

THE DAILY NEWS

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DAILY EDITION

Monday, Jan. 13, 1913.

Editorial Notes and Clippings

NOT TO BE TAKEN LITERALLY.

A despatch from Vancouver today states that Sir Richard McBride, premier of British Columbia, has received a letter threatening his life. The letter, of course, is not to be taken literally. Sir Richard and his government, by their autocratic methods are killing themselves, politically.

MAYOR NEWTON AND THE CITY'S CREDIT.

At the public meeting in the Empress Theatre on Friday night Mayor Newton made the statement that the character of the men in the city council had nothing whatever to do with the success of the city in borrowing money to carry on its public works and that the security the city had to offer is the only consideration. The opinion of that great wizard of finance hardly agrees with the recent testimony of J. Pierpont Morgan before the money trust committee, who says that in lending money the character of the borrower counts before the collateral security. Commercial credit, he says, is based upon character, not primarily upon money or security. A man with character and nothing else can get all the credit he wants. "A man I do not trust could not get money from me on all the bonds in Christendom."

FAKING THE FIGURES.

Juggling cost prices is not confined to one piece of city work. You could probably find more or less of it in every piece of work done under the present system. For instance, take the grading contract on the lane between Second and Third avenues from Fourth to Eighth streets. The engineer's

report, which Mayor Newton published as a statement showing costs, shows this work to have consisted of 10,422 cubic yards of excavation at a total cost of \$27,743.13. The cost of 7,858 cubic yards of rock excavation is given at \$3.10 a yard and of 2,564 yards of earth at 80 cents per yard. Then a charge is made for 8,351 yards of overhaul at 15 cents a yard. This is where the juggle comes in. Now, if a contractor were given that job, and this is the only reasonable basis of comparison we have, he would have to take all rock 1,000 feet from the cut free of charge. Over that distance he is allowed 1 cent per yard for every hundred feet of overhaul. Everybody knows that on that piece of work the rock which was not used for filling the lane itself went into the hole at the corner of Third and McBride, excepting a small portion which was used for finishing the streets nearer by. Granting that the engineer's figures for the amount overhauled are correct, although the percentage seems very high, the most liberal measurement will only allow six or seven hundred feet overhaul. That one item alone, if properly charged, would add 8 or 10 cents per yard to the cost of excavation. There may be other items such as dynamite and plant which have not been charged to show, for there is nothing to show that they were or were not. It is safe to say that any contractor would have jumped at the chance to take that job at \$2.50 per yard for rock, paying 45 cents an hour for wages. That would have saved the city at least four or five thousand dollars which could have been spent on some other work. Is that efficiency?

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TWENTY- EIGHT ARMORED SHIPS
BUILDING IN GREAT BRITAIN

THE PRESENT YEAR TO BE A RECORD ONE FOR SHIPBUILDING—PRICE OF SHIPS RISING FASTER THAN REAL ESTATE IN THE WEST

London, Jan. 8.—The present year will see a record in British warship building. The naval dockyards and great shipbuilding firms have already twelve battle ships and battleship cruisers in hand for the navy apart from vessels nearly completed. In addition there are six battleships or battleship cruisers building in England for foreign powers. If ten new ships are ordered this year, as is expected, there will be twenty-eight armored ships of the largest size building in this country with a displacement of over 650,000 tons.

The completion of this enormous fleet with speed will demand most careful organization. It is rumored that there must be serious delays in construction. Already the recent British programmes are heavily in arrears.

The difficulty which confronts both dockyards and private firms is to obtain the skilled labor required for ship construction. There is an insufficiency of workers at the dockyards, where day and night shifts, as well as overtime, are being worked. All indications suggest that the Admiralty will have to revise its calculations that the largest battleship can be built in two years.

Cardiff shipowners are rejoicing in prosperous times. It is estimated that 500 vessels which belong to that port earned a clear profit of nearly \$2,500,000 in 1912. Besides these, Evan Thomas, Radcliffe and Company with 30 vessels, made a profit of \$1,500,000; W. J. Tatem & Company, with 20 steamers, a profit of \$1,055,000; and W. and C. T. Jones, Limited, with 11 ships made a profit of \$340,000.

There is every likelihood that the flourishing conditions in English shipping industry will continue. One shipowner has refused an offer of \$120,000 for a steamer of about 4,800 tons deadweight which he bought three years ago for \$85,000.

A steamer of 6000 tons which cost \$150,000 was completed not long ago and on an average made profit of \$500 a day.

Mr. P. I. Palmer has gone on an extended visit to Eastern Canada and the United States. He expects to be away for about two months.

CALL LLOYD-GEORGE
SOME HARD NAMES

Disgruntled Doctors Heap Epithets on Unpopular Chancellor

London, Jan. 11.—Mr. Lloyd-George should by this time be accustomed to hearing himself called hard names by his political opponents but it is doubtful if any British politician has ever been so vehemently denounced at a public meeting in this country as was the chancellor of the exchequer yesterday by 1800 doctors who refused to form the Insurance Act panels.

