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THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA
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H. F. PULLEN, Managing Editor.

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DAILY EDITION

Tuesday, October 2, 1923.

Rupert's Claims Are Acknowledged.

The Vancouver Province of recent date acknowledges Prince Rupert's claim to a grain elevator as follows:

This journal some days ago made the rather obvious remark that if the port of Vancouver should be unable to take care of all the wheat offered for shipment this year the remainder might as well go to United States Pacific ports as to United States Atlantic ports. This observation leads the esteemed Victoria Times to observe that The Daily Province "seems to ignore the fact that harbor development at Victoria and Prince Rupert should concern both Vancouver and the country as a whole more intimately than the suggestion of creating business across the line."

The Daily Province never ignores that important truth. But it does not seem to have anything to do with the disposition of the grain to be shipped this year, since it is not possible to equip the harbors of Victoria and Prince Rupert to handle the crop of this season. When it comes to the question of future grain traffic we have only to say that not a bushel of Canadian grain should be shipped from a foreign Pacific port. British Columbia ports should after this year have facilities to handle the whole of it. Vancouver will try to do its part, but Victoria, Prince Rupert and New Westminster have our best wishes if they claim a share in this business.

Furthermore, there is yet no evidence that the good offices of Seattle or Tacoma or Portland will be required even this year.

Was It Vancouver Or Newspapers?

The Victoria Colonist commenting on the strange action of the Vancouver newspapers in suggesting grain shipments from American ports says:

The fact has already been pointed out, we believe, that the people of Vancouver are peculiar. They are peculiar, and sometimes not too particular, in their view respecting the property of their neighbors. They will seize upon anything that has not been exactly lost and appropriate it to their own uses, "if they are permitted to get away with it." Nothing is to small or too great to escape their notice and for them to pick up if they can. If they cannot get a dry dock they will look around for something else.

But the people of Vancouver have given a demonstration of a new quality we did not think they possessed. They actually propose now to give away something. They foresee the possibility of more wheat coming to them from the prairies than they can handle, and they magnanimously propose to give some of their neighbors an opportunity of handling it. But the peculiar feature of this unexpected situation is that the people of Vancouver do not propose to bestow their blessing and their bounty upon any Canadian city on the Pacific Coast. Not at all. Apparently they would rather see Seattle and Tacoma prosper than any of the cities they consider their rivals for business in British Columbia.

It may be, however, that we wrong the people of Vancouver in publishing such statements. Possibly we have misunderstood the purport of the extraordinary statements that have been made respecting their attitude towards the transportation of wheat. The statements may be merely the statements of Vancouver newspapers, some of which are peculiarly erratic in their views. We admire the people of Vancouver for their zeal and diligence in business, for the exceeding nimbleness they display in pursuit of the almighty dollar and other things, but we cannot be than any considerable number of them are so dead to all patriotic feelings, that they are so little concerned about the development of Canadian institutions, that they would propose any measure likely to build up foreign ports and business at the expense of Canadian ports and business.

DEATH KNELL PLANK ROADS

Grading System Following Contour of Ground is Planned Under Bylaw

OWNERS MUST PAY COST
Estimates Vary as Submitted by Aldermen but no Definite Information

Another step towards the elimination of plank roads in the city by replacing them with surfaced ground roads was taken by the city council last night when an initiative bylaw for the contour grading to a width of 15 feet of Fifth Avenue East between McBride Street and the intersection of Fourth Avenue at Hays Cove Circle was given its first readings. The bylaw also provides for a 4 foot 8 inch board walk on the north side of the proposed grading. The bylaw was introduced by Ald. G. H. Munro, chairman of the board of works. The work will be done on the local improvement plan and the consensus of the council's opinion was that it should be paid for entirely by the properties affected although Ald. Munro expressed favor for a division of the cost, the city as a whole to pay 35 per cent. This was strenuously opposed by Ald. Collart who said it would be unfair to Section One in view of the fact that it had paid the entire cost of its street surfacing program.

The present plan for the Fifth Avenue work is to have a matress of timber covered with crushed rock and surfacing material, the grade to follow the contour of the ground. Varying estimates as to the cost were submitted by different aldermen. Ald. Munro said it would cost \$75 a lot, Ald. Stephens \$25, Ald. Mackenzie, \$50, and Ald. Perry, \$85. There seemed to be a lack of definite information on this point which will be gone into more thoroughly as the bylaw passes through its later stages.

