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PRINCE RUPERT, B.C., WEDNESDAY, OCTOBER 15, 1924.

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BRITISH ELECTIONS CENTRE OF INTEREST

GIANT AIRSHIP ARRIVES IN THE UNITED STATES TODAY FROM GERMANY

Liberals Will no Longer Keep Labor Government in Power says Lloyd George in Platform Speech

LONDON, Oct. 15.—Former Premier Asquith with Lloyd George and Sir John Simon on the platform opened the Liberal campaign last night at Queen's Hall.

Mr. Asquith said the pretext offered by the Labor Government for an appeal to the people was the thinnest, flimsiest, most inadequate, and insincere upon which for over one hundred years any responsible minister presumed to invoke the prerogative of the crown. He said Premier Macdonald was suffering, as also were his colleagues, with a bad attack of morbid self-esteem. The real cause for precipitating an appeal to the electorate was not the dropping of the prosecution in the Workers' Weekly case but the Russian treaty. The Russian treaty and the proposed loan were farcical from top to bottom, he declared.

Lloyd George said that, so far as he was able to say, the Socialists would have no more Liberal support. They had lacked honesty, sincerity, and capacity to govern. The time had come for Liberalism to resume the leadership of progress.

LIBERALS GONE UNDER SHELTER

Premier Macdonald Says They Are Seeking Protection From Tory Guns

EDINBURGH, Oct. 15.—Premier Macdonald, addressing a crowd of 5,000 at the Waverly Market yesterday, said the government had entered a contest which was absolutely of a unique kind. The Liberal party had gone under the shelter of the Tory guns in order to avoid being hopelessly wiped out.

Mr. Macdonald characterized as absurd the statement of Stanley Baldwin that bad trade had resulted from the abolition of the McKenna duties. He said he could prove the exact contrary. What the country was suffering from now was the wastage of the war and the stupidity of the peace made afterwards.

LLOYD GEORGE IN STRAIGHT CONTEST LABOR CANDIDATE

LONDON, Oct. 15.—Conservatives of Carnarvon have decided not to oppose David Lloyd George in that riding. The former Premier will make a straight fight against Oliver Baldwin, labor candidate, son of Stanley Baldwin, leader of the Conservative party in this country.

TELKWA COAL AS GOOD AS ISLAND

City Council Places an Order for it at \$10-65 per ton After Discussion

The city council last night accepted the tender of Peter Black for the supply of a carload of Telkwa coal to the City Hall at \$10.65 per ton. The following tenders were submitted: Albert & McCaffery, Nanaimo-Wellington lump, \$12.25.

D. McD. Hunter, Yellowhead Superior lump, \$11.10; screened mine run, \$9.65. Philpott & Eviatt — Nanoose-Wellington, mine screened, \$12.10; mine run, \$11.85; screenings, \$9.20.

Peter Black—Sterling egg, \$9.15; Telkwa, \$10.65.

Questioned by Ald. Casey, Mr. Exley, city hall janitor, said he had found Wellington or Telkwa the best coals for his requirements.

Ald. Collart suggested that the tenders be referred to the finance committee for action. This met with the objection of Ald. Casey who said it was no use opening tenders in council if they were not acted upon there. He moved that Telkwa coal at \$10.65 per ton be ordered.

Ald. McMorris moved in amendment that Nanoose-Wellington coal at \$12.10 be purchased. Vancouver Island coal had been found the most economical for use in the city hall. Ald. Casey, in reply, pointed out that the janitor had declared Telkwa coal to be equally as good as Vancouver Island coal for furnace use. He believed in assisting the development of the district by patronizing local production. Ald. Macdonald seconded Ald. Casey's motion. Ald. Eviatt admitted that Telkwa coal was equally as good as Vancouver Island coal for this use and, thereupon, Ald. McMorris withdrew his amendment and the motion of Ald. Casey, being put to the vote, carried unanimously.



The famous Grenadier Guards of the British Army are shown leaving Waterloo Station in London recently.

Railway Rates Are Again Changed by Board Back to Those Charged Last Summer

OTTAWA, Oct. 15.—The Board of Railway Commissioners yesterday issued an order disallowing the Crow's Nest Pass rates on the Canadian lines and requiring them to be withdrawn from operation within fifteen days from today.

