

The Cariboo Observer

VOL. 15, No. 7

QUESNEL, BRITISH COLUMBIA, SATURDAY, SEPTEMBER 23, 1922

\$2.00 PER ANNUM

PERSONAL AND OTHER ITEMS

Geo. Warren, of Macalister, was a business visitor in town the latter part of last week.

John A. Fraser left on Tuesday for Sunnyside Ranch, Alexandria, to spend a few days shooting.

Miss McCoskrie, of Victoria, who succeeds Miss Bixley on the nursing staff of the local hospital, will arrive on today's train.

Mr. and Mrs. W. Loudon and baby, of Quesnel Forks, were visitors at the home of Mr. and Mrs. A. F. Curtis for a few days this week.

W. Vaughan, field supervisor in this district for the Soldier Settlement Board, left on Tuesday for an inspection trip into the Chilco Lake section.

A. N. Ratledge has turned over the key of his barber shop to Jack Williams for a few days, and has hiked off for the tall timbers to get a moose for himself.

Mr. and Mrs. P. Finnerty and children, who have been residents of Quesnel for the past two and a half years, leave for New Westminster shortly, to reside.

J. L. Hill, fishery overseer, arrived in town Wednesday from Victoria, where he was consulting an eye specialist. He reports considerable improvement in the condition of his eye.

A. J. Elliott returned Thursday from a trip to Ashcroft, and was accompanied by D. M. Tyndall, of Kamloops. The latter gentleman accompanied Mr. Elliott to British Columbia in 1904.

We were in error last week, in announcing where the sheaf of oats was grown that was exhibited by Major Gook. It came from Frank Troxell's pre-emption, near Woodpecker Island, up the Fraser.

Chow Foey, the Chinaman who was arrested for robbing the body of the man Christianson, accidentally killed at Keithley Creek recently, was tried on the charge at Williams Lake recently before Judge Calder, found guilty, and fined \$60.00 and costs.

Mr. and Mrs. A. S. Vaughan entertained at "bridge" on Friday night of last week, in honor of Miss Stewart and Miss Thornton, of Vancouver. The winners were Miss Thornton and Mr. R. W. Haggen. Refreshments were served before the guests dispersed.

Work on the Cenotaph was completed this week, and everything is now in readiness for the unveiling ceremony, which will be held on the afternoon of Sunday, September 24, at 3 p.m. As announced in The Observer last week, an appropriate program has been arranged, and all residents of the community are cordially invited to attend.

Mr. and Mrs. L. LeBourdais entertained at "500" on Thursday evening, in honor of Mr. and Mrs. E. L. E. Armstrong. Five tables were in operation, and the guests spent a very enjoyable evening. The winners were Mrs. J. G. Hutchcroft and P. Finnerty, with C. L. Hilborn as booby prize winner. Mr. and Mrs. Armstrong left for Prince George on the "Rounder," en route to the east, and sail from Montreal on the Minnedosa, to visit relatives in Ireland. They expect to be away six months.

Holy Communion will be celebrated in St. John's Church at 8 a. m. tomorrow morning.

L. C. Maclure, of the government agent's office, leaves tomorrow for the southern interior, to spend his holidays.

Miss Thompson, of the Travelers' Rest, returned the latter part of last week from a three weeks' visit to the coast cities.

Miss N. Cook, stenographer in E. J. Avison's office, left last Saturday to spend a couple of weeks' holidays at her home in Vancouver.

Mrs. T. Marion arrived home on Thursday from a two weeks' trip to Alberta, where she placed her eldest daughter in a convent school.

Father Maillard, of St. Joseph's Mission, Williams Lake, will conduct Mass in the R. C. Church here at 10 a. m. tomorrow morning.

Geo. H. Clark has been appointed to the staff of the local Provincial police, and will be in charge of the game protection laws in this district.

The Legislature has been called to meet on the 30th of October, and it is hoped by the government that the session will end before Christmas.

W. Couldwell, jr., and his sister, Miss Jennie, left last Saturday for Ashcroft, en route to the coast, to spend a couple of weeks visiting relatives.

