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ANYOX PUPILS SAVED MONEY

Deposited \$1,500 in Bank and May Now Purchase Bonds With It

ANYOX, July 23—Early in 1923 it was arranged between the manager of the Canadian Bank of Commerce and the School Board that an endeavor be made to have Anyox school pupils deposit all monies given to or earned by them with the bank, in any amount, and no matter how small, in order to encourage thrift. Since that time, \$1,591.51 have been turned into the school teachers and deposited with the bank. It is now suggested, in order to further encourage the thrift idea, that the money thus saved might be well applied to the purchase of bonds, the coupons adding the amount of interest to their savings from time to time.

It would appear that the Anyox schools are at present alone in this work, which seems to have great possibilities and is worthy of every encouragement.

MAE MURRAY IS HERE IN MADEMOISELLE MIDNIGHT

Takes Part of Great Lady at Court of Napoleon Third

In "Mademoiselle Midnight" here tonight Mae Murray plays the part of a great lady of the court of Napoleon the Third, and then the descendant of the same character in Mexico many years later. Both these roles lend themselves to colorful characterizations of which Miss Murray has taken full advantage.

Miss Murray is admitted by members of her own sex to be the best and most originally dressed star. "Mademoiselle Midnight" gives her every opportunity to take advantage of her abilities along these lines. In the picturesque hoop skirts with all their quaint eighteenth century frills Miss Murray was never more beautiful and charming.

In the many costumes, dresses, gowns and shawls she wears in the old Mexico episodes of the story Miss Murray presents one of the most colorful characters of her career.

Designs Own Costumes

No motion picture star works harder than Mae Murray. She is a tireless little bundle of human energy. She designs every garment she wears in her pictures. She spent more than six weeks preparing her wardrobe for "Mademoiselle Midnight" and that means she was busy every minute. In the first place she spent several weeks reading up on costumes of the eighteenth century and those of old Mexico.

For days she spent her entire time in the Mexican quarter of Los Angeles seeking shawls, designs and properties for her clothes. Not entirely satisfied with what she found, Miss Murray sent a representative of her company to Mexico City to bring back such materials as he might find that would be suitable for use in the picture. The result is that in no part of "Mademoiselle Midnight" can there be the slightest criticism of the clothes worn by Miss Murray or any of the other members of the company.

Old Mexico was never brought to the screen in a more colorful manner than it has been in "Mademoiselle Midnight." Settings, characters and all details have been watched carefully with the result that the entire production has the real atmosphere of the southern country.

Elaborate Episodes

One of the most elaborate episodes of the picture is a party in Mexico City. The setting for this covered the entire floor space of one mammoth enclosed stage.

It was in this setting that Mae Murray did a Spanish dance which is said to be the most sensational of her career.

BURNS LAKE

C. E. Imeson has been elected trustee of the Burns Lake school board.

Mrs. E. C. Harker after spending a few months here visiting relatives returned to her home in Manitoba last week.

Many regrets were expressed

when it was learned that Mr. and Mrs. W. W. C. O'Neill and family were leaving Burns Lake. Mr. O'Neill has accepted a position as teacher in the city of Prince Rupert.

Richard O'Hara arrived in town from the Babine on Saturday and he reports that V. Schjelderup will be in for a short visit at the end of the week.

C. E. Imeson established a summer camp at Imeson's Beach four miles down Burns Lake, and the family moved into possession on Sunday.

Miss L. Mitchell who has been visiting her sister, Mrs. E. T. Calvert, for several weeks, left on Saturday to resume her duties at the Victoria Hospital.

E. A. Stryker of Francois Lake has been a business visitor here.

Jack Hughes of Francois Lake had the misfortune this week to get his hand badly crushed while working on the steam shovel.

GIRLS IN TRAINING BACK FROM CAMP

Returned From Port Simpson Yesterday After Enjoyable Holiday

The Canadian Girls in Training, who have been camping at Port Simpson for the past two weeks, returned on the steamer Cardena yesterday afternoon looking as brown as berries and full of enthusiasm for the hospitality and the scenic beauty of the northern port. The party, which has been under the care of Miss Haddock, deaconess of the Methodist Church, and Mrs. T. Ross Mackay, have been enjoying swimming, hiking and picnicking.

Although the weather has not been of the best variety throughout the stay the people of Port Simpson gave the girls a spontaneous welcome and entertained them suitably every evening.

Ten Years Ago in Prince Rupert

July 23, 1914.

Mr. and Mrs. T. N. Bibben, of Victoria, have been spending a few days in the city.

The sockeye run dropped off the Skeena yesterday. The average on Monday was 150 to the boat.

Miss Barbeau leaves tomorrow for Vancouver and other cities on a combined business and pleasure trip.

Mr. and Mrs. Cummings leave for the south on the Prince Rupert tomorrow.

Yesterday a few crates of strawberries came down from the interior. These are about the last of the season.

