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 H. F. PULLEN, Managing Editor.

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**Make Reception
 An Imposing One.**

If conditions are favorable on the arrival of the Thiepval, the reception to the airmen should be an imposing one. Doubtless boat owners and citizens generally will see that it is worthy of the occasion. Had the airmen arrived in his own plane the welcome would have been enthusiastic but would necessarily have had to be curtailed as the airmen would have had to save themselves for their work. Now that they are not flying they will be equally welcome and they may take part in the festivities without stint.

Given proper weather conditions the reception on Saturday should prove one of the outstanding events in the history of the city.

**American Flight
 To Be Continued.**

Those who have followed the flight of the American airmen hope that they are successful in making the round the world flight. When they were here the men impressed everybody with their keenness and also with their lack of anything of the nature of spread-eagles. They were men who had set out to do a job and they were doing it to the best of their ability. Their decision to continue the flight will please all who have taken an interest in them and their object.

**Decision To
 Oppose Oliver.**

It was expected by some people that when it was decided that John Oliver should be given a seat in the Legislature he might be allowed to take that seat without opposition. Apparently, however, the opposition party in the Legislature is out for blood and they will do all they can to defeat the premier. They will fight to the last ditch.

If they had decided otherwise, the Conservative leaders would have had the backing of the mass of the people, but apparently they have their own ideas of the political game. That Premier Oliver will be returned is almost certain and the government of the country will go on as usual. The labor members of the House might possibly have lined up behind some Conservative leaders but they could not line up behind R. H. Pooley.

**Will Bring Money
 To Prince Rupert.**

The salmon fisheries have been a great success this year and the result will be the release of a lot of money in wages which will benefit Prince Rupert. Already shipments of cased goods are being made to the markets of the world in small quantities. The bulk will follow soon after the active fishing season is over.

It seems rather odd to the casual observer why the owners of canneries cannot get together and save themselves money by shipping the product direct from Prince Rupert. They can save considerable by doing this and yet they have not so far taken advantage of this port.

The cannery owners are usually looked upon as keen businessmen. They usually watch their own interests closely, yet here is a chance to save a large sum each year yet they have not adopted it. If the fish is assembled in Prince Rupert, plenty of vessels will be glad to come for it and carry it to Europe at the same price charged from Vancouver. Yet the canners prefer to go on paying freight to Vancouver when they could save considerable by shipping from here. Now that there is a big catch, the value of this port to them is increased if they will only take advantage of it.

**UNIQUE ORDER
 FOR
 BIG TIMBERS**

B.C. FORESTS ASKED TO DELIVER 125 PIECES SCALING A MILLION FEET

Costly Industrial Machinery Will Enable Filling of Outstanding Specification

Recently an official representing the Dominion Government came to British Columbia with an order in his pocket for 125 pieces of squared timber of unique strength and record dimension, to fill an extraordinary engineering specification.

To give some idea of the size of these timbers the total board measurement of the 125 pieces approaches one million feet. They must also be without defect.

A search of their limits for trees to produce these huge sticks will be made by prominent B.C. logging firms, and there is no doubt but that the "goods" will be found, and delivered.

The incident illustrates the wonderful quality of British Columbia's timber stand. Only the Douglas fir area of the Pacific Coast could fill an order for timbers of such strength, size and soundness.

Costly Equipment
 At the same time, only the costly modern equipment installed by the loggers will enable the logs for this order to be yarded and transported from the woods, and only the up-to-the-minute machinery of the manufacturer will permit their sawing and squaring to the required dimension.

Millions upon millions of dollars have been sunk in the equipment necessary to handle the harvesting of B.C.'s timber crop, and millions more in the machinery for its conversion into finished timber. But for this industrial investment, not only the official from Ottawa, but the buyers of the world, would ask in vain for the delivery of the big timbers from British Columbia's forests.

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

**CLOSE STREETS
 OR SPEND CASH**

Number of Plank Roadways are Not Safe but Would Cost Lot to Rebuild

The city council is up against the necessity of voting considerable more money to the Board of Works for plank road repairs or closing up many such streets as unsafe for traffic. The Board of Works having come to the realization that the estimates for the year will be exceeded if repairs to plank streets are continued as they have been going, the matter was placed before the council at last night's meeting for decision as to what is to be done. The majority of the aldermen in the course of discussion at some length expressing unwillingness to close up streets if it could possibly be avoided, it was decided to refer the whole question to the Board of Works and Finance committee for report with a view to finding some solution of the problem for the remainder of the year.

