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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.

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DAILY EDITION Monday, May 5, 1924.

Peace River Route To This Coast.

Premier Oliver has apparently been following up the work of the member for Prince George, H. G. Perry, in his espousal of the all-British Columbia route from Peace River to the coast. The Brule cut-off would do little to open up new country and would not be anything like as direct as the route by way of Prince George or Vanderhoof to Prince Rupert. With the completion of the P.G.E. the route also will be likely to be extended to Vancouver. That would give the people of the Peace River country the best possible service and would be effective in opening up a lot of new country which otherwise would not be touched.

Investigation is likely to prove to the railway people and to the Ottawa government that there is no comparison between the two routes. In making a decision the Dominion authorities cannot be biased by the fact that one route is through one province or the other route through another. What is needed is the best possible route to develop the dominion.

Make No Money From Competition.

There seems to be an idea abroad that the Daily News is making money from the "Save the Forest Competion." That is far from true. We are conducting this competition for the purpose of interesting the young people in the forests and their preservation. This north country depends a great deal on the forests for its prosperity and for that reason we undertook the carrying through of the competition. It entails a good deal of work and has taken up a great deal of expense in setting up type and there is absolutely no monetary return for it

When the suggestion was made to this paper by the minister of the interior, it was accepted under the strong protest from the business office, where it was thought that the proclamation, at any rate, should be paid for. We thought so, too, but decided in the interests of the district to carry on the competition. The Dominion Government provide the prizes but the work and publishing expense all falls upon the newspaper..

Scenic Attractions Of This District.

Perhaps readers of this paper will be tired of our drawing attention to the scenic attractions of this district. Yet when we go out on the harbor on a day like yesterday, it seems almost impossible to come home and not write something about it. At this time of year especially the mountains add a distinct charm to the landscape.

Prince Rupert is often boosted industrially. It is spoken of as the future port of the northern and central parts of the province but it is seldom mentioned as a tourist resort. When we get that hotel, which Sir Henry Thornton said he was going to build here, then we shall have the railway company sending all their tourists here and boosting the city to the skies as a resort not to be missed for a stop-off.

Nemo WEEK
MAY 5th to 10th
ALL WEEK
we are featuring a special display of *Nemo* Corsets and Corset Accessories, including the new *Nemo* Diaphragm Controlling Corset and a new style Circlet. Be sure and visit our Corset Department during the coming week.
Sold in Prince Rupert exclusively by
JABOUR BROS.
Nemo Corsets and Corset Accessories are made by Kops Bros, Ltd., Toronto 61

WEDDING OF STANLEY TAYLOR ON WEDNESDAY WAS PRETTY AFFAIR

The following account of the wedding of Stanley Taylor, who will arrive in Prince Rupert from the south with his bride this week, was published in the Vancouver Province:

The Kitsilano Methodist church was the scene of one of the prettiest of mid-spring weddings on Wednesday evening when Miss Marjorie Eileen Nixon, only daughter of Mr. and Mrs. Everett C. Nixon, became the bride of Stanley Walter Taylor, son of Mrs. G. C. Taylor. Rev. W. Vance performed the marriage service, while the wedding march from Lohengrin was played by Miss Doris Chadney. The bride made a winsome picture in her beautiful gown of white crepe charmante, fashioned on plain lines with artistic trimmings of silver lace. A Brussels net veil was held in place with a wreath of orange blossoms and she carried a bouquet of Ophelia roses and white gladioli. She was given in marriage by her father. Miss Frances Clark made a pretty bridesmaid in a frock of mauve shaded taffeta relieved with silver lace, and her hat was of the same pastel shades, her bouquet being of pink and mauve sweet peas intermingled with rosebuds.

Harry Blowey acted as groomsman. The ushers were Percy White and Mark Grimmett. The ceremony was performed amid a setting of pink tulips and bright spring flowers, which had been arranged by a number of girl friends of the bride.

During the signing of the register Mrs. Ernest Baker gave a beautiful rendition of "Because."

Mrs. Nixon, mother of the bride, looked charming in a gown of French chiffon velvet, artistically draped, while her corsage bouquet was of pale pink roses. Her picture hat was of black moire silk, with white ospreys.

