

# WHAT PANAMA CANAL TRADE MEANS TO BRITISH COLUMBIA

### WITH OCEAN COMMERCE FLOODING THROUGH WATERWAY NEW WORLD'S MARKETS WILL BE OPENED UP TO CANADIAN PRODUCTS

With the Panama Canal open to shipping, the distance from British Columbia will not only be reduced to the ports of the United Kingdom and of Europe, but new markets in the West Indies and the Latin Republics of the East coast of South America will be opened up to Canadian products, says the *Monetary Times*. Where the products of the British Columbia coast have been insufficient to supply vessels with return cargoes, supplemented by some of the millions of bushels of grain from the middle west of Canada, the export traffic is likely to be as good, if not better, than the import traffic, suggested the *London Times* in a recent special Panama Canal number.

At present it is impossible to utilize the Panama Canal route to any extent for the bringing of settlers into Canada from the United Kingdom or the continent of Europe, and British Columbia is practically getting the population that sifts through the other provinces. After the Panama Canal has been opened for traffic, there will be a fairly direct course for the movement of population from Europe, and particularly from the Mediterranean European ports, to British Columbia.

Hard-headed, shrewd business men, whose imagination is not easily stirred, discern in the opening of the Panama Canal and the approaching completion of the great transcontinental road two potent forces for the progress of the land which hold their destinies in its keeping. The lumber, mining, fishing and agricultural interests of Canada are preparing for changed con-

ditions. It is confidently expected that the new water route, combined with enlarged and improved railway facilities, will improve the position of Western Canada in the battle for the world's markets.

One of the most important features in connection with the Panama route will be the transportation of grain from Alberta and Saskatchewan. Assuming that the cost of shipping grain from north Atlantic ports to England averages 10s per ton, the approximate cost from B. C., including canal tolls, would be about 30s per ton, or 32.15 cents per 100 pounds. This rate, added to the cost of transportation by rail from Alberta and Saskatchewan, is less than the average cost by the present routes through Montreal and St. John. But even supposing the cost of transportation is slightly more, it is more than offset by the very decided advantages which the farmers of the Northwest will have in being able to ship their grain all the year round, and especially during the winter months after the close of the Great Lakes and the St. Lawrence.

The opening of the Panama Canal will also have considerable influence upon the development of Western Canada, and will open up new fields of enterprise as far north as the Yukon and Alaska. The cost of transportation on these products has considerably retarded this development, and it is only the high valued products, such as gold, silver and valuable minerals, that could pay the heavy transport charges. The new route via the Panama Canal should have the effect of developing the coal resources of Vancouver Island, and also the anthracite deposits which are known to exist in northern British Columbia.

The opening of the canal should cause direct steamship connections to be made between the ports of Montreal, Quebec, Sydney, C. B., and Halifax, N. S., and the ports of British Columbia, and enable the manufacturers of Ontario, Quebec, Nova Scotia and New Brunswick to ship their products at considerably less cost than can be accomplished by the all-rail, or lake and rail, routes across the Canadian continent.

It is the writer's conviction that the opening of the Panama Canal will provide the means of reducing the cost of transportation between the eastern and western provinces of Canada very considerably.

Nor is it the internal trade of Canada alone that will benefit by the new routes via Panama. The extension of trade to and from the West Indies and South America, and other countries, will be made possible.

## PARCEL POST RATES IN SIMPLE FORM

### Postmasters Have Card Which Gives Rate at Glance—Exceptions to Regular Rates

Ottawa, Feb. 4.—The method of finding the rate on any parcel under the new parcels post system will be extremely simple. Rate cards will be furnished to all postmasters and for distribution to the public, there being a separate card for each province. On this card is given the amount of the postage chargeable on any parcel up to a weight of eleven pounds within the province within which the parcel is posted, and to all other provinces of the Dominion.

When a parcel is mailed, the post master sees from the address the province to which it has to be carried, and a glance at his card shows him, without making any calculations, what the postage will be. It is not necessary that he should know the geographical position within the twenty mile radius, as all the information he requires is on the card.

