

THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA.

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DAILY EDITION

Saturday, October 11, 1924.

May Be Difficult
Position In Britain.

The general opinion seems to be that the Labor Party in Great Britain will get a larger group than it has now as a result of the election which is to take place this month. That will mean they will still be dependant on the Liberals for support to keep them in power or to turn them out.

If the proportion of parties after the election is anything like what it is today the government will have to institute an inquiry into the alleged irregular withdrawal of the trial of a communist editor and will also it would seem have to withdraw from the Russian treaty, because both Liberals and Conservatives have expressed themselves as opposed to its terms. If these matters are forced, it would seem as if the government will resign and there would be nothing for it but to choose the Conservative leader to again form a government. The threat to do this will doubtless be held over Liberals.

Everything connected with the election is largely a matter of speculation for no one knows what an electorate is going to do. There is a bare possibility that Labor may get a majority over all, but even the strongest supporters of the government hardly expect that.

Extend Welcome To
Visiting Ministers.

There is no need to urge on the people of Prince Rupert to extend a hearty welcome to the visiting Prime Minister and other ministers of the crown who are coming tomorrow. Prince Rupert people have a habit of welcoming visitors cordially and especially will it be the case with the Prime Minister of Canada. They will extend themselves a little on so important an occasion.

Messrs. Cardin and McGivern are visitors who have not been here before, officially at any rate. The former is the Minister of Marine and Fisheries and as such will be of special interest to Prince Rupert. Dr. King as Minister of Public Works has a great deal to do with expenditures of public money. The elevator, however, is not under his department. It comes under the department of Trade and Commerce over which Hon. Thomas Lowe presides. Unfortunately Mr. Lowe is not of the party, but the Premier will be well posted as to the progress in connection with the elevator.

Shipping Lumber
To Empire Points.

From a trade point of view it does not seem to be much advantage to belong to the British Empire. Whenever there is any business to be done the British people take it to the United States.

The latest example of this is seen in the purchase of a lumber mill at Sitka to supply spruce to the rubber planters in the Straits Settlements. We also see it just across the line where the Ketchikan mill is shipping lumber to Australia steadily while B.C. mills are idle. It costs as much to manufacture lumber in Alaska as in British Columbia and the timber is the same. British merchants and others do not seem to realize that Canada has anything to sell. If the business is all going to the States it would seem as if it would be better for us to be a part of the States than connected with the British Empire. The Wembley incident is being repeated in many places.

Urges Confidence
In Our Country.

The European Manager of Colonization and Immigration for the Canadian National Railway urges Canadians to have confidence in their own country so as to inspire confidence in people who would come here. It is difficult to do this when they see business which should be hers going to another country, not once or twice but with increasing regularity. It is time Canadians raise a howl every time they see any slighting of this country in a business way. It is only by asserting ourselves that we can get what we want. Because we are so quiet and docile it is possible the rest of the Empire does not know that we exist.

Thorn In Side
Of Republicans.

La Follette continues to be a thorn in the side of the Republicans of the United States. He is making political inroads into the party strength and seems likely to carry a great many candidates throughout the country. His is a policy of protest and he is making the whole country take notice. The outcome will prove interesting to Canadians for the politics of the United States are always of interest here.

The Man in the Moon
SAYS:-

WHEN you start to slip, watch out for splinters.

THERE is a place in North Carolina where dancing is prohibited. Instead the young people will sit on the sofa and hold hands.

WE all admire the old fashioned girl—at a distance.

WHEN a man goes to sleep on the job fire is the only thing that will awaken him.

NOW the British people will be telling each other what they know or think they know.

THERE'S one thing about the voice of the average singer. It makes a person forget his other troubles.

THEY do say that the head of the publicity bureau at Victoria got to thinking he was the big cheese and then the whole factory was abolished.

THIS IS LAST DAY
FOR MAILING VERSES

Verses mailed today will be in time for the competition which is just closing. There have been a number of good verses but on the whole the work has not been very good. There is yet chance to win that money. Following are among those received:

To Felix

(Our Family Cat)

Aristocratic feline, whose bright eyes
Hath oftimes lit thee thro' the darkest night,
Bright sentinels 'gainst ambush or surprise,
Twin glowing standards in the starkest light.

Whose voice in cadence wild
Hath oft been heard,
Upon the lawn beneath the wand'ring moon
While in my heart the savage instincts stirred
In wild responses to that primal tune.

