

THE DAILY NEWS

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DAILY EDITION

Thursday, Jan. 23, 1913.

THE OPPORTUNITY MR. BORDEN LOST.

That no "emergency" such as that talked of by Premier Borden is known to exist in England has time and again been demonstrated by Rt. Hon. Winston Churchill, first lord of the admiralty. This is shown particularly in a speech made by Mr. Churchill on May 16th last—seven months after the Borden government had been formed, and while the British ministry were preparing to meet Mr. Borden and his colleagues. It may therefore fairly be assumed that the speech was intended as a guide to the Canadian ministers before they approached the British government.

Mr. Churchill said that he intended this year to again ask Parliament for additional men, money and material for the navy. He pointed out that nowadays the Imperial fleet must be kept concentrated in the decisive theatres in European waters and that its general mobility was reduced since it could not move safely and freely to every port of the world to the same extent as in former years. But Mr. Churchill declared that the duty of protection of the colonies by the despatch, if necessary, of special squadrons from Great Britain both could and would be discharged without injury to her home concentration.

Here, he said, was created "the great opportunity for the great self governing dominions of the Empire. . . . If the main development of the last ten years had been naval concentration in decisive theatres it seems to me—and I dare say to you—not unlikely that the main development in the next ten years will be the growth of effective naval forces in the great overseas dominions." Thus we should have as a true division of labor between the Mother Country and her daughter states "that we at home should maintain the Empire's sea supremacy against all comers at the decisive point and that the dominions should guard and patrol the rest of the Empire."

Further Mr. Churchill declared that the admiralty saw no reason why each Dominion should not be given a full measure of control over the movement, in peace, of any naval forces which, with Britain's help, they might bring into efficient existence. The important thing was that the gap should be filled so that while the Imperial navy guarded the decisive centres "our comrades and brothers across the sea shall keep the flag

flying on the oceans of the world."

Mr. Churchill makes not the slightest hint of any desire for a cash contribution—any more than Mr. Borden has made any hint of "filling the gap" in the manner suggested by the First Lord of the Admiralty.

MAY REVILE MEMORY OF PREMIER McBRIDE.

It is needful that some amendment should be made to the laws of the country to keep the Dominion Railway Board from being cut off from the people. In British Columbia not long ago a charter and a subsidy were arranged by Sir Richard McBride for a small line of railroad, the terminals of which were entirely within the boundaries of British Columbia. In the agreement a clause was inserted which provided that this road should be forever outside the jurisdiction of the Dominion Board of Railway Commissioners. This was a most dangerous clause, and one of these fine days the people of British Columbia, and especially those who may by that time be dependent upon this little railroad, will rise up and revile the memory of the politician who thus took away their right to protect themselves. Never was there such a court as this itinerant tribunal of Judge Drayton's. Never was there a political invention more effective in serving the interests of the whole country. The railway companies feel the curb which it holds over them, and already there have been fierce struggles waged against some of the rulings of that board, but most of those struggles have been in vain. Now, however, the railroads are getting the habit of appealing to the Governor General in Council to overrule the board—in other words, instead of appealing to courts of law they are beginning to appeal to the cabinet—a group of politicians. Anyone knows that a railway has far more means of getting the kind of justice it wants from a politician than from the Railway Board; a politician, even a prime minister, may be amenable to the proper influences. So far these appeals have not been successful, but one day they may be. It will be an unfortunate time. These appeals and this idea of getting provisions inserted in charters, taking provincial roads out of the jurisdiction of the Dominion board, are altogether wrong. It should be made impossible to do either.—Canadian Colliers.

COMING PACIFIC INDUSTRIAL CITY

How Industries Will be Developed on Canada's West Coast and How Port Edward and Prince Rupert Will Work Together Towards Big Success.

The Grand Trunk Pacific railroad will ship its share of the immense western grain crop westward, via Prince Rupert and the Panama Canal. It is also known that the other Canadian roads will route a great deal of their grain that way. People on the Pacific seaboard are only just beginning to realize what this will mean to coast commerce and industry.

Recently it was estimated that at the present rate of progress the wheat crop alone, of the prairie country, will have reached 300,000,000 bushels, but, to be conservative, assume that the entire grain crop, five years hence, will be only 100,000,000 bushels which is far within the mark. This means that the total grain shipment will weigh 3,700,000 tons, sufficient to give 500 steamers 6000 tons of grain each or in other words a complete cargo. No shipmaster cares to take a full cargo of grain because of its semi-liquid character when stowed in bulk. The proportion sought after by most captains is two-thirds grain and the balance cargo of a different sort. Thus to move the 100,000,000 bushels of grain from Pacific ports about 1000 vessels of 6,000 tons each will be required.

Imagine then what this will mean to Vancouver, Victoria and Prince Rupert—enough to send a vessel each day of the entire year from each port. But besides the grain there will be 2,300,000 tons of general cargo. Where is this to come from? Prince Rupert answers the question in the statement that the industries in the resourceful country behind and adjacent to her will provide much of it. How will this industrial development be cared for considering that Prince Rupert is hard pressed even now for waterfront locations and pier wharf room? The answer to this has recently been made public in the announcement of Prince Rupert's new industrial annex, Port Edward.

