

**THE DAILY NEWS**

PRINCE RUPERT - BRITISH COLUMBIA

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H. F. PULLEN, Managing Editor.

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**Contract Rates on Application.**

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DAILY EDITION

Thursday, March 22, 1923.

**Buy Power Cheaper From Private Companies.**

In the Locomotive Engineer's Journal for February there is an article dealing with municipal power plants that indicates what can be done by developing the large water powers in the neighborhood. It is an argument in favor of municipal ownership, but it says:

"Municipal plants, they tell us, are finding one after the other and more and more that it is cheaper to buy current of the private companies than it is possible for them to produce it themselves.

"It is true. And many an unwary municipality is falling into the trap. Some have done so and later discovered their mistake. Others have done so and are still unaware of any unfavorable results."

"Here is what is happening: The private power companies are as rapidly as possible building up great systems of plants uniting and interconnecting first a few cities and then more and more until they have captured fifty or a hundred or even more cities, towns and villages and made contracts with them for current. This gives them the advantage of large scale production. By that means they are able to reduce the unit cost of production to one half or one fifth of that of small isolated plants."

**What We Need Is Power Right Now.**

While the article speaks of private ownership as a menace, it admits that production is cheaper and that by business methods costs can be cut down to one half or one fifth. Here then is a lesson for Prince Rupert.

This city needs power in the worst way. There is none here to offer possible customers. The present plant is operated pretty well to its capacity. Before much more can be sold another plant or another system must be installed. To do this economically a large sum of money must be spent in making provision to supply big plants such as pulp and paper mills. The outlay will run into millions.

Theoretically the municipal power plant is correct for a city already built and a heavy consumer. But when a town is small and struggling, and where a little outside help means a great deal, it is well to have some big interests pulling in our direction.

The position here today is that negotiations are on for the sale of the mill and pulp limits of the Emerson Estate. Anyone purchasing this will have to get power and this power question is one of the difficulties to be overcome in making a deal and getting the industry started here. The city is financially unable to act. If instead any inducement can be given to a big power concern to develop the Falls River or Khtada powers and bring them to Prince Rupert so that anyone wishing to locate here can be sure of getting abundance of cheap power, then we may hope to show some progress industrially. Our power should be our source of wealth. As it is we derive no benefit from being within forty miles of several fine power sources.

**Forget The Theory Get Down To Practical Business.**

It is all very well for theorists to write about the advantages of municipal ownership. Let us grant them all and still what can we do if we have not the money or credit or courage to go to work ourselves and spend millions on harnessing the source of supply and bringing the power here. Is it not better to be reasonable and let someone who has the money come and spend it here and build up our city. In twenty or thirty years time when their charter expires it will be for the next generation to decide whether they want to change the system. They can do it then, perhaps to advantage. Just now what we need is power and that at almost any price, provided we can supply it on attractive terms to those who would locate here and help us build up the city.

**Low Rates From Big Plants.**

The article tells of the low rates secured from big plants. Winnipeg supplies current retail at 3c a kilowatt hour; London, Ont., at 3c; St. Catherine's, 1.6c; Toronto, 2.2c; Stratford, 2.1c; and the average of 99 Canadian municipalities is 3.1c. Yet here in Prince Rupert our plant is running at capacity and we have to pay very much higher rates.

The article tells of the advantages of abundant and cheap power for lighting, cooking and operating industries. It says: "Cheap electric power is the most vitally important factor in the development of the modern city. Its utilities, commercial and industrial development, its domestic problems, indeed its very existence depends upon it."

**Used After Shaving Keeps Skin Soft and Smooth**



Many men suffer from irritation of the skin as a result of shaving. With some it assumes a form of eczema and becomes most annoying and unsightly. By applying a little of Dr. Chase's Ointment after shaving the irritation is overcome and Barber's Itch and Eczema are prevented or relieved.

**DR. CHASE'S OINTMENT**

60 Cents a box, all dealers, or Edmondson, Bates & Co., Ltd., Toronto

**APPOINTMENTS ON RAILROAD**

Long List of Changes Announced by Local Offices of C.N.R.

**HEAD OF EXPRESS COMPANY CHANGED**

C. A. Hayes, formerly vice-president in charge of traffic for the Canadian National Railways, has been appointed general manager of the express department of the Canadian National Railways succeeding John Pullen, former president of the Canadian Express Co., who has been superannuated after a long and faithful service according to announcement made by local C.N.R. offices this morning.

Other changes announced here today are as follows:

**Passenger Department**

G. W. Johnston, formerly assistant general passenger agent of the G.T.R. at Montreal, appointed passenger traffic manager for the C.N.R. at Montreal. Mr. Johnston is a brother of Gordon F. Johnston, former passenger agent here and now general passenger agent for Australia and New Zealand.

W. S. Cookson, formerly general passenger agent of the G.T.R. at Montreal, appointed manager of the traffic and ticket bureau at Montreal.

R. L. Fairbairn, formerly passenger traffic manager of the C.N.R. at Toronto, appointed manager of the passenger service bureau at Montreal. J. R. Melville appointed assistant to Mr. Fairbairn.

H. R. Charlton, former manager of advertising department of the G.T.R., appointed manager of the advertising bureau at Montreal. W. L. Creighton, former general advertising agent of the C.N.R., appointed assistant to Mr. Charlton.

R. F. McLeod remains at Montreal as assistant to the general passenger traffic manager.

R. Creelman, formerly assistant passenger traffic manager at Winnipeg, appointed passenger traffic manager at Winnipeg, with jurisdiction over Western lines.