Was it the winged gods power that made thee sing
In graceful tenor on the back-yard fence,
Until some outraged neighbor grabbed something
And well-aimed words and missiles drove thee thence.

O, Felix, hero of a hundred fights
May love and war be thine for many nights.

Black Beetle

There is a big black beetle
He is working quick and slick,
He is a plague to farmers
His name is Beetle Klick.
Just get the dope 'tis simple
Just bran and Paris green,
And if you kill the Beetle Klick,
You will get the "wire worm."

BURNS LAKE

Work on the Taltapin mine in the Babine is to be resumed at once. Contracts for development work have been let and the manager, Arthur Wood, and crew under E. Campbell are on their way from Vancouver. A large quantity of dynamite has already been shipped.

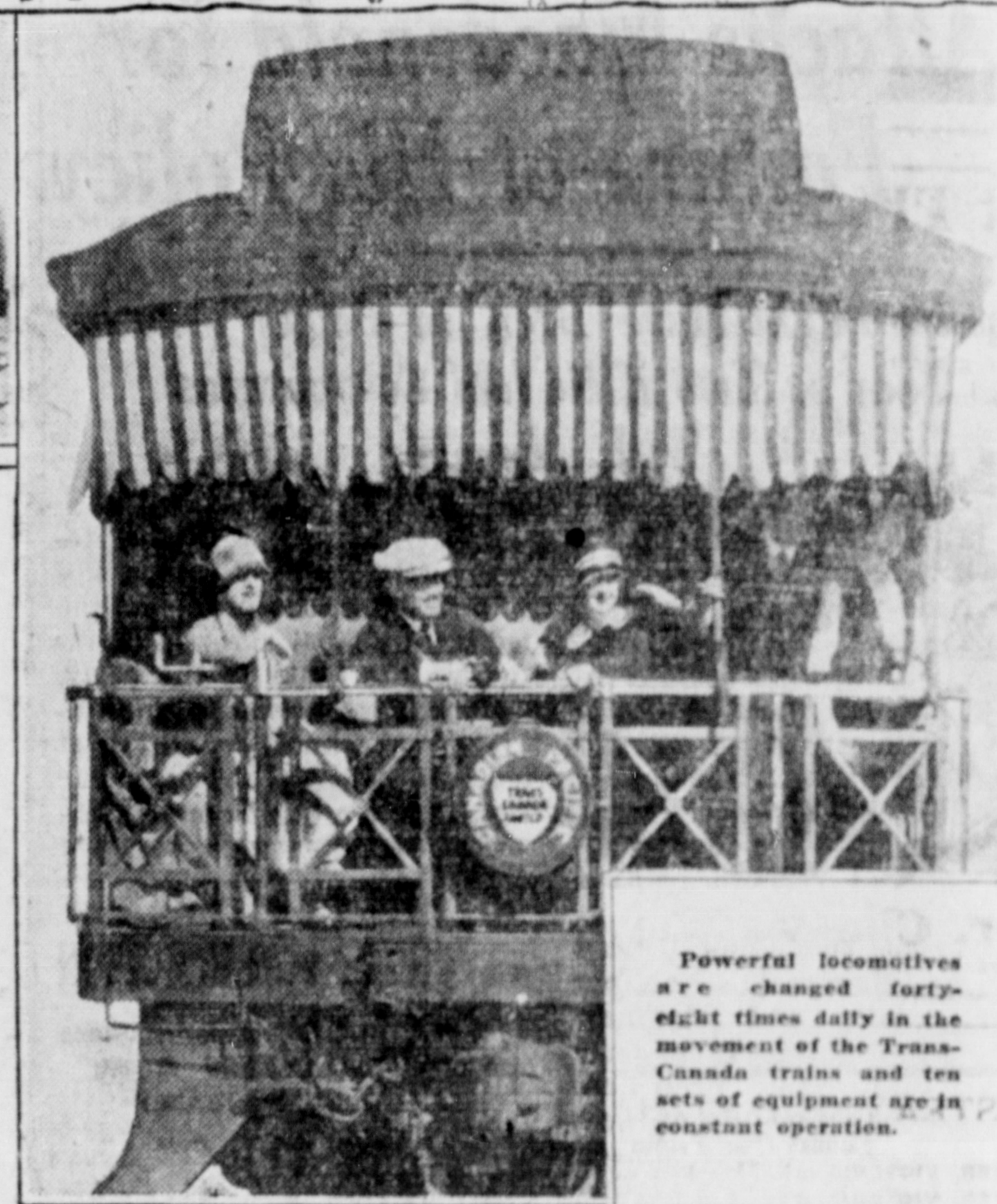
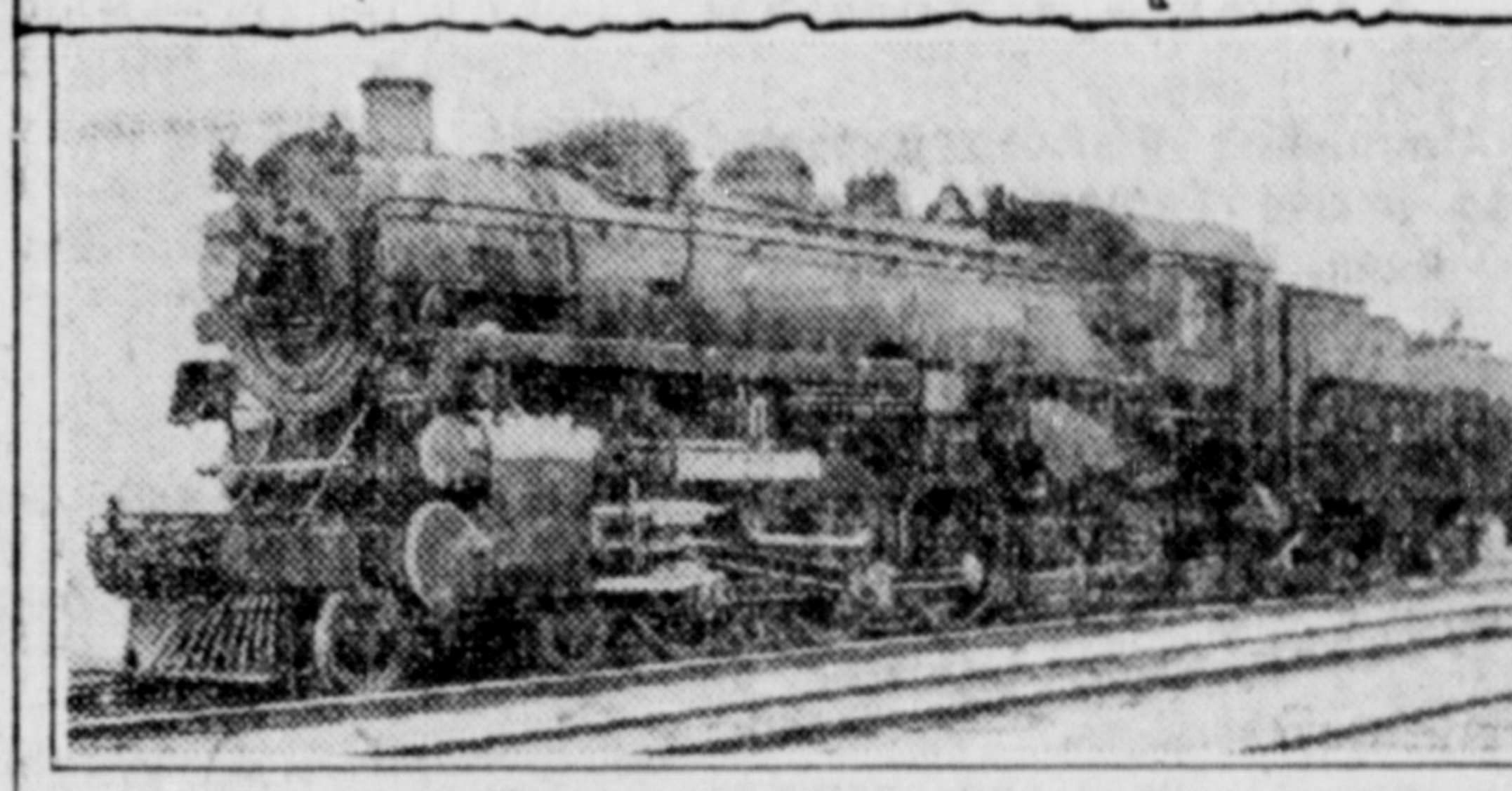
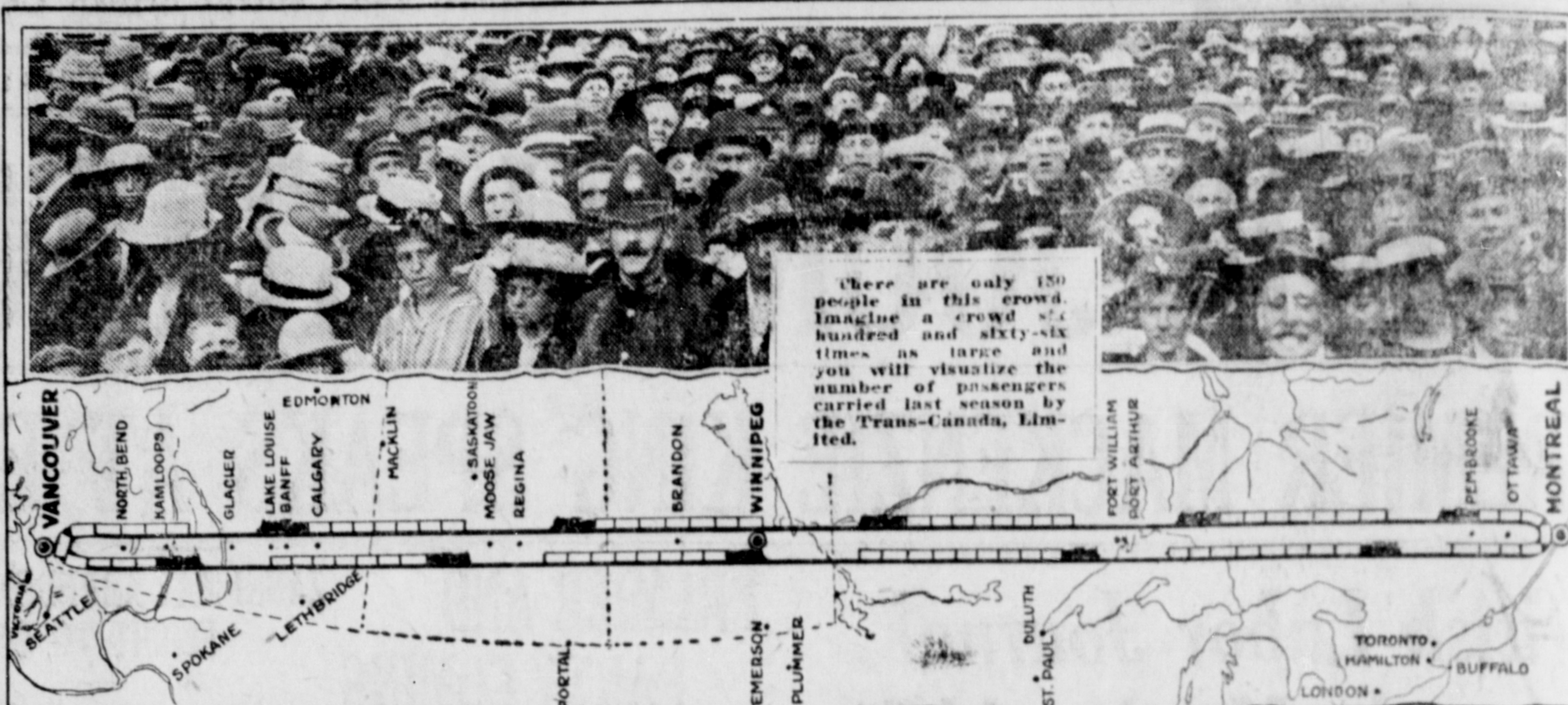
An interesting wedding took place recently at the home of Mr. and Mrs. J. L. Shefford, Wistaria, when Miss Flora Evelyn Shefford became the bride of Erland Larson. Rev. J. H. Kerr officiated. Mr. and Mrs. Larson will reside at Wistaria where the groom is a rancher.