The construction bylaw for the work as well as one providing for the corporation bearing a share of the cost were laid over.

The mayor and aldermen this afternoon at 5 o'clock will inspect the scene of the proposed work.

Ten Years Ago in Prince Rupert

October 2, 1913.

A great deal of credit is due C. W. Peck, manager of Peck-Moore & Co., and M. J. Hobin, manager of the Continental Trust Co., for their efforts in endeavoring to secure lower insurance rates for Prince Rupert. These efforts are to bear fruit, it is indicated, for F. Seeley, of the B.C. Underwriters' Association, has arrived in the city to make a thorough investigation of the situation.

Customs collections for September total \$23,555.29 as compared with \$14,101.47 in the same month last year.

McCaffery & Gibbons have let the contract for the erection of a 50 foot store building on Second Avenue at Fourth Street to Currie & Greer. The work will start at once and the building is to be finished by December 1.

Ald. Stephens inquired if it would hurt to lay the matter over for a week.

"The council has seen fit to have withdrawn or laid over almost every report that the utilities committee has submitted this year," declared Ald. Macdonald. "I think enough information has been submitted on this matter to allow every alderman to vote 'yes' or 'no' on the report."

Half Baked Reports

"If half baked reports are presented, I think they should be withdrawn or held over," replied Ald. Stephens. "As far as this is concerned I think it is immature and the council is not justified in accepting it at this time."

"I have heard your criticism," said Ald. Macdonald, "and in reply would say this report is the best the committee can do."

Mayor Newton said the matter had been up before and the committee had endeavored to stave it off to ascertain if the rate could not still work to the ad-

CHEAPER POWER FOR SHIPYARD

Rate Reduced by Council From 4c Maximum per Kilowatt Hour to 3c Flat

After a lengthy discussion on the matter, the city council last night accepted a report from the utilities committee granting a 3c per kilowatt hour flat rate to the Canadian National dry dock for power supply for the balance of the year in place of the 4c maximum rate now in force. Ald. Munro voted against the adoption of the report and Ald. Stevens refrained from voting on the ground that sufficient information had not been furnished.

The report of the committee stated that the 4c maximum rate granted last year had not worked out as had been expected and it was no advantage to the company over the 3c rate which it had previously enjoyed. It caused a disadvantage to the company in competing for business with plants in the south. As far as revenue was concerned, the city under the 4c rate was receiving \$180 per month more than last year. If the 3c rate were accepted, it would still leave a margin of \$70 over last year. The committee recommended that the 3c rate be granted provided the consumption was not decreased.

Ald. Macdonald explained the negotiations that had led up to the recommendation. Mr. Pillsbury had been asking for the 3c rate for the past three months. The city should do all it could to help the plant to operate. Plants in the south were enjoying a one cent rate.

Ald. Perry felt that it was nothing but justice to grant the 3c rate.

Not Enough Information

Ald. Stephens felt that he had not sufficient information on the matter to vote on the report at this time. Application had been made to the committee and not to the council, and he did not know very much about the circumstances. More facts and figures should be furnished and he would like to know what other competing plants were paying. When he had that information he could vote more intelligently. He asked Ald. Macdonald if plants in the south were getting a one-cent rate for similar quantity of power to what the local plant was using. Ald. Macdonald replied that he did not think so.

"I have no inclination to hinder any institution that is a benefit to the city but the council should get down to a common sense basis and not accept such arguments as advanced by the chairman of the utilities committee," declared Ald. Stephens. "I want to know more about this matter. My first duty as an alderman is to the city which I am voting for it. The report was adopted, Ald. Munro voting against and Ald. Stephens not voting.

The amendment was lost, only Ald. Stephens and Ald. Munro voting for it. The report was adopted, Ald. Munro voting against and Ald. Stephens not voting.

Value of Institution

The mayor expressed his favor for any move to assist an institution which was proving valuable to the city.

Ald. Munro suggested that the matter be left over for a week so that the superintendent of utilities might give further advice.

Ald. Collart felt that everything should be done to help the dry dock. It was important to the city that it should continue to operate.

Ald. Macdonald stated that it was only proposed to grant the concession for three months anyway.

