

THE DAILY NEWS
 THE LEADING NEWSPAPER IN NORTHERN BRITISH COLUMBIA
 Published Daily and Weekly by
 THE PRINCE RUPERT PUBLISHING CO. LTD., PRINCE RUPERT, B.C.

TRANSIENT DISPLAY ADVERTISING—50 cents per inch. Contract rates on application.

SUBSCRIPTION RATES—To Canada, United States and Mexico—DAILY, 50c per month, or \$5.00 per year, in advance. WEEKLY, \$2.00 per year. All Other Countries—Daily, \$8.00 per year; Weekly, \$2.50 per year, strictly in advance.

HEAD OFFICE

Daily News Building, Third Ave., Prince Rupert, B. C. Telephone 98.

BRANCH OFFICES AND AGENCIES

NEW YORK—National Newspaper Bureau, 219 East 23rd St., New York City
 SEATTLE—Puget Sound News Co.

LONDON, ENGLAND—The Clougher Syndicate, Grand Trunk Building, Trafalgar Square.

SUBSCRIBERS will greatly oblige by promptly calling up Phone 98 in case of non-delivery or inattention on the part of the news carriers.

DAILY EDITION.

MONDAY, SEPT. 16

GREAT MANUFACTURING DEVELOPMENT OF CANADA DURING THE PAST DECADE

The annual output of Canadian manufactures has grown to practically two and one-half times its value of a decade ago. This is shown by the following statistics based upon the census taken last year for the calendar year 1910, as compared with those of the census of 1901 for the calendar year 1900. In view of a total population increase in the decade of less than 35 per cent., according to the official census, the showing for manufacturing is notable indeed:

Establishments, 1910, \$19,202; 1900, \$14,650; increase, \$4,552; per cent. increase, 31.07.
 Capital, 1910, \$1,245,018,881; 1900, \$446,916,487; increase, \$798,102,394; per cent. increase, 178.58.
 Employees, 1910, 511,844;

1900, 339,173; increase, 172,671; per cent. increase, 50.91.

Salaries and wages, 1910, \$240,497,996; 1900, \$113,249,350; increase, \$127,248,646; per cent. increase, 112.36.

Materials, 1910, \$600,822,794; 1900, \$266,527,858; increase, \$334,294,933; per cent. increase, 125.42.

Products, 1910, \$1,164,695,032; 1900, \$481,053,375; increase, \$683,641,657; per cent. increase, 142.11.

The capital employed in manufactures increased during the decade by 178.58 per cent., and the value of products by 142.11 per cent. The number of establishments employing five hands and over last year was 19,202, being an increase of 4,552 in the decade.

IMPORTANT WITNESSES IN NEW YORK POLICE SCANDAL ARRESTED

New York, Sept. 14.—"Gyp the Blood" and "Lefty Louie," the missing gunmen wanted in connection with the Rosenthal murder case, which revealed such a terrible condition of affairs in the Police department of this city, were arrested tonight in a flat in Brooklyn, where the two men were living with their wives. They were seated at the tea table when the officers entered, but offered no resistance.

Don't be talked into buying the "just as good" kind of mattress. Insist on having a Restmore. Hart's price is \$9.95. 218

AGRICULTURAL MINISTER WILL OFFICIATE AT THE PROVINCIAL EXHIBITION

New Westminster, Sept. 16.—Hon. Price Ellison, minister of agriculture for British Columbia, has written to Manager D. E. Mackenzie of the Royal Agricultural and Industrial Society that he will be very pleased to officiate on October 1st at the dedication of the Horse Show building, which is now being erected, in connection with the Provincial exhibition which will be held here October 1st to 5th.

Mr. and Mrs. D. M. Hays went south this morning on the Prince Rupert for a short visit to Seattle and Vancouver.

IN SPITE OF RUMORS OF ICE-BOUND STRAITS THE HUDSON BAY ROUTE IS RAPIDLY COMING TO THE FORE

Quite according to tradition adverse reports about ice conditions in Hudson Bay and Straits have been the signal for depreciatory comment on the route by a number of influential eastern newspapers. Happily, the time is past when public opinion in the east can be so worked upon as to embarrass this project which is so near the heart of the west and which is now definitely under way. Having gone so far in actual construction work of the railway to tidewater no government could afford to stay its hand, even were a seemingly strong case against the navigability of the bay and straits a possibility. Nothing indeed is more certain than that within a very few years the route will become a commercial fact. That it will also be a commercial success has yet to be proved, just as the commercial success of the Panama canal has to be put to the test of actual operation. Great enterprises require great faith, and it is encouraging to those whose faith in the Hudson Bay route has never flagged to reflect that de Lesseps was regarded as a visionary and the commercial success of Suez canal declared impossible.