Chief Commissioner McKeown, summarizing the majority judgment of the commission said: "It therefore follows that the reduction provided for in the Crow's Nest Pass agreement must disappear as a factor in Canadian freight tariffs. Under the conditions now prevailing it is impossible to make a fair and reasonable adjustment of the rates and tolls as between one locality and another and as between the shipper and the railroads on the basis of the continuance of such reductions and the provisions of the Crow's Nest Pass agreement. Two commissioners, McLean and Oliver, dissent from the finding."

OTTAWA, Oct. 15.—Eastbound rates of grain and flour contained in the Crow's Nest Pass agreement will not be affected by the majority judgment of the railway commission today, it is stated. The report specifically states that rates in effect July 6, 1924, are to be enforced within fifteen days of that date. Today's grain and flour rate came into effect two years ago.

VICTORIA, Oct. 15.—The removal of the Crow's Nest Pass rates will aid British Columbia growers materially by reducing discrimination against them in competition with Ontario growers. Premier Oliver said today, "At the same time," he added, "the board's order does not fulfill our contention that the whole structure in the West should be altered so as to remove the present flagrant discrimination against B.C. It merely removes the glaring discrimination created by the enforcement of the Crow's Nest Pass rates. What the attitude of my government will be I cannot say until I have considered the matter, but I am quite sure the three prairie provinces will appeal against the board's declaration which overrides an act of parliament."

OUTSIDE WINNER CZAREVITCH STAKES NEWMARKET TODAY

NEWMARKET, Oct. 15. H. Aga Khan's Charley's Aunt, 100 to 1, today won the Czarevitch stakes of a thousand pounds with extras by a length. Mrs. E. Howson's Black Satan, 25 to 1, came second with Mrs. W. Bender's Savoinake, 100 to 6 was third. Thirty horses ran.

LOCAL LADY HEARS SISTER OVER RADIO

J. J. Little of City Light Department Tunes in on Calgary for Mrs. Harry Foote

Mrs. Harry Foote of this city heard her sister, Mrs. L. M. Walker, at Calgary, sing over the radio. Knowing that her sister would take part in the Calgary Herald program last evening, Mrs. Foote called up J. J. Little of the city light department and asked him to tune in his radio set for the concert. The program came through well and was transmitted over the city telephone to Mrs. Foote's home. The song was "Sunshine and Rain."

Prince Rupert's Power Supply is Discussed at Meeting of City Council

Request From Elevator Engineer Brings Out Interesting Facts in Regard to Local Situation

The communication from C. D. Howe of Port Arthur, designer of the grain elevator to be erected at this port by the federal government, inquiring into the power supply for the elevator was considered at last night's council meeting and the matter was referred to the utilities committee for report so that a reply may be made to Mr. Howe at the earliest possible date. Ernest Love, superintendent of utilities, pointed out that the city would be in a position to supply the power required but, if both the dry dock and elevator were to be supplied by the city, extensions to the present plant would be required. This might be avoided, however, if an arrangement could be made with the dry dock whereby the power house there were put into operation either to supply the city with a surplus of power or provide the requirements of the dry dock itself. Mr. Love expressed the opinion that the present plant of the city at Shawatlans Lake could take care of the elevator if it were relieved of the dry dock. A larger wire would be needed to bring the power into the city, however. The utilities committee will go fully into the matter and will report on the best plan to be followed to provide the elevator supply. Mayor Newton and several of the aldermen were in favor of notifying Mr. Howe that he could be assured of the city meeting the power requirements of the elevator but it was finally decided to withhold making a reply until the rates at which the power could be supplied were also ascertained. He will then be notified accordingly.

Superintendent's Report
Mr. Love submitted a preliminary report to the council on the matter. The letter from Mr. Howe indicated that the maximum requirement for the elevator would be 800 horse power. This he (Mr. Love) took to mean the connected load. From 350 to 400 horse power would probably be all that would actually be required at any time. If so, it could be supplied from the present plant. However, if the full 800 horse power was to be used, it would be necessary to enter into a contract with the dry dock for an additional supply of power to the city until a second unit at Shawatlans Lake could be installed. This would involve the increasing of lines and the raising of the dam at Woodworth Lake and the total cost of the work he estimated would be \$55,250.