A. Keller and daughter have returned to Francois Lake after spending the summer in Switzerland. They also visited the Wembley Exhibition.

SHIPS CHARTERED

Former Buckley Bay Boats Now In Service From Puget Sound to Atlantic Coast

The steam schooners El Abeto, El Cedro and El Cicuta, formerly engaged in carrying lumber for the Los Angeles Lumber Products Co. from Buckley Bay to California ports, have been chartered to carry lumber from Puget Sound to ports on the Atlantic coast north of Cape Hatteras.

THIS SEASON'S TRANS-CANADA MILEAGE
EQUALLED THREE TRIPS TO THE MOON

The Trans-Canada Limited, the crack transcontinental express of the Canadian Pacific Railway operated from May to September, completed its 1924 schedule on September 13th, when its last trains started and on September 17th these trains steamed into the terminal at Montreal and Vancouver, bringing to a close one of the service's most successful seasons. The train covers the 2,886 miles of its run between the two cities in 90 hours and its Toronto-Vancouver run of 2,707 miles in 86 hours.

Mr. C. B. Foster, Passenger Traffic Manager, summing up the season's performance, gave out some remarkably interesting figures which afford a partial insight into the magnitude of the task of maintaining such a service. The Trans-Canada Limited began its runs this year on May 18th, and before being discontinued made 119 trips in each direction, or 238 in all. The equipment of the train is limited to one baggage, one dining car, four standard sleepers, one 10-compartment car Vancouver to Montreal, and one 10-compartment car Toronto to Winnipeg, with a drawing room-3-compartment observation sleeper Montreal to Vancouver, plus a local sleeper on the west-bound movement only from Fort William to Winnipeg. Thus the maximum accommodation available in each direction between the East and Winnipeg is forty-eight sections, twenty-three compartments and five drawing rooms, while between Winnipeg and the Coast there are forty-eight sections, thirteen compartments and five drawing rooms. The average number of passengers on the train at night varies from seventy-five to 110 on different sections of the line, but for the 119 days the train was in service last season there was a one-night use of approximately 100,000 berths. The east-bound and west-bound trains together covered 6,292 miles every day, which includes the distance between Montreal and Vancouver, 2,886 miles, and between Toronto and Sudbury, 260 miles, covered by each train and its Toronto-Sudbury connection. Thus the season's mileage was 758,748 for the 238 trips, or three times the distance from the earth to the moon.

Each day four Trans-Canada trains were in motion over the Company's lines in each direction. At 8 A.M. each day, one was west-bound between Cartier and Chapleau, one between Kenora and Winnipeg, one between Medicine Hat and Calgary, and one between North Bend and Vancouver, while at that hour one east-bound was approaching Glacier, one approaching Regina, one east of Fort William and one between Chalk River and Ottawa. Ten complete sets of equipment, of which four were in motion each way every day and one was being cleaned, refitted and turned round at each end of the run, were required to maintain the service.

Sidelights on a Great Industry.

A 100,000
TO SWELL
THE EXODUS?

It is estimated that a quarter of a million young men and women are leaving Canada every year, and that the authorities are asking themselves how long this state of thing is going to continue.

The British Columbia Forest Industries employ over 40,000 workers who with their dependents represent a community of approximately 120,000 men, women and children, between a fourth and a fifth of the Province's whole population.

In addition there are many trades employing thousands of men whose occupation is catering to some need of British Columbia's premier industry.

The question before the people is—Are the greater number of these men to swell the exodus of skilled and able bodied workers from the Dominion?

The answer depends upon the fair and equitable solution of the British Columbia timber royalties question.

If the present Act which threatens automatically to treble the already heavy royalty rate is not repealed by January 1st, 1925, many of the lumbermen will be compelled to cease operations.

If, on the other hand, some reasonable arrangement is arrived at by which the industry will be permitted to carry on, and develop, we need not fear an unemployment crisis.

The British Columbia lumber industry is already taxed to pay a third of the Province's revenue and unless we are permitted to increase and develop our industry, it can stand no further burden.

There is no one who should be more vitally concerned in a just settlement of the timber royalties question than the wage earner of British Columbia.

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

Harry Birch, secretary, reported at the meeting of the board last night that a recent trip to the Skeena River had resulted in the collection of \$107 on accounts prior to 1923. The expenses of the trip had been \$3.70.

Ten Years Ago
in Prince Rupert

October 11, 1914.

Commencing next week, through mail will be carried to and from Prince Rupert on the Grand Trunk Pacific railway. This will eliminate carrying it through Vancouver and will save three or four days between here and the big Eastern cities.

It is announced that the Digby Island wireless station is now in commission for handling commercial telegrams with the exception of night lettergrams.

A shack at the corner of Third Avenue and Seventh Street owned by W. Beveridge was destroyed by fire this morning.

PROFITABLE TRIP

Hospital Secretary Collects \$107 on Skeena River and Expenses are only \$3.70.

Harry Birch, hospital secretary, reported at the meeting of the board last night that a recent trip to the Skeena River had resulted in the collection of \$107 on accounts prior to 1923. The expenses of the trip had been \$3.70.

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