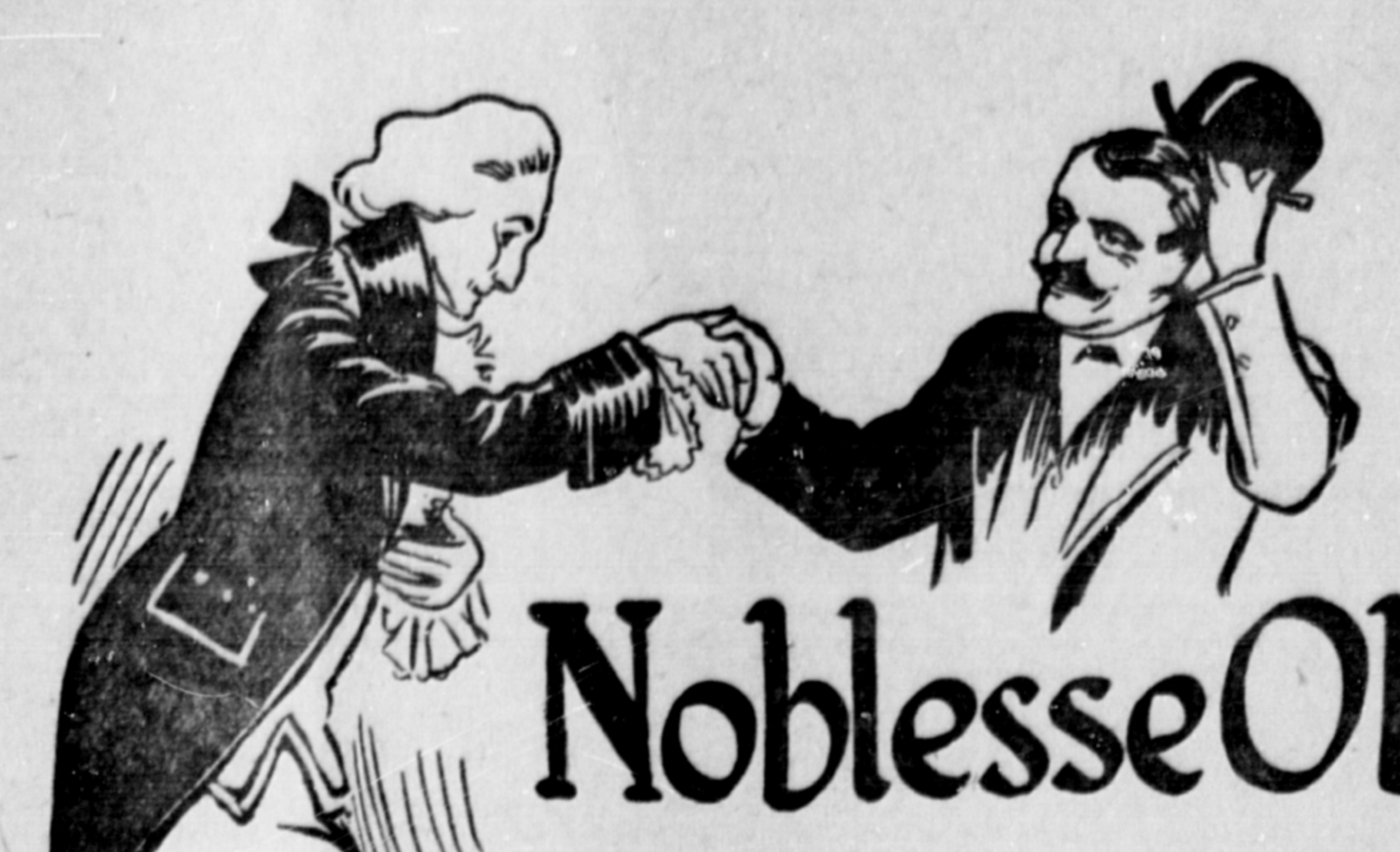
Another point that the department has had to consider is the possibility of giving a parcels post service to certain districts that have to be served by long and expensive stage routes. There are some remote districts in Canada where the freight rates are so high as to more than double the new parcels post rates and the department could not undertake to forward everything that would be offered to such places.

Leaving aside the question of extra cost, the amount to be carried would be so great that the post office would not or could not have the facilities to handle it. On some service, mails have yet to be carried by pack horses or dog teams in winter, and no contractor would undertake to carry an unlimited weight of parcels to such places. It was found necessary, therefore, to impose the maximum charge of 12 cents a pound on the parcels that have to be conveyed to certain points where the mails have to be carried over 100 miles by stage, as the department could not undertake to carry matter at five cents a pound to places where ordinary freight rates are much more than that amount.