Visitors from Barkerville over the week end included Messrs. W. F. McCarthy and Allan McKinnon. The former took back some live stock with him.

Big Sale now on! Smith has 23 boxes of Moir's Chocolates which must be sold. Prices smashed, so don't fail to get one of these Saturday night!

Judge Hunter, of Victoria, and Inspector Fernie, of Kamloops, who spent two or three weeks hunting in the Bear Lake district, arrived in town the fore part of the week, on their journey home.

V. A. Fraser, of Vancouver, brother of Mrs. (Rev.) J. A. Petrie, is visiting for a few days at the Manse. Mr. Fraser has travelled extensively, and reports his trip over the P. G. E. one of the most enjoyable in his experience.

Lost—Between the Cariboo Hotel and sample room, writing case containing valuable business papers, etc., but only of value to owner. Will finder please return same to, or communicate with, W. J. Pearson, Cariboo Hotel.

While en route to Ashcroft early last Monday morning, A. J. Elliott and his car collided with a wild steer about five miles out of the town, doing considerable damage to the car and breaking the animal's leg. The force of the collision threw the steer across the radiator of the car.

The residents around Bouchie (6-mile) Lake, who recently petitioned to have that section made a school district, have had their request allowed, and the district was gazetted on the 7th inst. A meeting of the ratepayers will now be held to elect a board of trustees, and steps will then be taken to erect a school.

Geo. Bates, the Portland banker, who went into the Bear Lake district a couple of weeks ago on a hunting trip, passed through town last Monday, en route home. Mr. Bates is most enthusiastic about the Bear Lake district, and is already planning to return next season. He secured a fine moose head as a result of his trip.

The Sullivan Report

John G. Sullivan, formerly chief engineer of the C. P. R., and one of the ablest men in railway construction work on the American continent, has handed in his report on the Pacific Great Eastern railway to the provincial government, by whom he was employed to make a thorough investigation into its affairs. As far as the residents of the districts served by the line are concerned, it makes very bad reading. He says it is a hopeless proposition, and that the future holds not the least promise of any change from this deplorable state of affairs. His adverse report is supported by Col. J. S. Denuis, director of colonization for the C. P. R., and in part by Mr. W. P. Hinton, formerly general manager of the G. T. P. Ry., both of whom were also detailed for investigations.

Mr. Sullivan advises abandonment of any further work on the system between Quesnel and Prince George and suggests what material is now on the ground be salvaged. This included the steel for the bridge at the Cottonwood River, now lying at Walkerville, Ont., and which has been paid for. The sale of this salvage might return approximately \$300,000. He also suggests that operation of the system between Dog Prairie and Quesnel be abandoned. Evidently he advises this on account of the Mud Hill slides, with which we in this section are only too familiar. Mr. Sullivan also covers other details, too numerous for mention here, the gist of his whole report being that the railway can never be made to pay. He dwelt on operation, and its cost compared with other railways. Interest charges on the P. G. E. are at present \$3,500 per mile per annum, over and above operating expenses. In order to meet this the company should earn \$22,000 per mile annually to make an even break. Last year their earnings were about \$842 per mile of road operated. An increase of from 2400 to 3200 per cent. in business is needed to meet this awful deficiency.

Mr. Sullivan upholds the diversion from the original line at the Cottonwood river, but says the diversion at Quesnel is not justified; he questions whether this work was economically carried out, and states he does not believe a cost plus percentage basis is an economic method of performing work, unless certain stipulations are made which hold the contractors down to the utmost economy. Again, these diversions were made when labor and material were at their peak in price.

According to Mr. Sullivan, the chances of disposing of the railway to one or other of the larger companies is very remote. No one wants it, and from the reports that have been handed in by the various experts, it will be interesting to watch what action will be taken by the government at the coming session of the Legislature, to divest themselves of the enormous discrepancy between earnings and cost of maintaining the P. G. E.