Port Edward, a natural industrial site, on a wonderful harbor is situated eight miles south of Prince Rupert, on what is called Porpoise harbor. In reality the new townsite is immediately next door to Prince Rupert, as there is nothing between but a mountain range. The Grand Trunk Pacific traverses the entire waterfront of Port Edward which presents an ideal location for industries that expect to send their wares either west or east and it offers such exceptional facilities for the handling and trans-shipment of materials located on its shores, that its rapid and prosperous growth and development may be confidently looked forward to.

Port Edward and Prince Rupert together possess an array of advantages and features as an industrial and shipping centre as to place them in the lead of any other coast port. Port Edward provides just what Prince Rupert lacks. For instance, the depth of water close to high water mark in the Prince Rupert harbor along the shores of the present townsite make it impossible, except in a few instances, to build pier wharves unless the piers are constructed by a combination of cut and fill entailing

a very heavy expense. This is not the case with Port Edward. The shore line of the east side of Porpoise Harbor is such that piers at an angle of 45 degrees to the general direction of the shore line, may be constructed out at a length of 600 feet, and depth at the outer end of 36 feet at low water, and will require but little dredging at the inner end to give an average depth of 26 feet at low water. It may easily be deepened to a farther depth of thirty feet at low water. Eleven of these piers are available with a combined docking length of 14,320 feet.

The sale of townsite lots in Port Edward which has been laid out by the most expert landscape and harbor engineers will begin shortly and its approach has already created considerable interest in the coast cities. Messrs. Harrison, Gamble & Co., of Prince Rupert, B.C., and Messrs. Hall & Floyer, Douglas and View Streets, Victoria, B.C., are joint directing sales agents.

C. P. R. IS PLANNING FOR BALKAN HORDE

Will Bring 20,000 Immigrants from Near East to Canada via Montreal Every Month.

New York, Jan. 21.—A special Berlin cable to the American says: "A rate war eclipsing all former ones may be declared between the north and south trans-Atlantic steamship pools in consequence of immigrant line concession given by Austria to the Canadian Pacific to be operated in competition with the Austro-American line out of Trieste.

The scheme of the C. P. R. is to throw every month 20,000 Austrians, Servians, Turks and Montenegrins into America via Montreal, thence by rail to Toronto and to the west, as soon as the Balkan situation is cleared.

It's only the defeated candidates that don't recognize you now. The successful ones will keep an eye on their fences.

THE WEATHER.

The weather report at 5 o'clock this morning read: Barometer, 29.459; maximum temperature, 40; minimum temperature, 38; precipitation, 1.05 inches.

Find it through a Daily News "Want Ad."

Georgetown Sawmill Co. Ltd.

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A large stock of dry finishing lumber on hand. Boat lumber a specialty. Delivery made at short notice.

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THE AFTERMATH

Usually the day following Christmas brings with it unpleasant recollections of friends who have been inadvertently overlooked in the matter of Christmas gifts. Isn't it fortunate that New Year's Day follows so closely and gives us an opportunity to make amends for our oversights during the Christmas rush. While the past week's shopping made very heavy inroads into our stock, the assortments in each line are practically unbroken. We have a large range of beautiful things for New Year's gifts. CONSULT OUR CATALOGUE.

Henry Birks & Sons, Limited

JEWELLERS AND SILVERSMITHS

Geo. E. Torrey, Managing Director

VANCOUVER, B.C.

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. 28th, 29th, Feb. 5th, 19th, March 5th, 19th. For Masset and Naden Harbor, 12 p. m., Jan. 10th, 24th, Feb. 7th, 21st, March 7th, 21st. For Skidegate, Allford 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 Grand Trunk Railway System (The Double Track Route) Nine month excursion rates in effect. Choice of routes to Chicago to connect with the excursions and fast trains of the Grand Trunk Railway System. 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 BEATRICE Southbound—Sat., Jan. 25th, 8 p. m. J. G. McRAB, General Agent

UNION S.S. COMPANY OF B.C., Ltd. The Twin Screw Steamer "Venture" Arrives from Vancouver Every MONDAY NIGHT Sails for Port Simpson, Naas River Point and Granby Bay Tuesdays, 8 a. m. Sails for Vancouver WEDNESDAYS, 2 P. M.

Rogers Steamship Agency Phone 116

PRINCE RUPERT INN AND ANNEX Owned and operated by the Grand Trunk Pacific Railway on the American and European plan. Excellently furnished, with steam heat, electric light, and all modern conveniences, being absolutely first-class in every respect. The appointments and service are equal to any hotel on the coast. Rates: \$1 to \$3.50 per day. G. A. Sweet, Manager.

SMITH & MALLETT THIRD AVE. Plumbing, Heating, Steamfitting and Sheet Metal Work Office: 3rd Ave. 2nd Ave. bet. 7th and 8th Sts. Workshop Phone 174

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COAL

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

SONS OF NORWAY

Meets every Thursday 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.

D. C. STUART Accountant 309 2nd Ave. Phone 280 Auditor for the City of Prince Rupert PRINCE RUPERT, B. C.

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The Features of the City Editor Were Not Pleasing to the Parrot

—Drawn for The Daily News by "Hop"