A reception was held at the home of the bride's parents in Kitsilano. Later in the evening Mr. and Mrs. Taylor left for a honeymoon trip to Seattle and will make their future home in Prince Rupert.

BURGLAR CHASED IN SEATTLE BY DUTHIE

Local Mining Man Was Unable to Catch Intruder Who Entered his Room During Night

J. F. Duthie, the Seattle shipbuilder, who is actively interested in mining in the interior district, last week gave chase to a burglar who entered his home in Seattle.

Mr. Duthie, at an early hour in the morning, was awakened by the burglar in his room. He gave chase and pursued the intruder across the yard but the man disappeared in the darkness. Mr. Duthie was asleep when he heard the door of his room open. He switched on the light. The burglar, who was a big heavy set man, blinked at the light and turned and ran. Mr. Duthie was unarmed.

BOAT ARRIVALS

Inaugurating the Saturday arrivals here from the south which will be continued until next month, C.N.R. steamer Prince George, Capt. Harry Nedden, arrived from Vancouver and way ports sharp on time at 3 o'clock Saturday afternoon with the following passengers:

For Prince Rupert — W. A. Kenny, A. Carlson, O. Wardle, P. Erickson, Miss M. Fawcett (Kitwanga), S. A. Bell, J. Galloway, P. Austin, F. J. Tolhurst (Burns Lake), A. Bogran, W. V. Tomlinson, E. S. Wadsworth, Miss Violet Cameron, E. F. G. White, Mr. and Mrs. W. F. Hartwell, F. W. Budd, N. J. Oden, D. W. Austin, C. G. Round, M. Davidson, Z. Higashi, M. P. McCaffery, Mr. Frisberg and Mr. Robertson.

For Stewart—J. P. Demspter, R. Watson, Mr. and Mrs. R. T. Crosby and child, J. A. Shanks and J. Rungi.

The Prince George sailed for Stewart on Saturday evening, returned here last night and sailed at 11 for Vancouver.

The Radio-Stewart Mines Ltd., capitalized at a million dollars and with head office at Victoria, had been incorporated with a view to developing the Radio, Radio I. and Radio II. and other claims near Stewart.

CUTTING DOWN COST OF SALMON CANNING

Prices Paid for Pinks are Low and Operators Worry Over Outlook

VANCOUVER, May 5. — B.C. Coast canneries are preparing to handle a heavy salmon pack this season and are seeking methods of cutting down overhead costs. The reason, they state, is that this is the year of the "pink" run and pinks, while plentiful, do not give a wide margin of profit in marketing. Canners depend upon the incomparable B.C. sockeye for profits.

Competition of Japan, with her heavy Siberian pack, an adverse influence last year, is again expected to bring down prices for sockeye in Great Britain. The Japanese, who have obtained fishing rights on the Siberian coast, are exploiting the waters while the concessions hold good and are flooding world markets with a red salmon slightly below the sockeye in quality and considerably lower in price, the canners point out.

Question of Markets

With this situation to face, B.C. canners are endeavoring to find some satisfactory method of marekting B.C. salmon for prices based on sheer merit. Some are hopeful of creating individual demand in the Old Country for B.C. socokeye, others believe that the market in Canada and even in the United States with its 30 per cent tariff may be more intensively cultivated.

But in the meantime they are preparing to cut down on expenses in every possible way.

Fewer Cannery Boats

This policy is expected to lessen the number of boats fishing for canneries this summer. They are co-operating to this end, having found that last year there were more nets in certain waters than the yield justified.

A few salmon are being caught along the West Coast of Vancouver Island and are being disposed of on the market for fresh fish. The season opens in the latter part of June.

The Man in the Moon
SAYS:—

IF laws could reform, we'd al! be saints.

◆

THE best spring tonic
Anyone can take
Is a forty foot garden
And a five foot rake.

◆

IT'S a great life if you don't get too strong.

◆

SOME people are dignified, but nothing else.

◆

THE beginning of the month reminds us that life is just one dam dun after another.

◆

IT'S hard to part with some people. In fact it is so hard that it becomes well nigh impossible.

◆

IF you lend money, you are a capitalist. If you collect that money you are a much harder worker than I am.