R. G. Strange is busy repainting the exterior of the church of St. John the Divine.

Three auto loads of visiting and local Masons paid a visit to Cariboo Lodge No. 4, Barkerville, on Thursday of last week, accompanying E. Jones, D. D. G. M. for this district, on his official visit to the third oldest lodge in the province. The visitors received royal treatment from the Barkerville brethren, not only in the lodge room but afterwards at a banquet in the Kelly House, where a sumptuous banquet was partaken of. The visitors returned to Quesnel Friday afternoon, and will always retain pleasant memories of their visit to the mining town.

Agricultural Report

The following report on the crop conditions in Cariboo, under date of Sept. 11th, was submitted by Wm. Vaughan, field supervisor for the Soldier Settlement Board in this district:—

Grain crops, about 85% cut and in stock, with about 5% of the crop threshed. The crop, while generally light as to straw, is proving up much better than expected, and with the exception of a few rank failures should yield about 80% crop. The grain, especially the wheat, is of a very good quality. Very little smut noticed.

The cultivated hay crop is all in, and the second crop of alfalfa is coming on fair. Wild hay in the west and southern portion of the district will be cut up until the snow flies.

Potatoes are generally a light crop. The heavy frost around the first of the month cut the potatoes down to the ground, and any garden stuff not yet in. Frost was general, except for a few sheltered spots. This frost, in connection with the long drought, will result in a poor crop of potatoes.

Roots will benefit from the late rains, as also will the range, which was dried up with the long spell of drought.

The market outlook is as follows: Beef on hoof, good steers, around 3 3/4; poor market at present; Pork and mutton, poor local demand; grain offered on the farms, wheat 23 1/2c per pound and oats 2 1/2c, with little demand at present; Creamery Butter, wholesale, 45c; Eggs, wholesale, 45c. Hay is in demand, but the price is not yet fixed. It has been offered at \$40 to \$45 per ton on the track at Soda Creek. The cost of hay shipped into the district will evidently decide the price asked for any surplus hay offered locally. There will undoubtedly be a shortage of hay this winter. Wild hay has been offered and found buyers at around \$20 per ton, loose. The outlook, generally is poor.

Rex Theatre Notes

Manager Elliott's attraction at the Rex for the coming week is Mack Sennett's new super comedy, "Married Life," which puts the joy of living into the hearts of all who see it. It's a 5-reel wonder, full of laughs and thrills, and will be screened on Tuesday and Saturday nights.

Bert Carman, representing Smith, Mackay & Blair, Vancouver, paid one of his periodical visits to this section last week.

There was a lively scene at the depot last Sunday morning, when a large number of citizens were down to bid farewell to friends and relatives. Among those journeying out were seven or eight pupils, en route to the coast.

Last Tuesday's coast papers gave details of an accident in Vancouver which resulted in the death of Andrew Pender and the serious injury of Geo. McHugo, both of whom were well known here. It appears the two men were travelling in an auto when they collided with a street car at the corner of Oak and 21st streets. The street car was travelling at such a speed that the auto was carried almost a block, and was completely wrecked. Pender was so badly injured that he died at the general hospital within a couple of hours; McHugo was unconscious when taken to the hospital, with a fractured skull. Both men were employed with Murdoch & Co. on construction here, but Pender left for the coast when railway work was stopped. McHugo remained here, where he has been doing prospecting work, and left for the coast on a visit just recently.

An Explanation...

Owing to the absence from town during the week of our entire staff we are unable to present much change in our news columns this issue. The J. A. Fraser Co. and the Cowan Hardware Co. have fresh store announcements, however. Our next issue, we hope, will be up to the usual news standard, and will also contain some items which should have appeared in this issue.

DENTISTS.

Drs. Sumner & Irwin are in town and will be doing dental work at the Cariboo Hotel for a few days.

SALE NOTICE.

Instructed by Mr. Frank May, who is leaving the district, I will offer at auction on Oct. 11th next the whole of his household effects, and one Fordson tractor, almost new. Fuller details in next week's issue. W. E. EKINS, AUCTIONEER

BOX—In Quesnel, on Sept. 18th, 1922, to Mr. and Mrs. Grant Smith, a daughter.

