

**THE DAILY NEWS**  
PRINCE RUPERT - BRITISH COLUMBIA.

Published Every Afternoon, except Sunday, the Prince Rupert Daily News, Limited, Third Avenue.  
H. F. PULLEN, Managing Editor.

**SUBSCRIPTION RATES:**  
City Delivery, by mail or carrier, per month ..... \$1.00  
By mail to all parts of the British Empire and the United States, in advance, per year ..... \$6.00  
To all other countries, in advance, per year ..... \$7.50

Transient Display Advertising, \$1.40 per inch per insertion  
Transient Advertising on Front Page, \$2.80 per inch  
Local Readers, per insertion, 25c per line  
Classified Advertising, per insertion, 2c per word  
Legal Notices, each insertion, 15c per agate line

Member of Audit Bureau of Circulations.

DAILY EDITION Monday, August 25, 1924.

**Congratulations To Nelson On Sensible Action.**

The city of Nelson is to be congratulated on its sensible action in electing Premier Oliver and thus refusing to throw the whole province into political chaos. He was given a big majority on so small a vote, an intimation to the rest of the province that what the people wish is for the government to carry on.

The opposition trained all its big guns on the constituency. The two leaders figured largely, both R. H. Pooley and General McRae. That they not only failed to secure the defeat of the premier but allowed him to be elected by so large a majority is not speaking very highly of their political influence.

It is to be hoped that political turmoil is over for a time and that for a few years at least the business of the country will have an opportunity to expand. Most people, whatever their political faith, will agree that it was better that Premier Oliver should be elected and that there should be a more settled state of affairs than could have been possible if he had been defeated.

The personal aspect of a campaign of this kind should not be considered as a factor but it must be admitted that for a man like John Oliver, who has served his country so well, to be ignominiously defeated in a by-election would have been a rather sad end of his political career. Now he can go forward with his fight for more equitable freight rates for the province and for the carrying out of the other policies to which the government is pledged, and, having brought them to a successful conclusion, he will be able to retire with honor and allow someone else to take up the good work where he left off.

**Navy Policy Is Discussed.**

The necessity of naval protection for Canada is a matter that has been discussed a great deal. Usually the navy is more popular than the army because when there have been riots arising sometimes from labor troubles, it has been the army that has been called out. The navy has not had to do this disagreeable work.

A Canadian navy was started during the regime of Sir Wilfrid Laurier and two training ships were purchased from the British government, the Niobe for the East coast and the Rainbow for the West. These vessels were never intended for active service but simply to prepare men for active service.

After the arrival of the two ships recruiting was slow and no steps were taken to follow up the move, due, it is said, to influences in the East which were opposed to naval preparation. Finally, however, tenders for new light cruisers were called just before the election at which Sir Wilfrid was defeated.

**Original Policy Is Reversed.**

The Conservative government which then came into power tried to reverse the policy of the naval department. It refused to build the cruisers which had been planned and later, following a conference with Imperial authorities, introduced a bill into Parliament providing that a direct contribution of money should be made to the British Naval department as Canada's share in naval defence. The bill passed the House of Commons, even though it was never very popular in the country. The Senate killed it and nothing has been heard of it since. It is the opinion of many that the Senate did the country good service at that time. All depends upon the point of view of the individual.

That is the last that has been heard of a Canadian navy. The war came on and Canada did her part nobly and since then she has been struggling to pay her debts so that any suggestion of increased expenditures has been dismissed.

**Do We Need Navy For Canada?**

A great many are asking if we really need a navy for Canada. The answer is "We do." Today we are depending on the British and United States navies to defend our shores. In case of war the seaport towns would be the first to be attacked and Prince Rupert would fall into the hands of the enemy immediately. During the last war it is said that only the presence of Japanese cruisers prevented raids on British Columbia ports.

In case of the establishment of a Canadian navy, Prince Rupert would undoubtedly be one of the naval stations. The harbor here is so well suited for naval vessels and the railway serving it is so remote and so little accessible to enemy attacks that the port would prove of great value in any operations.

**Two Policies Are Clear Cut.**

Only two naval policies have ever been laid down for the Dominion. There was the Liberal policy of a purely Canadian navy which would be built in Canada, manned and supplied by Canadians and used in co-operation with the British navy. The other is the Conservative policy of a direct contribution to Britain as a naval insurance fund. It is possible that either of these policies may be modified in the future, but up to the present they are the only ones that have been before the country. The question is bound to come up again soon, for it is already being discussed in connection with the visit of the Imperial squadron that is in Canadian waters just now and that recently visited the ports of Vancouver and Victoria.