◆

THERE is plenty of happiness. All you have to do is use it.

◆

THE difficulty with good looking men is that they seem to know it.

◆

WHEN a woman asks if you snore, beware.

◆

IN a very big city you can be good and nobody will appreciate it and you may be bad and nobody will know it. Also you can be lonely and stay that way.

Ten Years Ago
in Prince Rupert

The city council passed a resolution last night opposing the employment of Orientals in licensed places. City Solicitor Peters, however, submitted a report that the council had no power to prohibit such employment. Ald. Montgomery was of the opinion that the city could if it choose to do so. He thought the city solicitor had not gone deeply enough into the matter.

◆

The hydro-lectric plant that the city is to establish at Shawatlans Lake will cost $242,845 according to the superintendent's estimate. Mayor Newton states that the money is available.

◆

The Eilers planing mill at Cow Bay is rapidly nearing completion and will be an up-to-date plant. The building is 100 by 100 feet and two storeys high with a full basement. The manager in charge is J. C. Eilers.

Subscribe for the Daily News

NOTICE.

Navigable Waters Protections Act, R.S.C. Chapter 115.

The Minister of Public Works, Government of the Province of British Columbia, hereby gives notice that he has, under Section 7 of the above Act, deposited with the Minister of Public Works at Ottawa, and in the office of the District Registrar at Prince Rupert, B.C., a description of the site and plans of a Highway Bridge, proposed to be built over the Skeena River at Terrace, B.C.

And Take Notice that after the expiration of one month from the date of the first publication of this notice, the Minister of Public Works, Province of British Columbia, will, under Section 7 of the said Act apply to the Minister of Public Works at his office in the City of Ottawa, for approval of the said site and plans and for leave to construct the said Highway Bridge.

Dated this 25th day of April, 1924.

W. H. SUTHERLAND,
Minister of Public Works,
Province of British Columbia.

LAND ACT.

Notice of Intention to Apply to Lease Land.

In Skeena Land District, Recording District of Coast, and situate on Campania Island.

Take Notice that Clarence E. Bainter and James McNulty, of Prince Rupert, B.C., occupation insurance agent and broker, intend to apply for permission to lease the following described lands: Commencing at a post planted at the head of a bay at the east end of Campania Island and about one mile from the south end of the Island; thence following the sinuosities of the shore line at high water line around the Island to the place of commencement, and containing 8,000 acres, more or less.

C. E. BAINTER & JAMES McNULTY,
Name of Applicant.
Per W. E. WILLIAMS, Agent.

Dated April 2nd, 1924.

LAND ACT.

Notice of Intention to Apply to Lease Land.

In Coast Land District, Recording District of Skeena, and situate and being Bay Island, on the north branch of the Skeena River, near Oceanic Cannery.

Take Notice that I, Thomas William Thacker, of Prince Rupert, B.C., occupation Engineer, intends to apply for permission to lease the following described lands: Commencing at a post planted at the most southerly point on Bay Island; thence northerly and westerly,; thence southerly and easterly; following the sinuosities of the shore line to point of commencement, and containing 240 acres, more or less.

THOMAS W. THACKER,
Applicant.

Dated February 14th, 1924.

TENDER FOR LUMBER.

Sealed Tenders and marked "Tender for Lumber" will be received by the undersigned up to 5 p.m., Monday, 5th May, 1924, for the following. Sales Tax Paid.

1200 pieces—2"x8"—16'. Sisie No. 1 Common Fir.

610 pieces—3"x6"—16'; 108 pieces—3"x10"—16'. Cedar Shop Grade.

