"Savage" Electric Washers
"Hoover" Suction Cleaners
"Monarch" Malleable Ranges
"Hotpoint" Electrical Goods
"Valspar" Varnish and Enamels
"Martin-Senour" 100% Paint
"Sanola" Bathroom Ware
"Kyanize" Floor Enamel
"Sunoco" Motor Oils

Kaien Hardware Co.
The Handy Andy Store.
608 3rd Ave. Phone 3
Hardware and Sporting Goods

NOTICE OF SALE.

Sealed Tenders for the purchase of approximately 229,000 feet board measure of spruce logs cut from Timber Sale X3318 and now lying in Canoona Lake and Indian Bay, will be received by District Forester at Prince Rupert up to noon of September 3rd, 1924.

The upset price, which is the lowest price acceptable, is $522.08, being accumulated stumpage and royalty arrears. Tenders must be accompanied by cash, certified cheque or postal money order, payable to B.C. Forest Branch, covering the price bid. The highest or any tender not necessarily accepted.

For further particulars apply to District Forester, Prince Rupert, B.C.

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Hats! Hats!

Your are cordially invited to come and see the greatest assortment of—

ENGLISH FELTS
VELOURS and
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we have ever shown. Our prices and quality defy competition.

"DEMERS"

Phone 27. P.O. Box 327.

An Ambassador of Quality

A very rare liqueur whiskey of great age—"for those who discriminate"

No. 11

The EMBASSY
SPECIAL OLD LIQUEUR WHISKEY

This advertisement is not published or displayed by the Liquor Control Board or by the Government of British Columbia

STATUE OF GOD AND OTHER RELICS WERE FOUND WESTERN CHINA

Many Anciet Writings in Sanscrit and Evidences of Civilization

CAMBRIDGE, Mass., Aug. 26—Manuscripts 2,000 years old, some of them in Sanskrit, original holy books of the Buddhist faith, a beautiful bronze mirror, and specimens of sculpture more than ten centuries old, are among the archaelogical exhibits brought here by Langdon Warner, fellow for research in Asia, of Harvard University. Mr. Warner has completed a tour which started a year ago through Western China.

The trip, in which special search was made for traces of early Buddhist influences, carried the expedition along the ancient trade route to India and north to the Gobi desert to an old city, now in ruins, at which Marco Polo outfitted, six centuries ago, for his 40-day journey to the Great Khan's, capital, Karakorum.

At the ancient city, which Polo called Edsina, neither vegetable nor animal life is now possible. The camels, with which the expedition proceeded, were halted eight miles in the rear and were used to haul water to the excavating party.

Sun Baked Bricks

The desert has advanced its frontiers, Mr. Warner said, and has surrounded the city, of which the walls still stand, their sun-baked bricks etched and worn by the blowing sand, but with the gateways, curtain walls and bastions still plainly discernible. Fine specimens of stucco sculpture, the bronze mirror and other finds were dug from the ruins.

Mr. Warner went in search of relics of the development of art in China, which followed the visits of the earliest of Indian traders. He endeavored to collect all available specimens of the early art surviving the centuries and to learn more of its early development.

Some of the manuscripts that were brought back are believed to be original holy books of the Buddhist faith. Some are long paper scrolls in Sanskrit, brought from India, some are copies of these made in transit, and some are translations into early Chinese or Turki made by Central Asian converts. Their age is estimated to be about 2,000 years.

Prize of Collection

What he termed the prize of the entire collection is a statue of the ninth century unearthed in Western China, not a Buddha, but one of the attendant gods.

Mr. Warner told of discovering behind a small temple, high on the face of a cliff, a cave-chapel whose walls were literally covered with Buddhist figures, of a very early period, carved in the living rock. It is estimated that the carvings date back to 350 A.D. He told also of examining at Ho-nan, on the border of Turkestan, some excellent specimens of wall painting.

The art treasures brought back will go to the Fogg Museum and the archaeological exhibits to the Peabody Museum.