**Third Party One Of Laissez Faire**

The third policy, that of going on as we are going, is rather a popular one until something occurs to arouse the people to the necessity of action. It is said that a big fire is a good thing for fire insurance companies because everybody at once rushes to insure property. A death in the family draws attention of the other members to the need of life insurance. So some international trouble may lead Canadians to realize their unprotected position and make them rush to the extreme by at once making large expenditures on a navy.

The difficulty with a navy, as pointed out by Admiral Field, is that it takes years to develop. Ships have to be built and men have to be trained. The navy has to be a gradual development. In view of this, the present is a good time to consider the matter with a view to possible action.

**WEEK AT THEATRE**  
Monday and Tuesday

Tom Mix in "Eyes of the Forest."  
Comedy "Roaring Lions."  
International News.

**Wednesday**  
"The Galloping Fish"  
Fox News-Gazette.

**Thursday, Friday and Saturday**  
"The Covered Wagon."  
Fun from the Press.

**COVERED WAGON EPIC OF WEST**

Great Picture to be Shown at Week End Here For Three Days

A magnificent epic of the early west is James Cruze's late Paramount production, "The Covered Wagon," which will be the feature at the Westholme Theatre for three days beginning Thursday next. This is a picturization of Emerson Hough's new novel of the same name, and it is said to be one of the greatest photoplays ever seen on the screen.

The features embraced in this story are many and varied and include among others, the start of 350 covered wagons from Westport Landing (now Kansas City), in 1848. The terrors of fording freshet rivers, prairie fires and the like are depicted with great realism. A buffalo hunt is one of the most exciting scenes. Old Fort Bridger with a night attack and fight by day with Indians, are shown. The dividing of the trails to Oregon and California at old Fort Hall, a touch of the gold fever in California, magnificent mountain shots and a culmination of the romance with the establishment of one of the first homesteads in Oregon—these are all incidents in a picture that bristles with big scenes.

Such historical characters as Kit Carson, Jim Bridger and Bill Jackson, scouts and typical western characters, are portrayed in the Paramount screen version of the novel, which is conceded to be one of the most notable literary achievements of the present decade.

**GALLOPING FISH IS CLEVER COMEDY PLAY**

One Night Picture Shows Under Water Scenes and Diving Venus

The story "Galloping Fish" starts out with a timid little man. He is a timid little bridegroom who unexpectedly spunks up at the wrong moment and has a quarrel with his bride who hastens home "to mama." And that is the beginning of twenty-four harrowing hours for "Freddie," who promptly becomes entangled with a "Diving Venus" and her "fish" and winds up floundering about in a spectacular flood.

"Freddie" the seal gets him into even deeper trouble because he bears the same name. Incidentally that seal is about the cleverest comedian who has made a bow on the silver sheet in many moons. He registers derision and mirth and anger with unmistakable emphasis. Miss Fazenda handles him as if she had been dealing in fish all her life, while the timid little man, played by Syd Chaplin, keeps out of his way with a gusto that seems far from forced.

Stunning theatrical sets, a beautiful "tank" act with a dozen bathing beauties assisting Miss Fazenda and "Freddie," the seal; and spectacular flood and underwater shots mingle thrills with the chief entertainment of laughter and keeps the seven reels rolling along to the accompaniment of uproarious hilarity from the audience.

**Ten Years Ago In Prince Rupert**

August 25, 1914.

The first pontoon of the Prince Rupert dry dock was launched yesterday afternoon and the second will take the water on September 22, the site to be completed before the end of the year. There are now 125 men employed at the dry dock and this number is to be doubled almost immediately.

Mr. Justice Morrison and Mr. Justice Macdonald, commissioners on provincial redistribution, sat in the court house yesterday afternoon. William Manson, M.P.P. suggested that Skeena be divided into four districts—Prince Rupert, Omineca, Coast, and Queen Charlotte Islands. Brief suggestions were also made by A. M. Manson, T. D. Pattullo, H. Douglas, Neil McLeod and Alfred Carss.

Superior forces of the Germans compelled the Allies to retire to defensive positions on the Western front today. The Germans are in the city of Namur and in possession of the forts but still have the entrenched position of the Allies to overcome.

**CAVE DWELLINGS IN SIBERIA**

KRASNOSARSK, Siberia.—Two explorers, Auerbach and Sosnovsky, are reported to have discovered the cave dwellings of prehistoric inhabitants of middle Siberia. Some 700 utensils, made of stone or of bones, were found, as were also articles of adornment and the scepters of chieftains.

**The Man in the Moon SAYS—**

THERE is always enough timber to build political platforms.

WOMEN may have the same rights to smoke and drink as a man, but when you see the look they get from the spectators you doubt if it is true.

THIS life would be a happy one if nobody had to steer.