D. J. MATHESON,
Purchasing Agent.

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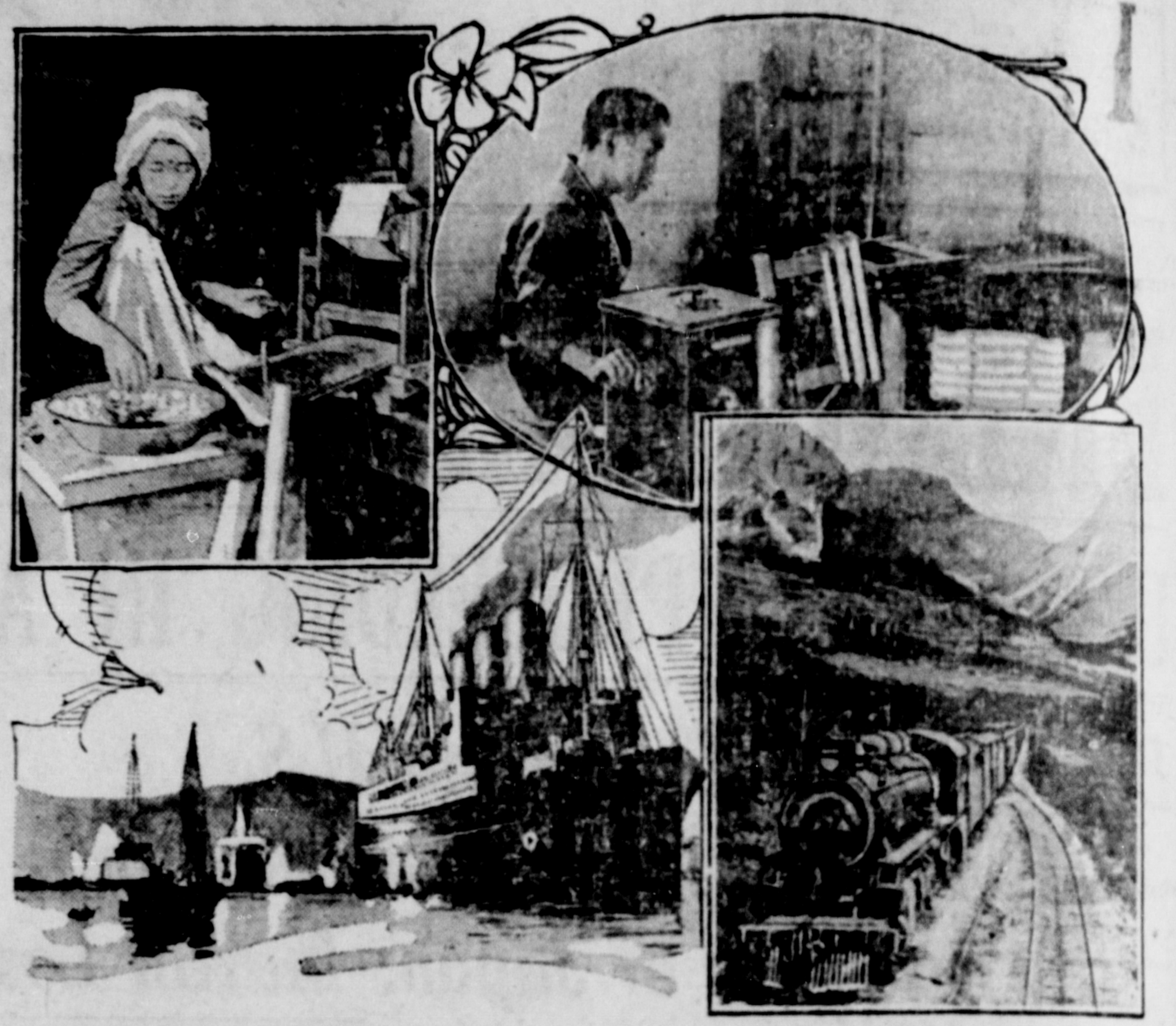
Stolen Eggs and the Silk Trade



Above—Reeling silk in the Flowery Kingdom. Below—An Empress liner loading silk at Yokohama and a Canadian Pacific silk special passing through the Rockies.

Production of silk dates far into antiquity, and for ages the manner of its production was kept secret. Up to the sixth century A.D. all raw silk was imported into Europe from China, but the Byzantine Emperor Justinian induced two monks to travel into China to procure silk worm eggs and though the export of them was punishable by death, these monks succeeded in bringing back a quantity concealed in the hollows of their pilgrims staves.

From Byzantium, silk cultivation spread into Greece and Syria, thence into Spain, and thence successively into Sicily, Naples, Northern Italy and France, being established in Italy in the sixteenth century.