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Canadian Pacific Directors on Annual Tour



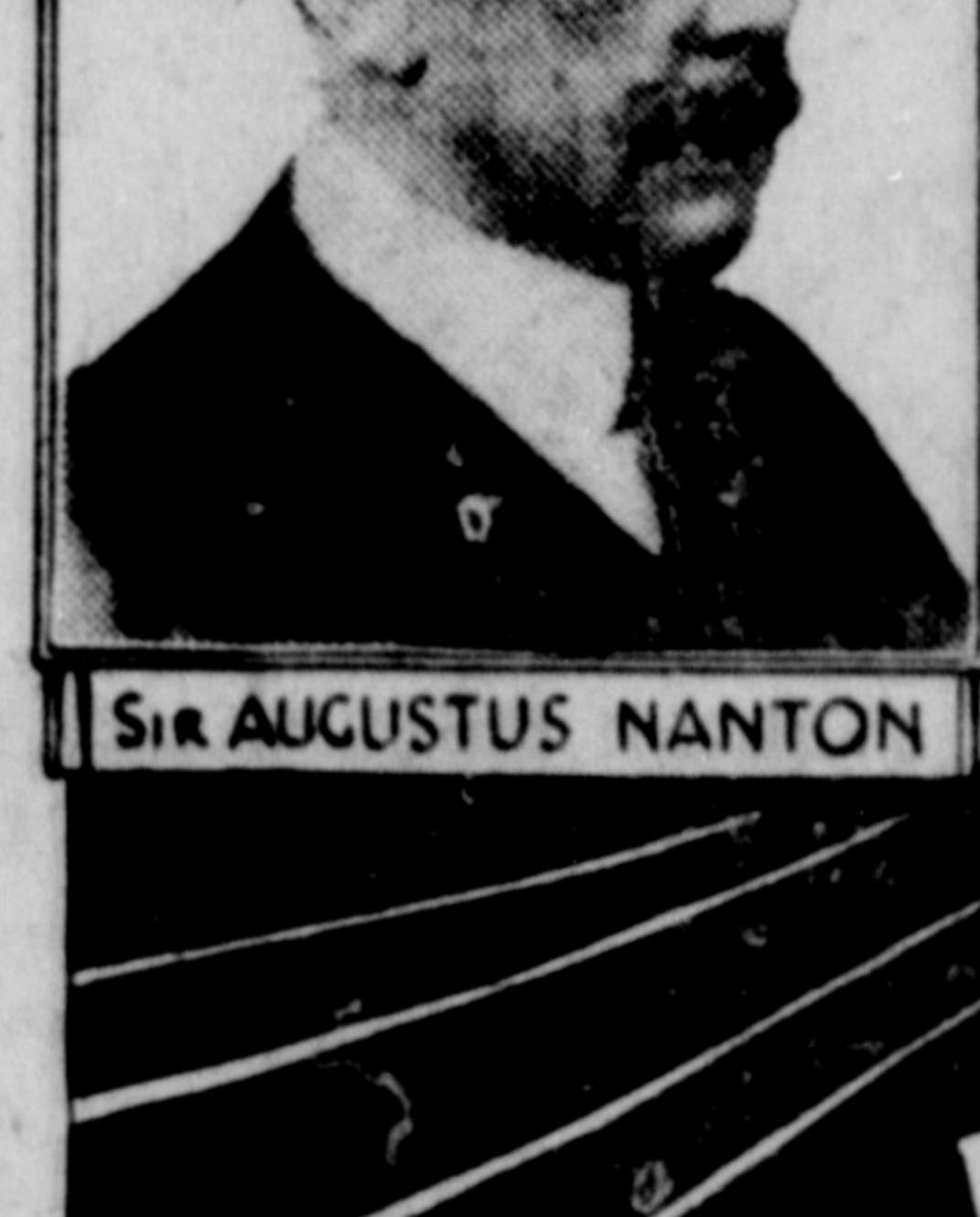
SIR HERBERT HOLT



E.W. BEATTY K.C. Pres.



F.W. MOLSON



SIR AUGUSTUS NANTON



J.K.L. ROSS



W.N. TILLEY K.C.

E. W. Beatty, president of the Canadian Pacific Railway, is now on his annual tour of inspection over the Company's lines. He is accompanied by a number of Canadian Pacific Directors, and the trip will probably prove of more than usual importance in view of the many questions connected with transportation that are under discussion in the West.

