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To U.S. and foreign points, 50 cents
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UNIVERSITY LANDS.

The withdrawal from reserve of all University lands in the province is a good move provided some action is taken to encourage settlement on these lands. In this district alone there are several thousand acres of these University lands that for years have been withheld from settlement to the great detriment of surrounding settled areas. It is to be hoped that these lands will be thrown open to the bona fide settler, of whom scores of the best class are now seeking locations. A land settlement area might well be established in this region with Prince George as a centre, and all vacant lands properly listed and information on each parcel made available to prospective settlers. In this way can real land settlement be encouraged.

P.G.E. EXTENSION.

Summing up the legislation of the present session of the British Columbia Legislature, R. R. Walker, in the Vancouver World, remarks that the session is apparently about to close with no definite statement being made in the House with regard to the carrying on of construction on the Peace River extension of the Pacific Great Eastern Railway. Premier Oliver, minister of railways, has stated that work will be rushed on the main line to Prince George, and that it is hoped to reach Soda Creek, the foot of navigation on the Fraser, this fall. This will provide rail and river navigation to Prince George a year from next May.

Meanwhile the settlers in the Peace River district evidently are doomed to disappointment. Many of these went into that section of the province as the direct result of promised transportation facilities. Many more are going with the hope that the government will provide adequate wagon roads, trains and a railway. The problem now remains as to whether or not the continuation of this line into the richest section of the province, agriculturally speaking, is too big an undertaking for the provincial government and will have to be taken over by Ottawa, the extension to become part of the federal system of railways.

MINING PROSPECTS.

The New York Mining Journal, the leading publication of its kind in America, has the following to say of the mining possibilities of Cariboo due to the extension of the P.G.E. railway. The data was furnished the Journal by Mr. Henry Boursin, of this city, now visiting New York:

Construction of the Pacific Great Eastern Railway to Prince George, B.C., will be pushed this season, according to a recent announcement by Premier John Oliver, the information being of particular interest to the mining industry. Steel was laid from Clinton to Williams Lake last year, a distance of 42 miles. In effect, the section intended for completion this season will make a north-south line about 400 miles long, connecting Vancouver with the Grand Trunk Pacific railway. Eventually the road will be extended north from Prince George through Pine Pass to the Peace River country and a connection with the Edmonton, Dunvegan & British Columbia railway. That portion of the road which is to be finished at once will make available for cheap large-scale mining a placer region which has yielded about \$50,000,000 from a small area and yardage, though handicapped by high freight cost. That is to say, there will be a new and profitable field for gold-dredging, hydraulic, hydraulic-elevating and other large-scale methods. In lode mining it will permit the development of three gold mines, two silver-lead and one copper, the testing of many prospects and the prospecting of wide areas. The region has coking coal and tungsten. It possesses all the requisites for a smeltery except blocked-out ore.

NEW POLICY OF WAR BOARD WILL PROVE A BENEFIT

Order Asking Bond to Cover All
Freight Bills of 48 Hours
Is Explained.

Montreal, March 29.—Discussing the activities of the Canadian Railway War Board, W. M. Neal, the general secretary, remarked today: "Just at present we are moving troops, and that work may not be finished before next August. Twice in working out the Board's policy we have had to trespass on the good nature of the shipper: once when we asked him to agree to the earlier closing of the freight sheds in order that freight shed employees should be kept from striking. Remembering how we kept freight moving and the car supply fairly good while neighboring nations were congested and short of cars, the Canadian shippers consented on the first point; but now by asking all shippers, including some who could buy and sell all the bonding companies in Canada, to give a bond covering all freight bills of more than 48 hours' standing, the Board has been subjected to some criticism."

"We understand perfectly the feeling of the big manufacturer in having to comply with the new rule. The same feeling arose in the United States when the American government issued the same sort of order some time ago, except that it is more drastic. What should be made clear, however, is this: There is only one way we can establish the 'no credit' rule and that is by insisting on a bond as the American government insists on it. We can make no exceptions. All shippers and all roads under this Board's jurisdiction are subject to this provision."

"It has been advanced merely to save money to the railways. The big roads could very well do without the new rule, since the old one enables them to use their easier financial position to get business from the other roads by extending unlimited credit. The new rule is in the interest of

Timber Sale X1617

Sealed Tenders will be received by the District Forester, Kamloops, B.C., not later than noon on the 12th day of April, 1919, for the purchase of Licence X1617, to cut 100 Cords Dry Cedar Fence Posts on an area situated near Dunster, Cariboo District.

One (1) year will be allowed for removal of timber.
Further particulars of the Chief Forester, Victoria, B.C., or District Forester, Vancouver, B.C. a2-1t

NOTICE TO CREDITORS.

Re Thomas J. Williams, Deceased.

NOTICE is hereby given that all creditors and persons having any claims or demands against the estate of Thomas J. Williams, late of Prince George, B.C., of which estate I am the Official Administrator, are hereby required to send in particulars of their claims to the undersigned on or before the 19th day of April, 1919. And notice is hereby also given that after the said day the undersigned will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which he then has notice, and that he will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim he shall not then have notice. And all persons indebted to the said estate are hereby required to discharge their indebtedness on or before the said day.

Dated this 5th day of March, 1919.

EDGAR C. LUNN,
Official Administrator,
Government Office, Quesnel, B.C.

IN THE SUPREME COURT OF BRITISH COLUMBIA.

(Fort George Registry)

In Probate.

In the Matter of Russell Peden,
Deceased.

NOTICE TO CREDITORS:

Notice is hereby given that all creditors and others having claims against the estate of the said Russell Peden are required on or before the 15th day of April, A.D. 1919, to send by post, prepaid, or deliver to W. P. Ogilvie, Barrister and Solicitor, of the city of Prince George, B.C., Solicitor for Thomas Charles Peden, Administrator with the Will Annexed of the last Will and testament of the said deceased, their christian and surnames, addresses and descriptions and full particulars of their claims, the statement of their accounts and the nature of the security, if any, held by them. And further take notice that after the said 15th day of April, A.D. 1919, the said Administrator will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which he shall then have notice; and that the said Administrator with the Will Annexed will not be liable for the said assets or any part thereof to any person or persons of whose claims notice shall not have been received by him at the time of such distribution.

Dated at Prince George, B.C., this 10th day of March, A.D. 1919.

W. P. OGILVIE,
Solicitor for Thomas Charles Peden,
Administrator with the Will Annexed, of Russell Peden, deceased.

sound railway financing, especially for the less wealthy roads and in the interest of the shipper, who while just as sound financially, might not happen to obtain the same credit favors from his line as some other shipper on some other line. Roping-in business by promises of long-term credit was a mischievous practice of the past. It led in the United States to roundabout routing of goods and in Canada to heavy losses by the roads which could least afford to stand them but who paid interest on bank loans to cover just such unwarranted credits. The new rule is in the interest of good railroading and good service to the community. Many of the most important firms in Canada are gracefully submitting to be bonded if for no other reason than to play fair with the small shipper. The latter welcomes the rule since he knows now that his competitor on another line can have no advantage over him."

LITTLE THINGS.

Little drops of water poured into the milk give the milkman's daughter lovely gowns of silk. Little grain of sugar mingled with the sand make the grocer's assets swell to beat the band. Little bowls of custard, humble though they seem, help enrich the fellow selling pure ice cream. Little rocks and boulders, little chunks of slate, make the coal man's fortune something fierce and great. Little ads well written, printed nice and neat, give the joyful merchants homes on Easy Street.

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