A meeting to reorganize the choir of St. Andrew's Church will be held at the home of Mrs. Sparkman next Monday night, at 8.00. All interested are invited to attend.

Readers are reminded of the ceremony of unveiling the cenotaph at 3 o'clock tomorrow, and a cordial invitation is extended everybody to be present. In the evening, at the Presbyterian Church, Rev. J. A. Petrie will give an address on "The Meaning and Message of the Cenotaph." A number of returned men are in town from outside points for the ceremony.

To Enlarge Cemetery

The regular meeting of the Board of Trade was held Monday evening, with a good attendance of members. An interesting letter was received from the editor of the Mining and Engineering Record regarding the Sullivan report, a synopsis of which recently appeared in the coast papers. A committee of five was appointed to keep in touch with P. G. E. railway matters, and to get into touch with other organizations in the district served by that railway, whose interests would be vitally affected by the adoption of the Sullivan report.

The final report of the cemetery committee was received and adopted. This report recommended that the cemetery be enlarged to the extent of the reserves set aside by the government for cemetery purposes, and that the same be plotted, and the government be requested to do the plotting, keeping records of the same in the local office. Tenders for the fencing in of the new portion are to be called for immediately, and a subscription list will be circulated among residents of the district to raise money to defray the expense of erecting the fence. The Board has subscribed \$25.00 to this fund.

Reorganization

Victoria, Sept. 1.—Reorganization of the Pacific Great Eastern Railway, which would include the cutting down of the overhead expenses by the removal of the Vancouver headquarters to Squamish, and the possible resignation of A. B. Buckworth as general manager, is said to be under consideration by the Board of Directors of the railway as a result of a recent conference here of officials of the railway department and the P. G. E. Railway Company. The use of gasoline motor cars for passenger service on both North Vancouver and Squamish branches of the line is also said to be receiving attention.

When the railway was turned over by the contractors several years ago to Premier Oliver, the road had a total indebtedness of approximately \$19,000,000. Since then that indebtedness has mounted until today it is nearly \$40,000,000.

Abandonment of the road was recommended in the voluminous report of J. G. Sullivan, but this recommendation is said to have divided opinion in view of the fact that the railway was conceived as a colonization road. But there appears to be general endorsement of Mr. Sullivan's opinion that there is no justification for the large overhead expense in managing the railway.

Besides the proposal to decrease overhead expenses, it is stated that negotiations are under way to obtain gasoline motor cars for passenger service on the Squamish and North Vancouver divisions, to curtail the expense of operating steam engines.

Tenders Wanted

Tenders will be received at the local Government Office up to the 14th of October, 1922, for the supply of 25 cords of Dry Fir Wood, and 50 cords of Green Fir Wood, to be delivered and stacked in the government yard. Wood to be delivered by the 31st of December, 1922. E. C. LUNN, Government Agent.

Quesnel, B. C., 13th Sept. 1922. 6-9

READERS

RANCH FOR SALE—Apply at this office.

WANTED—Horses to winter. For particulars enquire at this office.

FOR RENT—House, situated in down town district. For particulars apply to Charles Leonard.

FOR RENT—Bedroom, in a home centrally situated, either with or without board. Apply at this office.

BUNGALOW, with stone foundation and lot 66 x 122, for sale. Situated in North Quesnel. Well on property. Apply this office.

Water Notice!

DIVERSION AND USE. TAKE NOTICE that Joseph S. House and Mary A. Tregillus, whose address is Barkerville, B. C., will apply for a license to take and use 5 cubic feet per second of water out of Cunningham Creek, which flows northerly and easterly and drains into Swamp River about 12 miles above where it empties into Cariboo Lake. The water will be diverted from the stream at a point about 5 miles above junction of Cunningham Pass Creek and Cunningham Creek, at intake of "Sharp's Ditch," as per Bowman's map, and will be used for hydraulic mining purposes upon the placer leases described as Nos. 1508 and 1451, Quesnel Mining Division. This notice is posted on the ground on the 15th day of Aug., 1922. 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 Quesnel. Objections to the application may be filed with the said Water Recorder, or 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 Aug. 25th, 1922. JOSEPH S. HOUSE and MARY A. TREGILLUS, Applicants By Jos. S. House, Agent.