All the oratory was of a fiery character, the following being a list of some of the epithets applied to the chancellor and his methods:

"Moral Leper," "Malign Comed," "Arch Opponent of the Medical Profession," "Judas Iscariot," "Traitor," "Canting and Cunning Unequaled by Uriah Heep," "Methods of Bludgeon, Bribery and Corruption," and "Policy of Falsehood."

Her Uttermost Object.
"Why do you encourage your husband to drink so much coffee?"

"It's the only thing that will keep him awake nights—and that's the only chance I get to tell him what I think of him."—Cleveland Plain Dealer.

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New Year Prices

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Lot 5, Block 17, \$10,500; \$4,300, bal. covering 2 years and nine months.

Sec. 5.
Lots 22-23, Block 17, \$3,500; \$2,000 cash, bal. 1-2-3 years.
Lot 9, Block 25, \$1,650; ½ cash, 6-12 months.
Lot 15, block 36, (with building costing \$3200), \$4000; \$2000 cash, bal. 1 and 2 years.

Section 6
Lots 1-2, Block 31, \$3,750; ½ cash, bal. 6-12 months.

Sec. 7.
Lot 11, Block 21, \$1,000; \$600 cash, bal. arranged.
Lot 14, Block 21, \$1,050; \$600 cash, good terms.
Lot 6, Block 34, \$850; ½ cash, bal. 6-12 months.
Lots 13-14, Block 35, \$1,900; ½ cash, bal. 6-12 months.

Sec. 8.
Lot 7, Block 4, \$700; ½ cash, bal. 6-12 months.
Lots 11-12, Block 23, \$1,500; ½ cash, bal. 6-12 months.
Lots 5-6, Block 36, \$950; \$500 cash, bal. good terms.

P. McLachlan

Phone 382 Box 324
Third Ave., Prince Rupert, B. C. Phone 44

GRAND TRUNK PACIFIC S.S. PRINCE RUPERT

leaves for Vancouver, Victoria and Seattle

FRIDAYS, 9 A. M.

"PRINCE JOHN"

For Port Simpson, Granby Bay, Stewart, Naas, 11 a. m., Jan. 8th, 22nd, Feb. 5th, 19th, March 5th, 19th.

For Masset and Naden Harbor, 12 p. m., Jan. 10th, 24th, Feb. 7th, 21st.

For Skidegate, Ahnfjord Bay and other Queen Charlotte Island ports, 10 p. m., Jan. 12th, 26th, Feb. 9th, 23rd, March 9th, 23rd.

G. T. P. RAILWAY PASSENGER SERVICE

No. 2 leaves Prince Rupert 10 a. m. Wednesday and Saturday

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S. S. PRINCESS MAY

Southbound—Sat., Jan. 18th, 8 p. m.

S. S. PRINCESS BEATRICE

Southbound—Sun., Jan. 19th, 8 p. m.

J. B. McNAS, General Agent

TO BUYERS OF GOOD FURNITURE

SALE

High Grade Furniture

an solid Oak and Mahogany at the residence of Mrs. C. B. Lockhart, 5th Ave., near Fulton on

Tuesday, January 14th, 1913

at 2 o'clock prompt Mr. Frank A. Ellis will sell by Auction as above

HIGH CLASS FURNITURE

including

One 5 ft. square extension dining table, extending to 10 feet, of solid quarter cut oak, cost \$85.

One buffet to match, cost \$80.

One set massive dining chairs of solid oak, with leather seats, cost \$65.

One solid oak China display cabinet cost \$37.50.

One very massive arm chair, leather upholstered, cost \$60.

One leather couch cost \$40.

One mission design folding card table in oak cost \$25.

One Templeton English Axminster carpet, 13 ft. 6 in. x 15 ft., cost \$65.

One Wilton rug, 5 mahogany parlor tables; numerous mahogany chairs, rockers, etc., including one three piece suite which cost \$95.

All these pieces are upholstered in finest coverings of English silk tapestries, watered silks and plush.

Two mahogany pedestals, 1 set portieres, cost \$35; one very massive brass bed cost \$100; 1 mahogany dresser cost \$40; bed spring cost \$18.00; splendid mattress cost \$22; Brussels rug 9 x 12, cost \$35; two brass bedsteads, one of which cost \$80; 2 Wilton art squares; 1 Birdseye Maple Dresser cost \$65; 1 Birdseye Maple Chiffonier cost \$40; 1 Morris chair, massive Spanish leather cushions, cost \$40.

Very massive Oak flat top office desk, revolving office chairs to match; three office chairs; kitchen comfort; kitchen table and utensils; plants, ornaments, etc., and usual sundries too numerous to mention.

N.B.—This is a capital lot of furniture of high class quality.

On view Monday afternoon 3 to five p.m.

FRANK A. ELLIS, Auctioneer.

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