The party of directors consists of Sir Herbert Holt, Montreal; Sir Augustus Nanton, Winnipeg; J. K. L. Ross, Montreal; F. W. Molson, Montreal; and W. N. Tilley, K.C., of Toronto. Vice-President A.D. MacTie accompanied the Presidents as far as Port Arthur and Fort William. Short stops were made at Winnipeg, Brandon, Moose Jaw, Medicine Hat, Calgary and Revelstoke. At Winnipeg a meeting of the board of directors was held, this being the first time in the history of the Canadian Pacific Railway that such a meeting has been held in Western Canada. Vancouver was reached on September 15th, and the party then proceeded to Skagway by the Canadian Pacific Steamship Service. They will return to Vancouver on September 24th. The return journey will be made via Nelson, Lethbridge, Calgary and Edmonton. A short stop will be made at Nelson on September 30th, at Lethbridge, on October 1st, Calgary, October 2nd, Edmonton, October 3rd, Saskatoon, October 4th and at Winnipeg the following day.

TIMBER SALE X 5250.

Sealed Tenders will be received by the Minister of Lands, at Victoria, not later than noon on the 12th day of October, 1923, for the purchase of Licence X 5250, to cut 3,360,000 feet of Cedar, Spruce, Hemlock and Balsam on an area situated near Lake, near Hesquah, Ursula Channel, Range 4, Coast District.

Three (3) years will be allowed for removal of timber.

Further particulars of the Chief Forester, Victoria, B.C., or District Forester, Prince Rupert, B.C.

TIMBER SALE X 5515.

Sealed Tenders will be received by the Minister of Lands, at Victoria, not later than noon on the 11th day of October, 1923, for the purchase of Licence X 5515, to cut 72,000 feet of Fir and Spruce, and 1,000 Fir and Jackpine Ties on an area situated on the north shore of Francois Lake, Range 5, Coast District.

Two (2) years will be allowed for removal of timber.

Further particulars of the Chief Forester, Victoria, B.C., or District Forester, Prince Rupert, B.C.

TIMBER SALE X 5428.

There will be offered for Sale at Public Auction, at noon on the 19th day of October, 1923, in the office of the District Forester, Court House, Prince Rupert, the Licence X 5428, to cut 100,500 feet of Jackpine and Spruce Ties, on an area situated on the south shore of Lipstick Bay, Range 6, Coast Land District.

Five (5) years will be allowed for removal of timber.

Further particulars of the Chief Forester, Victoria, B.C., or District Forester, Prince Rupert, B.C.

TIMBER SALE X 5429.

There will be offered for Sale at Public Auction, at noon on the 18th day of October, 1923, in the office of the District Forester, Court House, Prince Rupert, the Licence X 5429, to cut 100,500 feet of Jackpine and Spruce Ties, on an area situated on the south shore of Francois Lake, at a point known as Lipstick Bay, Range 6, Coast Land District.

Two (2) years will be allowed for removal of timber.

Further particulars of the Chief Forester, Victoria, B.C., or District Forester, Prince Rupert, B.C.

TIMBER SALE X 5476.

Sealed Tenders will be received by the Minister of Lands, at Victoria, not later than noon on the 12th day of October, 1923, for the purchase of Licence X 5476, to cut 1,400,000 feet of Hemlock, Cedar, Spruce and Balsam, on an area situated near Lipstick Bay, Range 6, Coast Land District.

Two (2) years will be allowed for removal of timber.

Further particulars of the Chief Forester, Victoria, B.C., or District Forester, Prince Rupert, B.C.

TIMBER SALE X 5565.

Sealed Tenders will be received by the Minister of Lands, at Victoria, not later than noon on the 18th day of October, 1923, for the purchase of Licence X 5565, to cut 400,000 feet of Hemlock, Cedar, Spruce and Balsam on an area situated near Lipstick Bay, Range 6, Coast Land District.

Two (2) years will be allowed for removal of timber.

Further particulars of the Chief Forester, Victoria, B.C., or District Forester, Prince Rupert, B.C.

TIMBER SALE X 5574.

Sealed Tenders will be received by the Minister of Lands, at Victoria, not later than noon on the 14th day of October, 1923, for the purchase of Licence X 5574, to cut 182,000 feet of cedar poles, and Pines on an area situated about two miles south of Skeena Crossing, Cassiar District.

Two (2) years will be allowed for removal of timber.

Further particulars of the Chief Forester, Victoria, B.C., or District Forester, Prince Rupert, B.C.