NOW that the prairie grain crop is not as bad as was painted what will the calamity howlers do? They will probably forget grain and hang on to something else which may happen or may not.

THINGS are really not so very bad when the sun shines, friends are true, the old boat is running and the appetite is good.

WHAT makes pessimists is having clouds in the sky, friends go back on you, the engine stalling and an attack of dyspepsia.

AFTER a visit to the interior Jake says what he does not understand yet is why the good Lord made mosquitoes and did he really make them or are they a product of the devil? There's a poser for you.

**TOM MIX AND HIS WONDERFUL HORSE IN EYES OF THE FOREST**

Tom Mix faces more perils than the well known Pauline herself in "Eyes of the Forest," his latest starring vehicle, which opens here tonight. How close he came to being blown to the place where all good movie actors go may be realized from the fact that about two hundred pebbles were extracted from his back as the result of the premature explosion of dynamite in one scene in which the roadway was blasted. But, Tom rode through on Tony, and finished the scene, despite his wounds.

At another time in the picture, Mix, riding to escape a vicious band of lumber thieves, leaps from Tony to an airplane. He clutches the axle between the landing wheels of the plane, which dives to within ten feet of the ground and is lifted thousands of feet into the air to "safety."

There are other stunts performed by the intrepid Tom that are said to exceed anything he has attempted before.

**THE CAUSE OF HIGH LUMBER PRICES**

PROFITS A VARIANT BETWEEN FIXED PRODUCTION COSTS AND CURRENT WORLD MARKET RATES

Further Taxation Means the Passing of British Columbia Forest Industries

A lumberman these days has to pay considerably more for a suit of clothes than he did before the war. If he demurs at the price he is told that the profits are no greater, and is handed a recent clipping from a newspaper proving that there are fewer rich tailors and more bankrupt ones today than there have ever been in the history of the clothing industry. The lumberman accepts the situation because his own industry furnishes a parallel.

Although it is certainly the most reasonably priced of all building materials today, lumber costs considerably more than it did in 1914. Yet there is not a cent more profit to be made in its manufacture than at that period.

It must be realized that the price of lumber is not fixed by the lumberman. He is helplessly between the lower millstone of production costs and the upper one of keen sales competition.

**Cannot Fix Rates**

The lumberman pays the market rate for first-class labor, up-to-date machinery, smart transportation, effective distribution, and above all he pays one third of the taxation of the Province. He is no more able to fix these items than to eat them.

On the other hands he receives the market rates for his products—rates fixed by world-wide competition, not only of foreign lumber but of wood substitutes.

In a word, if the lumberman makes poor lumber he cannot sell it, and if he tries to increase the price of his product, he is in the same predicament.

Any further increase in the cost of producing lumber, especially in the form of increased taxation of raw material, can only result in the crushing to death of British Columbia's premier industry.

**JAPAN BUYS LAW LIBRARIES**

HAMBURG, Germany.—Japan is systematically buying valuable German libraries. The Tohoku University recently acquired the library of Doctor E. Seckel, a celebrated professor, chased the 8,000-volume library of Doctor Neubecker, a Heidelberg jurist, and Tokio University has pur-

**BRITISH COLUMBIA**  
The Mineral Province of Western Canada

TO END OF DECEMBER, 1923.

Has produced Minerals as follows: Placer Gold, \$76,962,203; Lode Gold, \$113,534,655; Silver, \$63,532,655; Lead, \$58,132,664; Copper, \$179,046,598; Zinc, \$27,904,756; Miscellaneous Minerals, \$1,408,257; Coal and Coke, \$250,968,113; Building Stone, Brick, Cement, etc., \$39,415,234; making its Mineral Production to the end of 1923 show an

**Aggregate Value of \$810,722,782**  
**Production for Year Ending Dec. 1923, \$41,304,320**

The Mining Laws of this Province are more liberal and the fees lower than those of any other Province in the Dominion, or any colony in the British Empire. Mineral locations are granted to discoverers for nominal fees. Absolute Titles are obtained by developing such properties, the security of which is guaranteed by Crown Grants. Full information together with Mining Reports and Maps, may be obtained gratis by addressing—

**THE HON. THE MINISTER OF MINES**  
Victoria, British Columbia.

**PRINCE RUPERT TIDES**

**Tuesday, August 26**

High	11:30 a.m.	16.3 ft.
	23:18 p.m.	48.3 "
Low	5:08 a.m.	6.2 "
	17:09 p.m.	9.2 "

**Wednesday, August 27**

High	12:10 a.m.	17.1 ft.
	23:05 p.m.	19.1 "
Low	5:54 a.m.	5.2 "
	17:57 p.m.	8.1 "