Weather Report

The following are the weekly readings at the government station here for the past two weeks:—

Sept. 9	Max.	60	above	Min.	40	above
" 10	" 77	" "	" 52	" "	" "	
" 11	" 82	" "	" 58	" "	" "	
" 12	" 77	" "	" 46	" "	" "	
" 13	" 80	" "	" 42	" "	" "	
" 14	" 79	" "	" 34	" "	" "	
" 15	" 75	" "	" 30	" "	" "	
" 16	" 79	" "	" 32	" "	" "	
" 17	" 83	" "	" 36	" "	" "	
" 18	" 79	" "	" 40	" "	" "	
" 19	" 77	" "	" 40	" "	" "	
" 20	" 75	" "	" 42	" "	" "	
" 21	" 70	" "	" 40	" "	" "	
" 22	" 69	" "	" 40	" "	" "	

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The Cariboo Observer

Published at Quesnel, Cariboo District, B. C., every Saturday.

Devoted to the interests of the Cariboo District and to publishing the facts relative to the British Columbia interior.

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 Land Notices, nine insertions, \$10.00
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 Display, per inch, per insertion, .50 (Contract rates on application)
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 Reading Notices, per line - .20

Legal advertisements must be in by Wednesday of each week to ensure publication in the issue of same week. In all cases cash must accompany the advertisement.

Address all communications and make all cheques payable to

THE CARIBOO OBSERVER

Box 28, Quesnel, B. C.

THE P. G. E. QUESTION.

Under the heading "Men of Vision Needed," the Vancouver Province says: "The Pacific Great Eastern enterprise was undertaken in a highly sanguine state of the public mind. There is now a danger that the re-action may go too far. Though the hope of making this line part of some larger railway system is for the present abandoned, there remains the possibility of its service as a local railway. Natural resources of the country through which this line passes are as large as they were five and ten years ago. Engineers and traffic managers have reported. The business communities have still something to say.

If it is a comfort to know the worst, the Sullivan report offers this much consolation. According to this statement the \$44,000,000 invested by the province may be written off at once and for all as a productive asset. The engineer offers no hope that the road will ever earn any part of the fixed charge represented by the interest on this expenditure. He does not believe that the financial prospect will be improved by the completion of the line, or by its extension to the Peace River country. In fact he does not believe that the Peace River traffic would follow the Pacific Great Eastern if the connection was established.

Historical discussion and the award of responsibility for the present situation are highly interesting, but the main purpose of the report is not historical or political. The essential feature is the recommendations. Mr. Sullivan, Mr. Hinton and Mr. Dennis give no new information when they say there is no prospect of the railway paying maintenance and operating expenses and interest on the investment. The statement that the whole railway must be abandoned if the

people are not prepared to continue paying \$2,000,000 to \$2,500,000 yearly on the investment already made and to do what is necessary in the future, does not cover the case.

Unfortunately there is not an alternative between spending this much money and abandoning the whole undertaking. The interest charge according to Mr. Sullivan is \$1,912,000. This can not be escaped by closing up operations and salvaging the road. The only loss that can be escaped is the operating deficit which was last year \$293,000 together with the cost of completion and equipment necessary to make the line a going concern. Also we should notice the statement of Mr. Hinton concerning the margin of safety of wooden trestles and other structures.

Can the railway be operated by the public without an increase in this deficit? Can it be so operated as to reduce the annual loss? Is the service to the province worth the minimum annual net cost of operation? How much if any additional construction northward would be justified? How much, if any, of the part already constructed should be abandoned if operation is continued? On all these points there are recommendations and suggestions. These are probably supported by arguments and explanations in that part of the report which has not yet been made public. The premier and minister of railways has had the full report in his hands for some months, and has not yet reached a conclusion. Naturally the public with a synopsis of the report may require some days to form an intelligent opinion.