City's Position
Superintendent Love was of the opinion that the city should be able to buy power at a low rate from the dry dock for it did not cost much to produce it there. Even now, the city machine could carry both the dry dock and the elevator but not for any continuous time as such a load would bring down the water in the dam. As it was, when the pontoons were being pumped at the dry dock, there was a pressure drop and slowing down of the machinery at Shawatlans. The wire between the city and Shawatlans was also not sufficiently large to carry the load and second circuit would have to be brought into town. If the city did not see its way clear to undertake the expenditure that would be required to increase the power production at Shawatlans, the logical thing to do would be to enter into a 400 or 500 horse-power agreement with the dry dock. The city should be able to sell this power at a profit. On the other hand, something would have to be done with the dam at Woodworth Lake before long as (continued on page three)

Mr. Love also submitted a scale of rates and discounts based on Vancouver rates. According to this scale the elevator would pay monthly a minimum of \$400 or \$674.44 for an average monthly supply of 300 horse power.

Assure Mr. Howe
Mayor Newton suggested that Mr. Howe be communicated with at once assuring him that the city would meet the requirements of the elevator and that the report of Mr. Love be left on the table until such time as it was learned definitely what those requirements would be. There should be no risk taken of holding up the elevator project. If the worst came to the worst, there was no doubt that the city would be able to obtain additional power supply from the dry dock.

SUGA LOSES CASE AGAINST WILLIAMS

Action Regarding Repairs to Gasboat Was Dismissed With Costs Yesterday Afternoon

The county court action of U. Suga vs. W. E. Williams was dismissed with costs by Judge F. McB. Young yesterday afternoon. The case concluded at 5.30 after all day being spent at it. Plaintiff claimed \$800 for repairing defendant's boat. Defendant was willing to pay \$400. W. E. Fisher appeared for the plaintiff and Milton Gonzales for the defendant.

PRINCE AT TORONTO

TORONTO, Oct. 15.—The Prince of Wales arrived this morning and left later for Aurora to attend the meet of the Toronto Hunt Club.

TWENTY CENTS FOR HALIBUT

Fifty-one Thousand Pounds Sold Today at High Prices

For the first time in several months, the twenty cent mark was reached by bidders for the halibut offering at the Fish Exchange this morning. The big price of the day was received by the American schooner Radio—20c and 9c for 25,000 pounds. Canadians got 18c and 8c. Five American boats sold 43,500 pounds and three Canadians, 6,500 pounds—a total of 51,000 pounds. Shortage of halibut accounts for the steady advance of prices during the past few days.

Arrivals and sales:

- American**
Radio, 25,000 lbs., at 20c and 9c, to the Allin Fisheries.
Restitution, 8,000 lbs., at 19.9c and 8c, to the Canadian Fish & Cold Storage Co.
Lumen, 6,000 lbs., at 20c and 8c; Vesta, 5,500 lbs., and E. Neilson, 5,000 lbs., at 20c and 8c, to the Booth Fisheries Canadian Co.
- Canadian**
Minnie V., 500 lbs.; Bingo, 2,000 lbs., and Mayflower, 1,000 lbs., at 18c and 8c, to the Canadian Fish & Cold Storage Co.

OBJECTION TO FREIGHT RATES

Decision of Board of Railway Commission Not Popular It Is Claimed

OTTAWA, Oct. 15.—That the judgment of the railway commissioners in disallowing the Crow's Nest Pass rates on east bound freights will be appealed seems practically certain. Reports received here, particularly from the west, indicate much dissatisfaction with the majority judgment of the board and though its effect is to remove discriminations which were emphasized at the hearing, the net result, it is claimed, will be increased railway rates on a large number of commodities.

Zeppelin Arrives Safely Today and Berths at Lakehurst After 5,000 Mile Flight from Germany

LAKEHURST, N.J., Oct. 15.—The Zeppelin ZR-3 arrived at 9.55 this morning and berthed at 10.45. She completed the flight over the Atlantic from Friedrichshafen, Germany, a distance estimated at 5,000 miles in 81 hours 25 minutes.

The safe arrival of the giant dirigible marks the fourth successful attempt of humans to span the Atlantic in a non-stop flight. Aeronautic experts of the army and navy regard it as the most significant if not the most spectacular flight. They declare the world is witnessing evidence that the dirigible is destined to be the intercontinental passenger ship of the near future.

MEMBERS OF KARLUK EXPEDITION LOST

OTTAWA, Oct. 15.—Members of the Stefansson expedition who left the Karluk when that vessel foundered in the ice were Dr. Alhston McKay and James Mur-

ray, both British scientists; Henry Beauchat, a French scientist; Stanley Morris, a Canadian sailor, a member of the Stefansson Canadian government Arctic expedition of 1913-18. They left the Karluk and attempted to make their way to Wrangell Island across the ice floes. They were never heard of again.