaimed Mrs. Broadhurst as she hurled the champagne bottle with precision against the stem post. But staunch as is the Sangra, that champagne bottle proved still stauncher and it refused to break. It sank into still clear water where the mermen assembled to drink from it a deep sea health to the new boat floating above their heads. The Sangra slid into the sea as the bottle touched her prow, and today she lies aloft by Johnson's wharf, having her interior fittings, etc., looked after. Her engine has not yet arrived, but as soon as it reaches here it will be fitted and trial trips will be run. As the largest power boat ever built in Prince Rupert, the Sangra is deserving of all success.

CITIES TO OWN COAL STORES

British Coal Strike Has Impressed Municipalities with the Need for Owning Reserve Stocks of Coal.

One result of the British coal miners' strike will be a further extension of the area of municipal trading. Not only did the companies that had accumulated reserve stocks of coal profit greatly by the rapid increase in prices, but some of the largest railroad companies restricted their passenger and freight services and started to sell out their coal reserves at a profit of about \$5 a ton. The municipality of Middlesbrough secured a large quantity of coal and proceeded to sell it at about half the prices charged by retailers and in a few hours 300 tons were disposed of in 5 cwt. parcels at from 38 cents to 42 cents a hundredweight.

Bradford and many other city corporations are seriously considering the advisability of establishing municipal coal supplies, both for public purposes and in order to meet the action of the coal companies and merchants in taking advantage of future strikes to corner the stocks and make thousands of pounds out of the consumers. The proposal is not likely to pass out of sight now that it has been mooted and the situation that developed during the trouble will greatly strengthen the demand for nationalization of the railroads and the establishment of government owned and operated mines.

TERRACE TRIP

Galedonian Football Club Arrangements for Empire Day

The Callies Football Club having reserved 25 seats in the train for Terrace on May 24, and having seen Mr. J. K. Gordon, of Lakelse Hotel, have made arrangements that there will be a special room with lunch laid out all ready for the Callies party, when the train arrives. There will also be supper for the party at night. The price of the ticket is \$4.50 for club and members, which includes two meals. Members will be provided with a club ribbon for the occasion.

There will be a football tournament with Hazelton, Terrace and Prince Rupert. Everybody will have a good time.—A. Holmberg, secretary.

LYNCH RE-ELECTED

By Majority of 6500 J. M. Lynch is Re-Elected President of I.T.U.

(Special to Daily News.) Indianapolis, May 19.—Incomplete returns from the general election of the International Typographical Union, as tabulated here today, show the re-election of President James M. Lynch, of Syracuse, N.Y., by about 6,500 majority.

Geo. A. Tracy, of San Francisco, is elected vice-president, and John W. Hays, of Minneapolis is secretary-treasurer, by about the same majority as that given Lynch.

Hot weather enjoyment! Ice cream at Keeley's.

PRINCE RUPERT'S TREASURY BILLS

The rapidly growing terminus of the Grand Trunk Pacific Railway at Prince Rupert is finding the necessity of funds for local improvements in view of unfavorable market conditions in London and upon advice of bankers, the city has sold privately overseas over two hundred thousand pounds of three year 5 per cent. treasury bills at 98 1/2. Prince Rupert is to be congratulated on the price received.—Monetary Times.

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Lot 39, Block 5, \$2,500; half cash, balance 6 and 12 months.
Section Five.
Lots 21 and 22, Block 30, \$550 takes the two; the best snap in the city.
Section Six.
Lots 14, 15, 16, Block 28.
Section Six.
Lots 51 and 52, Block 1, \$3,500; one-third cash, balance easy.
Lots 30 and 31, Block 28, with three houses rented for \$54 per month.
Section Seven.
Lot 30, Block 11, \$500; half cash, balance 6 and 12 months.
Section Eight.
Lots with \$50 cash payment and the balance \$25 a month.

George Leek

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FOR SALE.

Three lots, Block 7, Section 1, Beach place, \$2,500 each. 1/4 cash, 1-2-3 years.
Lots 21 and 22, Block 22, Section 5, 8th Ave., \$3,000, \$1,200 cash, 1-2 years.
Four-room house and lots, Block 22, Section 6, \$1,500, \$500 cash, balance monthly.
One lot, Block 28, Section 6, 9th Ave., \$1,050 cash.
Lots 25 and 26, Block 25, Section 5, \$1,100, \$500 cash, 4-10-16.
Lot 5, Block 39, Section 7, \$655, \$310 cash, bal. deferred.
Four lots, Block 3, Section 7, corner 6th Ave., \$3,200, \$1,700 cash, 6-12 months.
Lot 20, Block 10, Section 7, 6th Ave., \$500, 1/2 cash, 6-12 months.
Lots 1 and 2, Block 42, Section 7, corner 8th Ave., \$2,000, 1/2 cash, 6-12-18 months.
Lots 1 and 2, Block 31, Section 7, corner 7th Ave., \$1,275, \$500 cash, 6-12 months.
Lots and 10, Block 27, Section 5, Sherbrooke Ave., \$800 for pair, cash.

FOR RENT.

Stores in Hart block, corner of 2nd Ave. and 6th St.

FOR LEASE.

Section 1, Block 20, Lots 40-41; 156 feet frontage. Offer.

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WATER NOTICE

FOR A LICENCE TO TAKE AND USE WATER

NOTICE is hereby given that the Queen Charlotte Fishing Company, Limited, of 207 Carter-Cotton Bldg., Vancouver, B.C., will apply for a licence to take and use four cubic feet per second of water out of Edward Creek, which flows in a south-westerly direction through unsurveyed Crown lands and empties into Two Mountain Bay near Tassoo Harbor. The water will be diverted at Third Falls and will be used for industrial purposes on the land described as shown in sketch at Water Recorder's office, Prince Rupert, and situated on the East Coast of Two Mountain Bay.

This notice was posted on the ground on the 10th day of April, 1912. The application will be filed in the office of application will be filed in the office of the Water Recorder at Prince Rupert. Objections may be filed with the said Water Recorder or with the Comptroller of Water Rights, Parliament Buildings, Victoria, B.C.
Queen Charlotte Fishing Company, Limited, Applicant
By Samuel A. Moulton, Agent.
Pub. April 16.

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