Again, let it be said there is not now any question of recovering interest on the original cost. It is shown in the report that the railway must earn some \$22,000 per mile gross to meet the fixed charges. The earnings last year were \$800 a mile. But the fixed charges are fixed whether the road is operated or not. The real question is whether the government is justified in paying the operating charges, which now amount to double the earnings. On this point attention will be given to Mr. Sullivan's plan of operating motor cars and maintaining only such services as pay for themselves.

Some notice should also be taken of the suggestions of Mr. Dennis on local exploration and development.

The matter will stand a good deal of consideration now that should have been given sooner. A public property which cost \$30,000,000 besides interest is not to be lightly thrown away. The hopes of the long and scattered line of settlements this railway was to serve should not be rudely swept away unless it is absolutely necessary. The prospect of the development of the resources of a large part of the province should still appeal to us as it did in the past. Even though it should cost a moderate sum every year to keep this railway in operation the people might afford it, as they afford to maintain highways. In taking stock of the present situation it is not necessary to guard against an over-sanguine spirit. Prudence may now be best displayed in trying to make the best of the case.

CHURCH SERVICES

Church of St. John the Divine
 Rev. H. B. Allen, Rector.

Matins, at 11.00 a.m.
 Evensong, at 7.30 p.m.
 Baptisms, etc.: 24 hours' notice is asked, where possible.
 The Rector would be grateful if cases of sickness are reported to him at once.

St. Andrew's Presbyterian Church,
 Rev. J. A. Petrie, B.A., B.D.
 Sunday School at 11 a.m.
 Evening Service at 7.30.
 Service at Australian Ranch second last Sunday of each month, at 2 p.m.

LAND NOTICES

NOTICE OF INTENTION TO APPLY TO PURCHASE LAND.
 In Cariboo Land District, Recording District of Cariboo, and situate on north shore Quesnel Lake.
 Take notice that Frederick Wesley Shaver, of 150-mile House, B. C., occupation mechanic, intends to apply for permission to purchase the following described lands:-

Commencing at a post planted on the north shore Quesnel Lake, about 40 chains north of N.W. corner Lot 9580, thence northerly 20 chains, thence 20 chains east, thence 20 chains south, thence 20 chains west, and containing 40 acres, more or less.

Dated 1st September, 1922.
 FREDERICK WESLEY SHAVER, Applicant.

W. E. EKINS
 Auctioneer and Appraiser
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 Blue Serge suits: Fox's English Serge at a really attractive price of \$25.00.
 A finer quality of Serge, smooth finish, and well priced at \$30.00.

Also agents for Hobberlin made-to-measure Clothing, and we have already received our fall and winter samples; come in and look them over.

We have also filled out our Men's fall and winter Caps, and now have a very nice range.

What about winter Underwear? We have a complete range of all the better known makes including Stanfield's, Penman's, Ottawa Valley, Golden Fleece, etc.

THIS WEEK'S SPECIAL

Australian Jam, in 2-pound tins, - - Per tin, 45c

DELIVERY--- The last Town Delivery leaves at 5.00 o'clock p.m. sharp.

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Rupert W. Haggen

Dominion and B. C.
Land Surveyor
Hydraulic Engineer
Offices at Quesnel, Williams Lake
and Quesnel Dam.