Difficulties There Are.

No one denies that peculiar difficulties surround the Hudson Bay route and possibly if the gain were not so immense it might not have been found worth while to face them resolutely with a view to overcoming them. But these difficulties are magnified for the faint-hearted by misapprehensions of the actual dangers to be encountered, while, banished to the background is the salient fact that the bay and its approaches have been successfully navigated by ill-equipped vessels with an extraordinary absence of disaster year in and year out for over 200 years.

Ice Bugbear.

Misapprehensions of its dangers are well illustrated by the latest account of them, provided

by the Beothic, a privately-owned boat, which reports that on August 10 while on her way from Port Nelson to Moose Factory she encountered packed ice for eight days along the southern shores of the bay. Icebergs were also encountered at Belle Isle off Labrador. In Hudson Straits there was considerable ice. In the bay itself, however, there was not much ice and it was not of dangerous proportions.

Quite a Fallacy.

The above is used by the Ottawa Journal as the text for saying that some doubt is thrown on the belief of the probability of the route becoming a future Atlantic highway. But this claim does not bear analysis. It suggests an ignorance of the basic conditions of Arctic navigation and creates an entirely false impression; namely, that if conditions are so bad on August 10 they will be worse later on when the new crop movement sets in. Of course, the exact contrary is the case. Sub-Arctic ice begins to move in June and the movement continues through July and the early part of August. Big floes break up, detached masses crowd out of the Hudson Bay through its straits and join in the slow procession to the warmer waters of dissolution past Labrador and Belle Isle.

Bay "Inclined Prairie."

As for the bay itself, is is nothing more or less than an inclined prairie, tipping up towards its south end, where shallow waters debar James Bay as a navigable outlet for ocean shipping. Here imprisoned ice is driven and stranded, formidable possibly from the bridge of the Beothic but through which a properly sheathed vessel could steam as though so much spin-drift, should she be so misguided as to be so many miles out of her course. For no ocean bottom would have any business at the foot of the bay, but would maintain her deep water course form

Port Nelson or Fort Churchill to the straits through blue water scoured by ice by the powerful tides.

Tides are Factor

In Hudson Straits themselves, these tremendous tides prevent ice forming even in depth of winter in sufficient thickness to stop a powerful and properly protected steamer. Only when ice is crowding out of the bay in the early summer months is there danger of a blockade, and it is this period which presents the most difficult problem so far as the bay and straits are concerned; but it is a problem rather of delay than of physical danger, affecting rather the price of charters than of marine insurance.

Danger Outside

Greatest dangers are to be feared and encountered outside the bay and straits and in the open sweep of the Atlantic on the Labrador coast line, where great detached masses of the floe known as icebergs crowd down from Baffin Bay and Davis strait. But icebergs are to be found at this season at the entrance to the St. Lawrence, and though they must necessarily be more numerous and more formidable further north, yet it is a known danger, and as such not insuperable to careful navigation. In a word, the difficulties of the route are trifling after the end of July so far as the bay and the straits are concerned, and the real danger lies in the north Atlantic waters beyond. This danger can be minimized by the resources of modern science, of which wireless telegraph stations on the coast line and on all ships plying the Western Canadian trade is the greatest factor for safety. —Manitoba Free Press.

Lumber For Lighthouse

The Lester W. David Lumber Company has received another large scow load of lumber, containing over a quarter of a million feet for the lighthouse being constructed on Holland Rock.

15,000 ACCIDENTS FOR EVERY 100,000 PEOPLE YEARLY IN THE STATES

Convincing evidence of the imperative necessity for accident insurance can be found in the following statistics in regard to annual accidental deaths and injuries in the United States:

Annual accidental deaths (nearly 10,000 by railroad accidents), 63,000.

Disabled for life, annually, 100,000.

Temporarily disabled, annually over 10,500,000.

Non-fatal accidents, annually, 11,000,000.

Non-fatal accidents from ordinary causes, daily, 30,000.

Fifteen thousand accidents to every 100,000 of population.

Six per cent. of deaths from all causes are due to accidental injuries.

Ages Twenty to Sixty.

Annual accidental deaths, 40,500.

Annual deaths from disease (all disabled prior to death), 435,000.

The proportionate mortality

(through accidents (among males) out of every one hundred deaths from all causes is 12 per cent. Railroad accidents for the last twenty years, injured, over 1,000,000; killed, over 150,000.

Cost of civil war, 61-65 from wounds and disease, both less than 300,000.

Cost of Spanish-American war, Cuba and Philippines, less than 2,000.

"War with its awful carnage is terrible, but in comparison with the fearful result of the daily unlooked for accidents, war is safety," comments the Preferential Pilot in setting forth the foregoing statistics.