PRAIRIE CROPS MUCH IMPROVED

Manitoba Reported Above Average; Sawfly and Hail do Local Damage

WINNIPEG, Aug. 26.—Continued rainy weather has delayed cutting of crop in all three prairie provinces but this week will see binders working nearly everywhere with cutting general by the first of the month, according to the weekly crop report of the Canadian National Railways issued today. Recent rains have worked a wonderful improvement in the crop situation in most districts of Saskatchewan where many districts are now anticipating crops of twenty bushels per acre and more.

Some red rust and black rust is reported in Manitoba without however any reports of serious rust damage. Sawfly has caused losses in some districts and farmers there are cutting their grain on the green side rather than risk further loss from this cause. Oats and green fodder have improved immensely. Continued warm weather is needed to bring on the harvest before early frosts can strike the grain fields, causing loss of grade and yield.

Manitoba

Portage division of Manitoba reporfts cutting commencing this week and prospects very good. Ridgeville and Neepawa sub-divisions report some rust showing but damage slight. Brandon division reports wheat will yield from twenty to thirty bushels. Black rust is reported on Carman sub-division but no damage has resulted. Many farmers claim crops are the best in years. Rye threshing has started on Miama sub-division with the grain a good sample. Dauphin division expects very good crops. Considerable hail damage reported from this area. Grains have filled well but are ripening slowly.

Saskatchewan

General reports show conditions to be greatly improved in Saskatchewan. Cutting will commence this week with good yields expected. Several districts report sawfly damage. Some yields will reach twenty bushels with 30 and over from some of the summerfallow.

Practically all districts report a much heavier crop than was thought possible a month ago. Some frost damage is reported in Prince Albert district toward the northern end of the province.

Alberta

Cutting in Alberta will commence about the end of the month, according to reports from that province. Crops are stated to be in the main well filled out and sunshine is required to hasten ripening before early frosts set in to reduce both yield and grade. On the Vegreville sub-division estimated yields run as high as 35 bushels average. Continued rains have delayed ripening almost everywhere, and while these have filled the grain splendidly there is now sufficient moisture. Stubble crops in some districts are disappointing but summerfallow promises well.

BENEFITS FROM SMALL CHARGES

Victoria is Free Port and is Beginning to Feel Results From That Fact

HARBOR BOARD OPPOSED

Special Committee Reports Against it at Present Time and Gives Reasons

VICTORIA, Aug. 25—The question of a harbor board is still being discussed here. The directors of the chamber of commerce are divided in regard to it. Most of the prominent lumbermen and other shippers oppose it as tending to increase charges on vessels visiting the port.

A social committee of the chamber of commerce have recorded themselves as opposed to the scheme. Their report follows:

Committee's Report

"Your committee recommends to the directors of the Chamber of Commerce that they place themselves on record as opposed to the establishment of a harbor commission at the present time for the reasons set forth hereunder:

"It would be a big mistake to establish a harbor board in Victoria along the lines of the Vancouver organization. Victoria today is the cheapest port for a vessel to call at on the Pacific Coast. At the present time the only port charge assessed against the vessel is sick mariners' dues, which are assessed at all ports in Canada. In addition to this in Vancouver, vessels are assessed with harbor dues by the Vancouver Harbor Commission, and the cargo is assessed with a cargo rate of 15 cents per ton. This cargo rate is in addition to the wharfage charges ,which are the same at Victoria as at Vancouver. This means that the charges on a vessel handling 8,000 tons of cargo are $1,200 for cargo rates. The harbor dues on this vessel would amount to $120. Thus in all, it costs $1,320 more at Vancouver than Victoria. The result of these charges are just beginning to show to the advantage of Victoria, and it would seem very unwise for Victoria to take any action which would inevitably result in the establishment of additional charges at the port.