City Engineer Pearson, who was present at the meeting, told the council that the estimates of the year would be exceeded unless some streets were closed. He felt that it was up to the council to decide which streets should be closed. Practically all the plank roads in the city were in a dangerous condition and one street was as bad as another. It was not a question of taking out and replacing single joists but whole sections.

Ald. Collart was of the opinion that the program of grading as set for the year had not been carried out with the speed that it might have been. He considered it waste of money to spend money this year on repairs to plank roadways that would be torn out next year when grading was started.

Defends Department
 Ald. Perry defended his department and stated that work had been done as rapidly as possible with the equipment at hand. He thought Ald. Collart's criticism was unfair and without sufficient grounds.

Ald. Macdonald pointed out that hardship would be worked in closing up the streets at this time of the year. He would like to see a more detailed report presented as to what streets it might be necessary to close. He complimented the Board of Works on the manner in which it had carried out its program this year. If such a system had been adopted years ago, thousands of dollars would have been saved and the city would not be up against the problem it was today.

Ald. Perry referred to the difficulties attending the making of estimates for plank road work at the first of the year. It had been necessary to use more lumber than was expected. He did not like the idea of closing the streets and would be more satisfied if further money could be provided to keep them open.

Keep Streets Open
 Ald. McMorris did not want to see streets closed where there were a number of houses. The sum of \$4,000 or \$5,000 additional might meet the situation and he would like to see it provided. He did not think any criticism was due to Board of Works or city engineer. It had been impossible to foresee that the streets would break down as rapidly as they had.

Ald. Casey also opposed closing streets if it were possible at all to keep them open. He suggested that some of the plank roads might be lowered. Lumber would thus be saved and unnecessary building up would be avoided.

Ald. Macdonald moved, seconded by Ald. Clapp, that the Board of Works and finance committee meet with a view to reaching a solution of the problem for the remainder of the year and bring in a report to the council. This was carried.

POLITICS AS PERFORMED


"Would you advise me to go into politics?"
 "Yes," answered Senator Soregum. "Every man and woman ought to be in politics. Only we need more people who will study how they ought to vote instead of how they can get voted for."

Advertise in the Daily News.

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 GILLETT'S
 LYE**

A teaspoonful of Gillett's Lye sprinkled in the Garbage Can prevents flies breeding

Use Gillett's Lye for all Cleaning and Disinfecting



Costs little but always effective

In the Letter Box

DIMMING THE SUN
 Wellington, B.C.
 August 8, 1924.

Editor Daily News:
 Enclosed you will find an editorial from the Vancouver Daily Sun of August 6, ranting about Prince Rupert and Victoria getting a dry dock each. But so long as Vancouver gets millions for dry docks, elevators and Ballantyne piers everything is all right with the Sun. No one objects to that, but why should the Editor of the Sun rant so much about other cities getting a little to help them along, and in the long run it will help Vancouver. It looks very much as though he was getting alarmed about some other sea port coming to the front very shortly and that port is surely Prince Rupert. He also seems to be getting alarmed about a railroad getting into the Peace River country, I think it was Mr. Sullivan, a C.P.R. engineer, making his report about the P.G.E. said that the Peace River country belonged to Prince Rupert. That seems to be worrying the editor of the Sun some, and he wants the whole countryside around Vancouver to let Premier King know it, when he arrives on the coast shortly. He also seems to think that Sir Henry Thornton should take some other fellows advice about where the railroad should go, especially the editor of the Sun, but I believe Sir Henry is from Missouri.

Build Steamer
 I hear that the Canadian National is about to let the contract for a boat at Rupert for the Alaska trade, more tears from the editor of the Sun. The worst

is yet to come for the Sun.
 There sure will be very shortly a fast line of steamers placed on the run between Prince Rupert and the Orient to carry mails, silks, teas, etc., and why not? It was promised by the officials of the G.T.P. at the sale of lots in May 1909 in Vancouver, B.C. and Vancouver also wants the Canadian National to live up to the agreement it had with the railroad and Prince Rupert should have the same right to get her agreements fulfilled.
 Let the line of least resistance win, and that looks like Prince Rupert is the best bet.
 W.M. BEVERIDGE,
 Wellington, B.C.