W. E. Duperow, formerly general passenger agent for the C.N.R. at Winnipeg, appointed passenger traffic manager with jurisdiction over the central regions and headquarters at Toronto.

H. C. Bourlier, formerly assistant general passenger agent at Toronto, appointed general passenger agent at Toronto.

E. C. Elliott, formerly district passenger agent at Montreal for the G.T.R., appointed general passenger agent at Montreal.

James Morrison, formerly assistant general passenger agent of the C.N.R. at Montreal, appointed general passenger agent at Montreal with jurisdiction over steamship traffic.

C. K. Howard, formerly general tourist agent at Toronto for the C.N.R., appointed general tourist agent at Montreal.

A. T. Weldon, formerly freight traffic manager for the C.N.R. at Montreal, appointed traffic manager for the Atlantic region with headquarters at Moncton, N.B.

William P. Fitzsimmons appointed commissioner of industries for the central and Atlantic regions with headquarters at Montreal.

**Freight Department**

Frank J. Watson, formerly general freight agent of the G.T.R. at Montreal, appointed freight traffic manager for the Central region with headquarters at Montreal.

W. G. Manders, formerly assistant freight traffic manager of the C.N.R. at Winnipeg, appointed freight traffic manager with jurisdiction over the Western region and headquarters at Winnipeg.

L. Macdonald, formerly assistant general freight agent of the G.T.P. at Montreal, appointed assistant freight traffic manager with jurisdiction over the Central region and headquarters at Toronto.

R. W. Long, formerly division freight agent of the G.T.R. at Toronto, appointed general freight agent with jurisdiction over the Central region and headquarters at Montreal.

R. E. Perry, formerly assistant general freight agent of the C.N.R. at Montreal, appointed manager of the traffic bureau at Montreal.

James Orr, formerly assistant general freight agent at Montreal for the C.N.R., appointed assistant

to Mr. Perry.  
Positions of assistant general freight agent bureau, assistant general freight agent special traffic bureau and two chiefs of tariff bureau at Montreal abolished.

S. G. Tiffin, formerly assistant general freight agent at Montreal for the C.N.R., remains at that post, as does George R. Fairhead, division freight agent at Toronto.

**PERIOD OF RISING PRICES IS LIKELY**

Brokers Say Period of Secondary Inflation is Upon us: Commodities Will be Dearer

With copper at 17 cents, cotton over 30 cents, wool (London) over \$1.00, rubber 36 cents a pound, with steel, lumber and other raw and manufactured materials advancing in price, it must be admitted that the long expected period of secondary inflation is here, says Burdick, Logan & Co. in their market bulletin. Our retail merchants are still selling their goods at prices that will look very cheap six months from today. Despite the increase in credit expansion, the reports of the American Federal Reserve

**System Run Down Blood Out of Order**

Many people become run down, but don't know just exactly what their trouble is, when, as a rule, it is improper circulation of the blood.

All they need is a good tonic to build up the system and put the blood into proper shape.

For this purpose there is nothing on the market today so equal

**BURDOCK BLOOD BITTERS**

It regulates the stomach, liver and bowels, purifies the blood and tones up the entire system.

Mrs. B. Poole, Port Dover, Ont., writes: "My system was run down and my blood out of order, and I suffered a great deal from pains in my head which made me feel very miserable. A friend told me to try Burdock Blood Bitters, so I got a bottle and before it was used I found it was doing me good. I kept on until I had taken three, and now I feel like a different woman."

My husband also took it and it has built him up."

For the past 44 years B. B. B. has been manufactured only by The T. Millburn Co., Limited, Toronto, Ont.

**"MILLBANK"**

10 For 15¢



25 For 35¢

**THE QUALITY CIGARETTE**

IMPERIAL TOBACCO COMPANY OF CANADA, LIMITED.

**Canadian National Railways**

**Prince Rupert DRYDOCK AND SHIPYARD**

Operating G. T. P. 20,000 Ton Floating Dry Dock  
Engineers, Machinists, Boilermakers, Blacksmiths, Pattern makers, Founders, Woodworkers, Etc.

Electric and Acetylene Welding.

Our plant is equipped to handle all kinds of Marine and Commercial Work  
PHONES 43 AND 385

**DENTISTRY; X-Ray Service**

The only reliable and scientific method of knowing the exact condition of the teeth and surrounding bony structure.

**DR. BAYNE**

Office Hours: 9-6. Tues., Thurs., Sat. Evenings 7-9  
Dental Nurse Always in Attendance.  
Rooms 4, 5, 6, Holgerston Bldg. Phone 108.

**Ten Years Ago in Prince Rupert**

March 22, 1913.

The Prince Rupert Dairy Co.'s delivery rig was demolished today when the horse ran away on Eighth Avenue. The runaway collided with the Clifton Bakery rig which was slightly damaged.

A brass almsdish has been presented to the Anglican Church by Mrs. R. L. McIntosh, a life member of the Women's Auxiliary. It will be used next Sunday for the first time.

Two football teams selected from the St. Andrew's Society played the first game of the season yesterday afternoon.

Harry Gazanoff, of Smithers, passed through the city last night en route to Anyox.

**THE NEW WASH WAY**

See our Saturday Advt.

Canadian Steam Laundry

Phone 8.

**EDSON COAL**

We can now supply our FAMOUS EDSON COAL in any quantity.

Prince Rupert Feed Co  
Phone 58.