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MUCH OPPOSITION AT OTTAWA TO PRINCE RUPERT ELEVATOR FROM CONSERVATIVE SIDE.

(continued from page two)

docks without having to pay a prohibitive cost; this he cannot do at Prince Rupert.

Mr. Stork: You are entirely wrong.

Sir Henry Drayton: I think it will be found that I am entirely right. If we want to go into this question of cost all we need do is turn up the accounts which were put in by the company itself in connection with the work done and which are all to be found in Professor Swain's report, where full information is given. I am not giving the House any information of my own; those are facts which were established by the company's own figures. His next point is that this is the shortest route. I want to be fair to my hon. friend, but the ridiculousness of his contention is apparent from the claim put forward by the local member himself. He says that via the Panama canal Prince Rupert gets just as good a rate as Vancouver, and yet there is a difference of some 300 nautical miles on that movement against Prince Rupert as compared with Vancouver.

Mr. Graham: Was I discussing traffic by the Panama canal?

Sir Henry Drayton: No, my hon. friend was not.

Mr. Graham: I was particularly discussing Oriental traffic.

Sir Henry Drayton: Of course, it would be fatal to his argument if he mentioned the Panama at all. He confined himself to the Orient because it was the shorter trip, and I just pointed out that the answer to his argument in connection with the shorter mileage to Prince Rupert from the Orient is to be found in Hansard just a few lines before my hon. friend speaks, where the local member himself says that the rates via Panama to Prince Rupert are just as good as to Vancouver. If the longer route of 300 nautical miles passing by Vancouver and going away north to Prince Rupert is just as good, there cannot be very much in the nautical mileage difference between Prince Rupert and Vancouver to the Orient. When we approach things, not in a political sense, but in a business sense, we all know that land mileage is what hurts in transportation. What is the crushing trade in Canada today? Land transportation costs.

Mr. Graham: And ocean transportation costs, and lake transportation costs.

Sir Henry Drayton: Yes, none of them are very good, but my hon. friend cannot say very much about railway costs. He is not in a position there to say that overcharges are being made. He justifies those costs, and his railway board, because the cost of rail operation is so great, and that is a cost which depends upon the mileage involved in the movement. There is where the real thing is. If the government are determined to put this matter

through without any proper consideration, without the reading of one report from an engineer or any one in the trade which will show that any one will be helped, all right. But the question as to where that connection from the Peace river would come in is just the other thing that shows the absurdity of my hon. friend's argument. On paper it is fine, but there is a joint right of way down the pass for both these systems and the chances are very much in favour of that connection being made on that joint right of way. If it is so made, then the movement is still practically 200 miles shorter to Vancouver.

Better To Wait.

Mr. Coote: It might be better to wait until this line is decided on. If the line from Peace river is to tap this line west of Red Pass junction, what the Minister of Railways says would be quite correct: Prince Rupert would be the natural outlet. But if on the other hand the line from Peace river taps this main line east of Red Pass junction, then Vancouver, as the ex-Minister of Finance says, would be much nearer the Peace river country. I presume this elevator is to be built out of the moneys in the elevator account, which the Minister of Trade and Commerce said was the case in connection with the Halifax elevator.

McBride To Rescue.

Mr. McBride: A good deal has been said tonight about Vancouver. I think everyone who lives in the West is proud of Vancouver, but Vancouver is not the only place where the sun shines. There are other places just as deserving of consideration. This House last year voted \$50,000 to make surveys in the Peace river country, and neither the minister nor anyone else is in a position yet to say where the outlet will be from that country. If that outlet is on the Grand Trunk

Pacific, near Prince George, where most of us expect it will be and where we think it should be, it will bring the Peace river country about 200 miles nearer to Prince Rupert than Vancouver. Why should the people who are in there not have the benefit of that haul of 200 miles? I have been through that country and I know there are men in there who have in their granaries the grain for the last three or four years because they cannot get an outlet for it. I think it is only a matter of a short time until this government will see their way clear to give these people an outlet; I know they are working hard in that direction. Over 100 miles of rails are at present piled at Prince George to build a line into the Peace river country; they have been lying there idle for the last five years. Why should this be the case when the people need the railway facilities? We all hope that it will only be a short time when there will be an outlet from the Peace river country. It has been promised by every government for the last fifteen years, and if the government does not keep faith with the people how can they expect the people to keep faith with them? The surveys have been made and the railway engineers are simply checking over the surveys before they decide where the outlet shall be. I think this elevator is coming to Prince Rupert. Prince Rupert has got very little in the past; Vancouver has got a great deal. I think the government are using good judgment in the matter.

HOTEL ARRIVALS.

Prince Rupert.
R. O'Hanley, J. H. Hamilton, Vancouver; F. F. Brown, Anyox; Joe Grashir, Stewart; Ole Wamibo, Ketchikan.

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