**Synopsis of
Land Act Amendments**

Minimum price of first-class land reduced to \$5 an acre; second-class to \$2.50 an acre.
Pre-emption now confined to surveyed lands only.
Records will be granted covering only land suitable for agricultural purposes and which is non-timber land.
Partnership pre-emption abolished, but parties of not more than four may arrange for adjacent pre-emptions with joint residence, but each making necessary improvements on respective claims.
Pre-emptors must occupy claims for one year and make improvements to value of \$10 per acre, including clearing and cultivation of at least 5 acres, before receiving Crown Grant.
Where pre-emptor in occupation not less than 3 years, and has made proportionate improvements, he may, because of ill-health, or other cause, be granted intermediate certificate of improvement and transfer his claim.
Records without permanent residence may be issued, provided applicant makes improvements to extent of \$200 per annum and records same each year. Failure to make improvements or record same will operate as forfeiture. Title cannot be obtained in less than 5 years, and improvement of \$10.00 per acre, including 5 acres cleared and cultivated, and residence of at least 2 years are required.
Pre-emptor holding Crown grant may record another pre-emption, if he requires land in conjunction with his farm, without actual occupation, provided statutory improvements made and residence maintained on Crown granted land.
Unsurveyed areas, not exceeding 20 acres, may be leased to pre-emptors; title to be obtained after fulfilling residential and improvement conditions.
For grazing and industrial purposes areas exceeding 100 acres may be leased by one person or company.
Mill, factory or industrial sites on timber land not exceeding 40 acres may be purchased; conditions include payment of stumpage.
Natural hay meadows inaccessible by existing roads may be purchased conditional upon construction of a road to them. Rebate of one-half of cost of road, not exceeding half of purchase price, is made.
PRE-EMPTORS' FREE GRANTS ACT.
The scope of this Act is enlarged to include all persons joining and serving with His Majesty's Forces. The time within which the heirs or devisees of a deceased pre-emptor may apply for title under this Act is extended for one year from the death of such person, as formerly, until one year after the conclusion of the present war. This privilege is also made retroactive.
No fees relating to pre-emptions are due or payable by soldiers on pre-emptions recorded after June 26, 1918. Fees are remitted for five years.
Provision for return of money accrued, due and been paid since August 4, 1914, on account of payments, fees or taxes on soldiers' pre-emptions.
Interest on agreements to purchase town or city lots held by members of Allied Forces, or dependants, required direct or indirect, remitted from enlistment to March 31, 1920.
SUB-PURCHASERS OF CROWN LANDS.
Provision made for issuance of Crown grants to sub-purchasers of Crown Lands, acquiring rights from purchasers who failed to complete purchase, involving forfeiture, on fulfillment of conditions of purchase, interest and taxes. Where sub-purchasers do not claim whole of original parcel, purchase price due and taxes may be distributed proportionately over whole area. Applications must be made by May 1, 1920.
GRAZING.
Grazing Act, 1919, for systematic development of livestock industry provides for grazing districts and range administration under Commissioner. Annual grazing permits issued based on number ranges; priority for established owners. Stock-owners may form Associations for range management. Free, or partially free, permits for settlers, campers or travellers, up to ten head.

Defects of Figure.
Many defects of the figure are caused by bad postures. Learn to stand tall. Let your muscles hold you up. Hold the head high and you will soon acquire a queenly bearing regardless of height. Those whose work tends to bring the shoulders forward and cramp the chest must counteract this tendency by conscious effort until proper positions both when sitting and walking become an established habit.

Look Out For the Liver.
In laying the foundation for a good complexion one must see that the liver is healthy, the digestion good. Good digestion is, of course, essential, that the body may receive its proper nourishment. The ill nourished person is thin, anaemic, the eyes are hollow, the cheek sunken, the lips pale, the skin white. Indigestion is a foe to a good complexion.

Halleck and Drake.
Fitz Greece Halleck, the poet and author of "Marco Bozzaris," who died in 1807, is buried in the Halleck family plot in the Alderbrook cemetery at Winsted, Conn. The body of his friend, Joseph Rodman Drake, the author of "The American Flag," rests in the old Hunt burying ground in Bronx borough, New York city, now known as Drake's park.—Magazine of American History.

Romantic Spain.
"Tell me about Spain, romantic Spain."
"Well," said the motorist, "there are a few bad places as you come down the mountains, but in the main the roads are pretty good."—Washington Herald.

Always rise from the table with an appetite and you will never sit down without one.—Penn.
Sanitarium Fame.
First Invalid—You must think you are somebody, judging from the way you talk. Second Ditto—I want you to realize, sir, that I've been fought over in some of the best hospitals in the land.—Puck.

Easily Pleas'd.
Friend—I suppose it is hard work pleasing the editors? Poet—Not very. All one needs do is stop writing.—Town Topics.

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