## JEFFERY WOODHOUSE FINED FOR VAGRANCY

Jeffery Woodhouse, formerly of Prince Rupert, who has been very much in the police limelight in Vancouver lately, has been in trouble again.

He is alleged to have married Roma Graham, who created such a sensation by successfully defying the immigration authorities to deport her a few weeks ago. Last week Woodhouse was fined \$25 and costs by Magistrate Shaw in police court on a vagrancy charge. Woodhouse was an important person and would have made a most important witness in the Roma Graham investigation, but at that time he could not be apprehended. Although instrumental in defeating the immigration authorities, the police are powerless to law a more serious charge against him.



# Noblesse Oblige

### Rank imposes obligations— or—as the French put it—"Noblesse Oblige."

It is a very natural and right principle that those who by their position in life command the respect of others should deserve it and be worthy of maintaining their position. "Much is expected of those in high station."

But this principle is not confined to persons of noble birth—it has a hundred applications. It applies, for example, to those manufacturers of reputation and prestige who make goods of high quality and who advertise them constantly in the newspapers of the land.

By their advertising they have attained an eminence where the very best in quality and good service is expected of

them. They have set a standard and their very business life depends on the constant maintenance of it.

So that when you buy advertised articles you rest assured that you are getting the best value that money can buy.

Well may you place your faith in advertised goods. Well may you give them preference over articles which you can only hope may prove satisfactory.

### For the principle of "Noblesse Oblige" is your guarantee of excellence in Advertised Goods.

If you are doing a local business talk over your advertising problems with the Advertising Department of this newspaper.  
If you are doing a provincial or national business it would be well for you to have the counsel and assistance of a good advertising agency. A list of these will be furnished, without cost or obligation, by the Secretary of Canadian Press Association, Room 503, Lumsden Building, Toronto.

**THE ATLIN RAILWAY COMPANY**  
NOTICE is hereby given that application will be made to the Parliament of Canada at the next session thereof for an Act to incorporate a company under the name of the Atlin Railway Company, with power to lay out, construct and operate one or more lines of railway, commencing at a point on the southern end of Atlin Lake at a point at or near the Town of Atlin (following a generally southerly direction) to a point on the Taku River where the river intersects the International Boundary, and also from a point on said boundary to the southern end of Teslin Lake, all in the Province of British Columbia, with power to construct and operate telephone and telegraph lines and to operate vessels, construct and operate wharves, etc., in connection with the undertaking of the company, and to enter into agreements with other companies for the works of the company be carried to be works for the general benefit of Canada, this 9th day of June, 1913.  
SMITH & JOHNSTON,  
Solicitors for the Applicants,  
Ottawa, Ont.

**Land District—District of Coast, Range 4.**  
Take notice that Albert M. Morgan, of London, Ontario, occupation proprietor, intends to apply for permission to purchase the following described lands: commencing at a post planted on the shore of Mink Island, opposite Mink Bay, and situated two (2) miles and three (3) chains more or less north and one (1) mile and seventy-one (71) chains more or less west of A. L. and sixteen (16) chains more or less north (37) miles and forty-eight (48) chains more or less west of Green Top Bay, thence west twenty (20) chains, thence north forty (40) chains, thence twenty (20) chains more or less to shore of Prince Channel, thence following the shore southerly to point of commencement, containing eighty (80) acres or less.  
ELBERT M. MORGAN,  
Noted 27th October, 1913.  
Per His Agent, L. R. W. Beavis,  
Noted Nov. 17, 1913—Jan. 12, 1914.

**Land District—District of Coast, Range 5.**  
Take notice that Herbert W. Lees, of London, Ontario, occupation gentleman, intends to apply for permission to purchase the following described lands: commencing at a post planted on the east corner of a Bay a little to the west of Mink Bay, Stephens Island, the foreshore and adjacent to the application to purchase lot of L. R. W. Lees, thence north twenty chains, thence twenty chains, thence south twenty chains, thence east twenty chains following the shore line to the point of commencement, containing forty acres or less.  
HERBERT W. LEES,  
Noted 15th August, 1913.  
Per His Agent, L. R. W. Beavis,  
Noted October 12th, 1913.  
Noted Nov. 10, 1913—Jan. 5, 1914.

**Land District—District of Coast, Range 5.**  
Take notice that Hume Cronyn, of London, Ontario, occupation manager of a company, intends to apply for permission to purchase the following described lands: commencing at a post planted at the east corner of Lot 1968, thence east 80 chains, west 80 chains, north 20 chains, east 80 chains to point of commencement, containing 640 acres more or less.  
HUME CRONYN,  
Noted November 25th, 1913.  
Noted Dec. 15—Feb. 20, 1914.