Elevator Situation

"In the agitation for the formation of this harbor board, the statement is made that if Victoria secures a grain elevator it will be necessary to have a harbor board to operate it. While the Vancouver Harbor Board operates the grain elevators at that port at the present time, one of the recommendations made by the Grain Commission, which recently sat in Vancouver, to Ottawa, was that the operation of the grain elevators should be removed from the Vancouver Harbor Board.

"If there were no facilities in the port of Victoria at the present time to accommodate shipping and vessels did not call at the port for this reason, there might be some reason for the establishment of a harbor board, the purpose of which would be to provide such facilities. The port of Victoria, however, at the present time is in possession of ample facilities to handle a large volume of shipping.

"The parties presenting the argument in favor of the formation of a harbor board have created the impression that the expense of the harbor board will be assessed against the transportation companies. You will quite realize the inaccuracy of this, for while the Vancouver Harbor Board collects the cargo rates in Vancouver from the steamship companies, the steamship companies in turn assess these cargo rates against the cargo.

Consignee Must Pay

"The result is that the consignee pays them. The Victoria merchant must realize this today, as he has to pay the Vancouver cargo rates on his shipments from Vancouver to Victoria. Even were some arrangement made so that the harbor board were able to collect the additional expenditure direct from the transportation companies it would eventually be passed on to the consignee in the way of increased freight rates, as there is no better argument for a transportation company to increase freight rates than increased operating expenses, which would certainly result in any additional port charges established at Victoria.

"As a concrete example of how high port charges are forcing business away from the port of Vancouver, it might be stated that since June 1, 20,000 tons of concentrates from the Kootenay, destined to Belgium, have moved through Westminster instead of Vancouver on account of the cargo rates which would have been assessed against this cargo had it moved through the port of Vancouver. The cargo rates assessed here, of 15 cents per ton, are the same as the cost of handling from the cars to the ship's hold at Westminster.

To Develop Port

"Your committee now recommends that this information be submitted to the Dominion government, and would further recommend that the Chamber of Commerce appoint a special committee to develop the harbor traffic by arranging for the compilation and dissemination of information dealing with the advantages of the port of Victoria by reason of the low charges at present in existence."

THE LITTLE RED HEN

"PUCK, puck, puck, pucKAYah" cackles the little red hen, as she steps off the warm nest, broadcasting to the barnyard that she has just laid a fine, fresh egg. She makes a product that any "manufacturer" might be proud of, and doesn't hesitate to advertise the fact.

A duck egg might be just as good, but the duck evidently doesn't think so. She doesn't advertise, and duck eggs have no market.

To be absolutely sure in buying ANY merchandise stick to the advertised brands. For their manufacturers believe in them and tell you about them daily in the advertising columns of this newspaper, over their signatures.

The duck-egg brands might be just as good, but you cannot be sure, if the manufacturers themselves will not admit it!

Read the advertisements regularly. Buy from them. You will then know the source of the products, and whom to look to if they don't measure up.

Advertising is the radio of commerce---broadcasting things you should know

FATAL MISTAKE

Wife — "The servant has thrown up her position because you were so rude to her on the telephone.

Husband—Oh, I thought I was talking to you.

LAND ACT.

Notice of Intention to Apply to Lease Land.

In Queen Charlotte Island Land District, Recording District of Prince Rupert, B.C., and situate near Tow Hill, Graham Island.

TAKE NOTICE that I, George W. Dowling, of 3682 Cambridge Street, Vancouver, B.C., occupation manufacturer, intends to apply for permission to lease the following described lands: Commencing at a post planted near the foot of Tow Hill, east side, thence northerly to low water mark; thence westerly following low water mark 80 chains; thence southerly three chains; thence easterly 80 chains to point of commencement and containing 15 acres, more or less.

GEORGE W. DOWLING, Applicant.
DAVE RUTTEN, Agent.
Date, June 6, 1924.

Say! WHY NOT TRY AN ELECTRIC BAKE POUND CAKE FROM YOUR GROCERS Today?

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Sailings from Prince Rupert
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