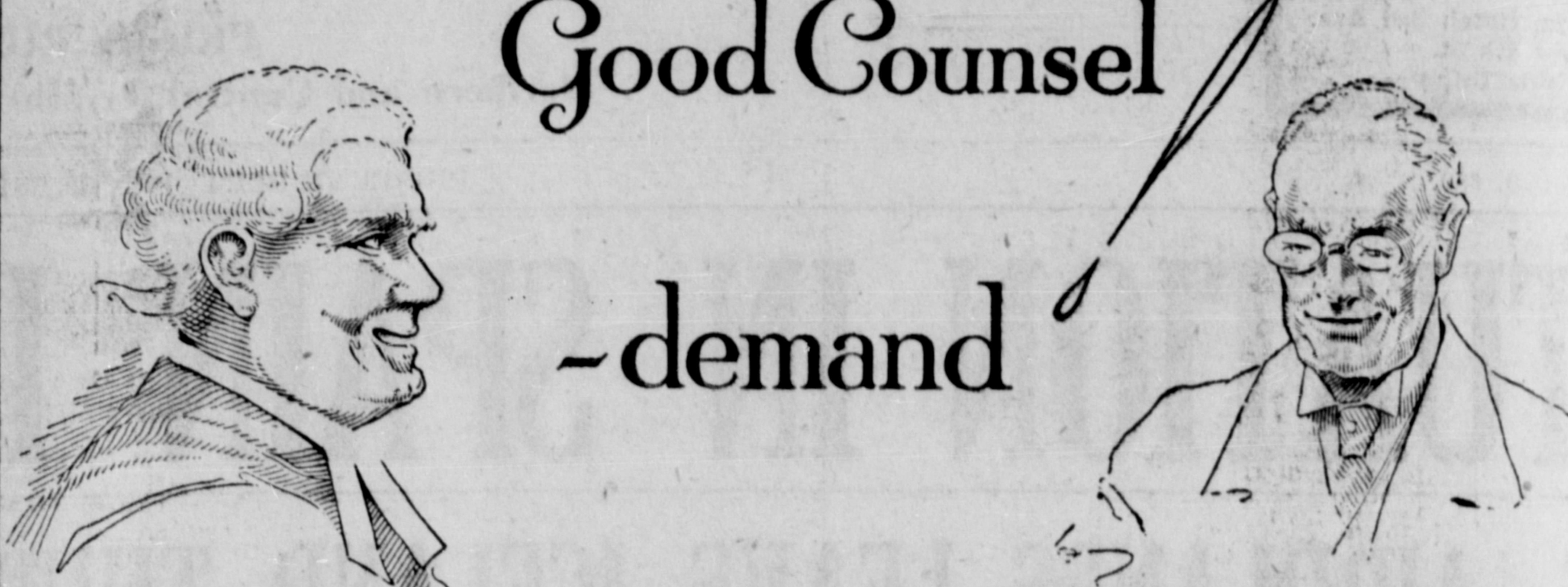
BOYS DID GOOD WORK

Editor Daily News:
 Few people are aware how nearly the beauty of Prince Rupert's popular beach at the Salt Lakes came to being ruined forever. On Thursday last the cabin of Syd. Thomson caught fire and the blaze spread to the adjoining timber. After the long spell of dry weather brush and timber were highly inflammable. A forest fire that might have reduced the comforting green timber to a sightless mass of charred stumps was averted by the timely action of some Prince Rupert lads. Jumping in with enthusiasm they fought the fire to a finish and completely extinguished it. Such public spirited action is worthy of the highest commendation and when the people of Prince Rupert enjoy the shade of the trees at the Salt Lakes they should remember with gratitude Alan Quinn, Howard Quinn, Alec Duncan, Henry Walker and those others who saved this for them.
 The story has another side, however. Mr. Thomson was absent in Anyox, but someone's carelessness cost him his summer home and threatened to destroy the forest. Fire is a deadly enemy in a wooded country and only scrupulous care in handling it can save our forests.
 OBSERVER.

**CONTRIBUTION FOR
 DAVIS CAMPAIGN**

ASBURY PARK, N.J., Aug. 12.—A recent announcement that John W. Davis, Democratic presidential nominee, had received a campaign contribution of a dime from a local 12-year-old boy has developed the fact that the "boy", Harold Speer, is 35 years old and weighs 260 pounds in his bathing suit.
 Mr. Speer, who lives in Montclair, N.J., said today that he had always voted the Socialist ticket but sent the dime for the good luck of the Democratic nominee.

Good Counsel
 -demand



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