## Hotel Directory

Members P.R.L. Vintners Association

**WINDSOR HOTEL**  
Corner of First Ave. and Eighth St.  
W. H. Wright, Prop.

**HOTEL CENTRAL**  
First Avenue and Seventh St.  
European and American Plan  
Peter Black, Prop.

**KNOX HOTEL**  
First Ave., between Eighth and Ninth  
European Plan, Rates 50c to \$1.00  
Per Day  
Beaser & Beaser, Props.

**EMPIRE HOTEL**  
Third Ave., between Sixth and Seventh Streets  
European Plan, 50 to \$1 Per Day

**PREMIER HOTEL**  
American and European Plan  
F. W. Henning, Manager

**ROYAL HOTEL**  
Corley & Burgess, Props.  
Third Ave. and Sixth St.  
European Plan Steam Heated

**BEAVER WHOLESALE LIQUOR CO., LIMITED**  
Second Ave. and Sixth St.  
Phone 102

**PRINCE RUPERT IMPORTING CO., LIMITED**  
Fraser and Sixth Sts.  
Phone 7

## FIRE ALARM SYSTEM

- CIRCUIT NO. 1.**  
Box 12—5th St. and 3rd Ave.  
Box 13—6th St. and 3rd Ave.  
Box 14—8th St. and 3rd Ave.  
Box 15—Junction of 1st, 2nd and 3rd Aves.  
Box 16—1st Ave., between 8th and 9th Sts. (Knox Hotel).  
Box 17—1st Ave. and 7th St. (Central Hotel).
- CIRCUIT NO. 2.**  
Box 22—3rd Ave. and 3rd St. (Post Office).  
Box 23—3rd Ave. and McBride St.  
Box 24—1st Ave. and McBride St.  
Box 25—2nd Ave. and 2nd St.  
Box 26—2nd Ave. and 6th St.  
Box 27—G. T. P.
- CIRCUIT NO. 3.**  
Box 31—5th Ave. and Fulton St.  
Box 32—Borden and Taylor Sts.  
Box 34—7th Ave. and Fulton St.  
Box 36—9th Ave. and Comox Ave.  
Box 37—8th Ave. and Dodge Pl.  
Box 38—6th Ave. and Thompson St.
- CIRCUIT NO. 4.**  
Box 41—4th Ave. and Emmerson Pl.  
Box 42—5th Ave. and McBride St.  
Box 43—5th Ave. and Green St.  
Box 44—6th Ave. and Basil St.  
Box 45—7th Ave. and Eberle.  
Box 141—7th Ave. and Young St.



E. JETTE

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Why do you say that Brown is smarter than you are?  
Why, you see, he had a chance once to marry my wife — and didn't.

# PRINTING

SUMMER is over and the Fall trade has begun. To get your share you must have some sort of printed matter—a circular, folder, booklet or catalogue. Be sure to have that work done properly. You would not send out a shabby salesman to represent you; then don't make the mistake of sending out a poorly printed circular or booklet. We are QUALITY PRINTERS and can produce a piece of printed matter that you would be proud of and which will get results. Try us. Phone 98.

—THE—

## DAILY NEWS

JOB PRINTING DEPARTMENT

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**LETTERHEADS**  
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**BLOTTERS**  
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**BALL PROGRAMMES**  
**MENU CARDS**  
**BILLHEADS**  
**STATEMENTS**

To the

## Wedding Gift Buyer!

Regarding Appropriate Wedding Gifts.

You who live out of town are often in a quandary, when the matter of appropriate wedding gifts comes before you. The difficulty, however, is easily overcome by writing for our ILLUSTRATED CATALOGUE, which represents very fully our fine assortments in all lines which are especially adaptable as wedding gifts. We are careful in packing and delivering wedding gifts to out of town points, all goods being sent at our risk. In our Catalogue will be found many suitable gifts in Silver and Cut Glass. Write for this Catalogue today if you are considering a wedding gift. You will save money by buying through our mail system.

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**GOVERNMENT OF BRITISH COLUMBIA**

Department of Agriculture  
Office of Assistant Horticulturist  
New Court House, Prince Rupert  
Phone 534

Information or advice freely given. Write or call.  
**A. H. TOMLINSON**  
Assistant Horticulturist

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