

Hotel Belleclaire

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(Subway 79th Street).
NEW YORK

Away from the noise and dust of lower Broadway; rooms overlooking the Hudson River and Central Park; ten minutes from amusement section of Times Square.

PRICES PER DAY:

1 person, \$2.00, with private bath
2 persons, \$3.00, with private bath
2 to 4 persons (2 rooms connecting), with private bath, \$5.00

Write for Moses King's Illustrated Book of New York
ROBERT D. BLACKMAN

IMPORTANT

Night Rates on Long Distance Calls

Over lines entirely within British Columbia

From 7 p.m. to 8 a.m.

Three times the day period is allowed for the regular day rate

"Long Distance" will make appointments at any time for conversations at night rates.

BRITISH COLUMBIA TELEPHONE COMPANY, LTD.



SYNOPSIS OF COAL MINING REGULATIONS.

Coal mining rights of the Dominion, in Manitoba, Saskatchewan and Alberta, the Yukon Territory, the North-West Territories and in a portion of the Province of British Columbia, may be leased for a term of twenty-one years at an annual rental of \$1 an acre. Not more than 2,560 acres will be leased to one applicant.

Application for a lease must be made by the applicant in person to the Agent or Sub-Agent of the district in which the rights applied for are situated.

In surveyed territory the land must be described by sections, or legal sub-divisions of sections, and in unsurveyed territory the tract applied for shall be staked out by the applicant himself.

Each application must be accompanied by a fee of \$5, which will be refunded if the rights applied for are not available, but not otherwise. A royalty shall be paid on the merchantable output of the mine at the rate of five cents per ton.

The person operating the mine shall furnish the Agent with sworn returns accounting for the full quantity of merchantable coal mined and pay the royalty thereon. If the coal mining rights are not being operated, such returns should be furnished at least once a year.

The lease will include the coal mining rights only, but the lessee may be permitted to purchase whatever available surface rights may be considered necessary for the working of the mine at the rate of \$10.00 an acre.

For full information application should be made to the Secretary of the Department of the Interior, Ottawa, or to any Agent or Sub-Agent of Dominion Lands.

W. W. COR Y,
Deputy Minister of Interior.

N.B.—Unauthorized publication of this advertisement will not be paid for.—58782.

European Markets for Frozen Fish

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should the prejudice against frozen fish be removed. Off our Washington, Oregon and British Columbia coasts are large areas upon which are to be found several species of the choice deep sea sole, a similar species of which is already very familiar to the English and commands a very high price in their markets. By the use of beam and otter trawls large quantities of these could be secured very cheaply. There are also several species of choice flounders to be found on this coast in large quantities. These flat-fishes can be frozen very readily, and they deteriorate but very slightly over long periods of time, scientists in the Biochemical Laboratory of Columbia University, New York, having shown by experiment that they "may be preserved frozen by the best cold storage processes for at least two years without undergoing any important chemical alteration, and without materially depreciating in nutritive value."

Various species of rockfish, including the Sitka "black bass," red rock cod, etc., are very abundant and can be frozen readily. In Alaska are to be found millions of Dolly Varden trout which frozen ought to find a ready sale in Europe and on the East Coast. In the same territory, and also in the interior lakes, are to be found large quantities of whitefish, the choicest species of fish to be found in the Great Lakes, and one which will freeze very readily. At present no use is made of these except locally.

The chief difficulty met with at present in developing European markets for frozen Pacific Coast fishes is the lack of adequate transportation facilities. The destruction of merchant vessels by the enemy cruisers, and the requisitioning of many of the vessels for transport and other war services, has seriously crippled the transportation companies, but there are signs that the near future will show a great improvement in this respect, as the building of new vessels and the refitting of old ones is proceeding apace. At present it is difficult to secure cold storage space in the transatlantic liners except after waiting a couple of months, unless space has been taken on contract for regular sailings. It seems to us that if a cargo of frozen fish were shipped late in the fall to England on a refrigerator steamer like the Elihu Thomson it could be transported at a minimum of cost and would arrive at a season when fresh fish would be the scarcest. A return cargo of some kind could doubtless be found at a figure that would probably aid materially in reducing the expense of the frozen fish shipment.—Pacific Fisherman.

VESSEL CHARTERED FOR LUMBER TO BRITAIN.

Another result of the efforts made by the Provincial Government on behalf of the lumber industry is announced by the Minister of Lands, the Admiralty having agreed to turn over to the British Columbia Government, for one voyage from this coast to the United Kingdom, the steamer "Grahamland" now at the Falkland Islands. The "Grahamland" has an interesting history, having been, until the destruction of Admiral von Spee's squadron, the German collier "Josephena," when she surrendered to one of the British warships.

The ship was offered through the Agent-General to the British Columbia Government for the transport of a lumber cargo to the United Kingdom, not necessarily for Admiralty purposes, and this being so, all timber shippers were notified and asked to make offers for the vessel, the amount of the charter being £6,600. The bid of the Cameron Lumber Company, of Victoria, was accepted, and the "Grahamland" is expected to arrive for August loading. Her capacity is given as 550 standards equal to 1,100,000 feet, and the securing of such a vessel at a time when tonnage is scarce by a B. C. firm even at such a high figure, is a matter for congratulation. It is hoped that the "Grahamland" will not be the last of the captured or interned German ships to be utilized in the lumber carrying trade from this coast.