Various determined attempts have been made, principally between the years 1622 and 1839 to establish the silk industry in America, resulting at one time in a not inconsiderable production, but the excessive cost of the labor involved in the rearing of the worms and in the reeling of the raw silk from the cocoons as compared with the trifling cost of such labor in Europe and Asia, has rendered it impossible to produce raw silk at commercial prices on this continent.

Most of the silk imported to America comes from Japan, Italy and China where, also, the humidity of the atmosphere contributes no little to the success of the industry in those countries. The greatest importation is from the Flowery Kingdom, and this mostly in the raw-silk form as it is reeled from the cocoons.

Silk is valuable. In one consignment of a few hundred bales, hundreds of thousands of dollars are tied up, and for this reason, that no time may be lost in making up the raw material and placing the finished goods upon the market, the product of the little silk worm is given transportation facilities which few other commodities enjoy. The bales of skeins are stowed carefully in the vessels which transport them across the Pacific, and in such a manner that they can be speedily and safely discharged upon arrival at the Canadian or American port. No time is lost. Special trains made up of passenger baggage equipment await the arrival of the vessel if it docks at Vancouver as do the Empress liners of the Canadian Pacific, and once the valuable cargo has been sealed into the cars the train proceeds towards its destination, often making better time than the regular passenger trains.

For the reason that the route is more direct, many silk dealers in New York, where much of the silk is destined, consign their shipments via Canada and during the past few months many interesting time records have been made over Canadian Pacific lines.

On March 22nd, the "Empress of Asia" sailed from Yokohama carrying the largest consignment of silk to be forwarded from the Orient for some time. The silk was specially stowed for prompt discharge on arrival at Vancouver, and from the time the steamer docked, until the special train to New York left, there was a lapsed time of only thirteen and one-half minutes per car.

The silk was delivered in New York about midnight April 4th, the through time from Yokohama to New York being 13 days, 8 hours, and 13 minutes, calendar time. This constituted a record run as far as freight traffic is concerned, but passenger traffic is handled as readily by this company, a 21 day Europe to Orient service via St. John, N.B., or the St. Lawrence route being regularly maintained.

CANADIAN NATIONAL RAILWAYS
SPRING
STEAMSHIP SERVICE
S.S. Prince Rupert and Prince George
Will sail from PRINCE RUPERT for VANCOUVER, VICTORIA, SEATTLE and intermediate points each Thursday and Sunday at 11.00 p.m.
FOR ANYOX .... Wednesday, 10.00 p.m.
FOR STEWART .... Saturday, 10.00 p.m.
S.S. PRINCE JOHN for VANCOUVER via Queen Charlotte Islands, May 10th, 24th.
PASSENGER TRAIN, DAILY EXCEPT SUNDAY.
Leave Prince Rupert 6.45 p.m. for PRINCE GEORGE, EDMONTON, WINNIPEG, all points Eastern Canada, United States.
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City Ticket Office, 528 Third Ave., Prince Rupert. Phone 260.

CANADIAN PACIFIC RAILWAY
B.C. Coast Services
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S.S. PRINCESS MARY.
For Vancouver, Victoria and Seattle, May 2, 13, 23
For Ketchikan, Wrangell, Juneau and Skagway, May 9, 19, 30
S.S. PRINCESS BEATRICE.
For Butedale, Swanson Bay, East Bella Bella, Ocean Falls, Namu, Alert Bay, Campbell River, and Vancouver, every Saturday, 11 a.m.
Agency for all Steamship Lines.
Full information from
W. C. ORCHARD, General Agent.
Corner of 4th Street and 3rd Avenue, Prince Rupert, B.C.

UNION STEAMSHIP COMPANY OF B.C., LTD.
Sailings From Prince Rupert.
For VANCOUVER, VICTORIA, Ocean Falls, and Swanson Bay, Tuesday, 5 P.M.
For VANCOUVER, VICTORIA, Alert Bay, and Swanson Bay, Saturday Noon.
For ANYOX, ALICE ARM, STEWART, Wales Island, Sunday 8 P.M.
For PORT SIMPSON and Naas River Canneries, Friday A.M.
623 2nd Avenue. J. Barnsley, Agent. Prince Rupert, B.C

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