**Thursday, August 28**

High	12:45 p.m.	18.0 ft.
Low	6:31 a.m.	4.1 "
	18:38 p.m.	7.0 "

**THE CAUSE OF HIGH LUMBER PRICES**

PROFITS A VARIANT BETWEEN FIXED PRODUCTION COSTS AND CURRENT WORLD MARKET RATES

Further Taxation Means the Passing of British Columbia Forest Industries

A lumberman these days has to pay considerably more for a suit of clothes than he did before the war. If he demurs at the price he is told that the profits are no greater, and is handed a recent clipping from a newspaper proving that there are fewer rich tailors and more bankrupt ones today than there have ever been in the history of the clothing industry. The lumberman accepts the situation because his own industry furnishes a parallel.

Although it is certainly the most reasonably priced of all building materials today, lumber costs considerably more than it did in 1914. Yet there is not a cent more profit to be made in its manufacture than at that period.

It must be realized that the price of lumber is not fixed by the lumberman. He is helplessly between the lower millstone of production costs and the upper one of keen sales competition.

**Cannot Fix Rates**

The lumberman pays the market rate for first-class labor, up-to-date machinery, smart transportation, effective distribution, and above all he pays one third of the taxation of the Province. He is no more able to fix these items than to eat them.

On the other hands he receives the market rates for his products—rates fixed by world-wide competition, not only of foreign lumber but of wood substitutes.

In a word, if the lumberman makes poor lumber he cannot sell it, and if he tries to increase the price of his product, he is in the same predicament.

Any further increase in the cost of producing lumber, especially in the form of increased taxation of raw material, can only result in the crushing to death of British Columbia's premier industry.

**Lakelse Lodge**  
Lakelse Lake, via Terrace, B.C.

Now open for service under management of Mrs. M. Raven. Ideal place to spend your summer holidays. Reasonable rates. Good home cooking. Comfortable rooms. Fishing, Boating, Bathing in Lakelse Lake and Streams.

**BATHS AT THE LODGE CONNECTED WITH THE HOT SPRINGS.**

**Terrace TAXI Motors**

Operating Taxi and Launch Service between Terrace and Ledge landing, assuring guests of quick, comfortable trip.

Also operating taxi service to all parts of the valley.

For reservations and rates, apply to  
**LAKELSE LODGE, OR TERRACE MOTORS, TERRACE, B.C.**

**CANADIAN NATIONAL RAILWAYS** **STEAMSHIP SERVICE**

**S.S. Prince Rupert or Prince George**

Will sail from PRINCE RUPERT for VANCOUVER, VICTORIA, SEATTLE and intermediate points each Monday, Thursday and Saturday at 11.00 p.m.

**FOR ANYOX** ..... Wednesday, 10.00 p.m.  
**FOR STEWART** ..... Friday, 10.00 p.m.

**QUEEN CHARLOTTE ISLANDS SERVICE.**  
**S.S. PRINCE JOHN** for Masset, Port Clements and Buckley Bay, every Monday, 8.00 p.m.  
For Skidegate and all ports south every Wednesday at 8.00 p.m.

**PASSENGER TRAIN, DAILY EXCEPT SUNDAY.**  
Leave Prince Rupert 5.00 p.m. for PRINCE GEORGE, EDMONTON, WINNIPEG, all points Eastern Canada, United States.  
**AGENCY ALL OCEAN STEAMSHIP LINES.**  
Only Ticket Office, 522 Third Ave., Prince Rupert. Phone 281.

**Children's Shoes**  
OF QUALITY — SPECIALLY PRICED

**\$4.95**—Tan or Black Calfskin, welted soles, Chums and Huributs. Button only. Sizes 11 to 1 1/2. Regular \$6.00 and \$6.50.

**\$3.95**—Tan or Black Calfskin. Welter soles. Button only. 8 to 10 1/2. Regular \$4.75.

**95c**—Child's Patent Leather Slippers. Patent Leather Boots and Rubber Soled Strap Slippers. Values to \$2.00 pair.

**Family Shoe Store**

**UNION STEAMSHIP COMPANY OF B.C., LTD.**  
Sailings from Prince Rupert.

For VANCOUVER, VICTORIA, Swanson Bay, and Alert Bay, Tuesday, 5 P.M.  
For VANCOUVER, VICTORIA, Alert Bay, and Swanson Bay, Saturday, 10 A.M.  
For ANYOX, ALICE ARM, STEWART, Waike Island, Sunday, 9 P.M.  
For PORT SIMPSON and Hase River Canneries, Friday A.M.  
622 2nd Avenue. J. Barnetley, Agent. Prince Rupert, B.C.

This series of articles communicated by the Timber Industries Council of British Columbia.

Advertise in the Daily News.