Customs returns of the Dominion show an increase of twelve millions and more for the five months of the fiscal year. The receipts for the month just closed totalled \$10,147,908, as against \$7,678,395 for the corresponding period last year, an increase of \$2,469,512. For the

Prince Rupert Lodge, I.O.O.F. No. 63
 Meets in the Helgeson Block
Every Tuesday Evening
 All members of the order in the city are requested to visit the lodge.
 A. H. ALLISON, N. G.
 W. G. BARRIE, Sec.

Lester W. David Co., Ltd.
LUMBER

First Ave. and McBride St. Box 865

PHONE 25
 Prince Rupert, B.C.

five months the receipts totalled \$46,397,937, an increase of \$12,801,791.

GRAND TRUNK PACIFIC **SWIFTEST SUREST AFEST** **GRAND TRUNK SYSTEM**
TWIN SCREW STEAMERS
"PRINCE RUPERT" AND "PRINCE GEORGE"
 For Vancouver, Victoria and Seattle
MONDAYS AND FRIDAYS 9 a.m.
 Prince George sails for Stewart on Thursdays at 8 a.m.
"PRINCE JOHN"
 Weekly service to Port Simpson, Nas, Granby Bay and Queen Charlotte Islands
"PRINCE ALBERT"
 Regular sailings for Skeena River Canneries, and all way points between Prince Rupert and Vancouver
 Passenger service to Skeena Crossing from Prince Rupert Mondays, Wednesdays and Saturdays at 11 a.m., making connections for Hazelton.
Cheap Excursion Rates Over Grand Trunk Railway System
 (The Double Track Route)
 Between Chicago and all points East, connecting with all roads from the Pacific coast. Let us prepare itinerary for your trip EAST this summer.
 Agency for all Atlantic Steamship Lines. For all information apply to
A. E. McMASTER, General Agent, Centre Street

B.C. COAST STEAMSHIP SERVICE
FAMOUS PRINCESS LINE **CANADIAN PACIFIC RAILWAY** **SAFETY SPEED SERVICE**
S. S. Princess May SOUTHBOUND
Saturday, Sep. 14, 9 a.m.
 J. G. McWAB, General Agent

GREAT NORTHERN RAILWAY **EASTERN Excursions**
 by the

Oriental Limited
3 SOLID TRAINS 3
 daily from Vancouver or Seattle

Rogers' Steamship Agency
 PHONE 116

UNION S.S. COMPANY OF B.C., Ltd
 The new steel Passenger Steamers
"Chelohsin"
 —AND—
"Camosun"

Leave Prince Rupert for Vancouver as follows:
"Chelohsin" - Wednesdays at 10 p.m.
"Camosun" - Saturdays at 10 p.m.
 Arriving at Vancouver Friday evening and Monday morning, respectively

None safer on the coast than these two fine passenger steamers
J. H. ROGERS, Agent Phone 116

LINDSAY'S CARTAGE and STORAGE
 G. T. P. Transfer Agents
 Orders promptly filled. Prices reasonable.
 OFFICE—H. B. Rochester, Centre St. Phone 65.

Little's NEWS Agency
 Magazines :: Periodicals :: Newspapers
 CIGARS :: TOBACCOS :: FRUITS
 2nd Ave. Below Kalien Island Club

Savoy Hotel
 Cor. Fraser and 6th. Choice Wines and Caves
RUPERT'S PALACE OF COMFORT

Grand Hotel.
 Workingman's Home
 Free Labor Bureau in Connection
 Phone 178 1st Ave. and 7th St.
 GEO. BRODERIUS, Proprietor.

COAL
 New Wellington Coal. Best on the Coast
 Phone 116 Rogers & Black

THE IROQUOIS POOL
 English and American Billiards
 Twelve Tables SECOND AVE.

L. A. Barbeau
 Cartage, Coal and Storage
 Reliable Messenger Service
 Phone 58 735 3rd Ave.

Silversides Bros.
 The up-to-date House Decorators of Prince Rupert
..Sign Writing. Paper-Hanging
 Our Specialties

"We always deliver the goods"
 2nd Street Phone 156 Green

PRINCE RUPERT FEED CO.
 Dealers in
HAY, GRAIN FEED AND SEEDS

Agents for the International Stock Feed
 MAIL ORDERS PROMPTLY ATTENDED TO
SONS OF NORWAY

Meets 1st and 3rd Thursdays at 7 p.m., at 319 3rd ave. All Norwegians are welcome.
"Valhalla" of S.H. & E.F.
 (SCANDINAVIAN SOCIETY)
 Meets every 2nd and 4th Tuesday at 7 p.m. in the hall at 319 3rd Ave.

Say, Scoop, Try Not to be so Forgetful, Next Time

—Drawn for The Daily News by "Hop"

