Start Now!
Stop Falling Hair

This is the wonderful new Van Ess applicator bottle containing the new way hair treatment.

The rubber nipples feed the lotion directly to the hair roots. The scalp is gently massaged and a health-giving impetus sent directly to the hair roots. Van Ess stops falling hair—grows new hair. Money back if it doesn't. Ask about money back guarantee.

ORMES LIMITED, Prince Rupert, B.C.

THE DAILY NEWS
PRINCE RUPERT - BRITISH COLUMBIA

Published Every Afternoon, except Sunday, the Prince Rupert Daily News, Limited, Third Avenue.
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Vancouver Touchy Over Her Morals.

Vancouver is rather touchy over her morals. Her newspaper editors seem to think she is not such a very bad city after all, the only objection being that possibly newspaper editors are not exactly a correct standard of opinion on matters of morals.

At any rate the people of Vancouver seem to be all puffed up because the Ladies' Home Journal writer had to pay a few thousand dollars for saying unpleasant things about British Columbia's biggest city and one of her citizens.

Certainly Prince Rupert is throwing no moral rocks at Vancouver. She has enough work keeping them out of her own back yard. Yet even Prince Rupert does not seem to be a wicked place to some of the people who come from the south. Some even intimate that the town is slow.

Four Vessels To Ply From Here.

Fred Dawson says the C.G.M.M. has promised that four vessels will ply from this port to the Orient when the elevator is in operation and will make this their home port. That is very good news. If they carry out that promise, we may look for better times here. If they give us those vessels, we shall feel that they are really trying to do something for us and shall be willing to back them to the best of our ability. All Prince Rupert asks is reasonable support.

Soon Got His From Playing Fast And Loose.

The wires brought word of a man who played fast and loose with his strength and he soon got his. He tried to use his strength to rob a safe and he was taken to a hospital. Now and then a person gets away after misbehaving, but the average man gets caught up when he plays fast and loose, and the aid of the hospital is solicited.

Flying Becoming Very Commonplace.

A few years ago we got all excited over a bit of an aeroplane flight. Today we take these things as a matter of course. There is nothing novel about them and they drop off the front page and languish as fillers between newspaper articles. It may be years before we all have our flying boats but when that time comes we shall certainly live fast.

Flour Mill Here Should Be Possible.

One of the first effects of the building of the elevator here is to arouse an interest in the milling business. A flour mill is one of the industries that should be established here and the Board of Trade has already had suggestions from manufacturers with a view to supplying small mills.

The business that succeeds is usually the one that begins in a small way. A small mill might well be established in Prince Rupert and units could be added as the business grows.

Prince Rupert people should investigate the possibilities of such an undertaking. What is needed here is a number of small industries that will develop into large ones. This is the time to become established. Citizens should be ready at all times to encourage home industries for in doing so we help build up the city.

SECURE LANDS IN SUBURBS

Committee of Board of Trade To Take Matter Up With Those in Control.

At the regular monthly meeting of the Board of Trade held in the council chamber last night, vice-president J. H. Pillsbury in the chair, a resolution was moved by H. F. Pullen and seconded by S. E. Parker that a committee of the Board be appointed to urge upon the Canadian National Railways land department and with the Provincial Government the desirability of putting on the market, in suitable small parcels, some of the land held by them.

In urging the passing of his resolution Mr. Pullen explained that it was almost impossible to get land in this district nearer than Porcher or Smith Island. What was wanted was to have some of the land which was at present tied up, placed on the market so that it would be available at any time to prospective purchasers. Many people would like a little place outside which they could gradually improve and eventually use for either a suburban residence or for gardening purposes.

Thos. McClymont thought there would be no demand for such land but other members of the board thought otherwise and the resolution was passed without opposition. The chairman allotted the duty to the publicity committee of the board.

Imperial Whisky

This advertisement is not published or displayed by the Liquor Control Board or by the Government of British Columbia.

PRINCE RUPERT AND RAILWAYS

General Passenger Traffic Manager Explains Why Discrimination Against City

PRESSURE FROM STATES

The Board of Trade at its meeting last night decided to take up further with the Railway Company the question of excursion fares to Prince Rupert from eastern points and a committee still has the matter in hand and will urge upon the railway authorities the desirability of a change.

The matter was discussed at some length last night at the regular meeting of the board following the reading of a letter from H. H. Melanson, general passenger traffic manager in regard to it. The letter follows:

Referring to recent telegraphic interchange. The points at issue we understand are, summer excursion fares from eastern points to Prince Rupert, and passenger fares to Alaska.

In order to make the situation clear I feel that the following explanatory notes may be considered in order, especially as your telegram indicates that there is a serious discrimination against Prince Rupert.

First it may be mentioned that insofar as one-way fares are considered Prince Rupert is placed on exactly the same basis as Vancouver, notwithstanding that the distance to Prince Rupert is 186 miles further than to Vancouver, and this applies from common points in Eastern Canada as well as Eastern United States.

The situation as regards round trip fares is:—

Prince Rupert has adequate round trip representation from Canadian National territory Port Arthur and West.

United States Pressure

With regard to the situation east of Port Arthur: Prior to 1918 the Grand Trunk Pacific tendered a basis of summer tourist fares to Prince Rupert to its eastern connections, and which was accepted by such eastern connections in Canada as well as the United States.

Effective with the summer tourist traiffs of 1918 the United States lines served notice on the Grand Trunk Pacific to the effect that unless summer tourist fares to Prince Rupert were discontinued, representation in their tariffs (then under United States Railroad administration) would be discontinued; not only to Prince Rupert but to all points served through Prince Rupert, i.e., Vancouver, Victoria, Seattle and all points south.

In order to protect the interests of Prince Rupert, and after exhaustive negotiations, we were finally able to secure for Prince Rupert the representation it enjoys today.

As intimated in Mr. Dalrymple's telegram to you, the question will be re-opened with the United States lines.

Name Any Fares

There is no denying the fact that the Canadian National Railways can arbitrarily, from its own territory, name whatever fares it may wish to Prince Rupert or any other point on its lines; but the effect of such a position, whether it be for Prince Rupert or any other point, could be most detrimental both to the interests of the railway and the points it aims to serve.

Under present tariff conditions Prince Rupert has, within the last few years, enjoyed a large volume of tourist traffic from the United States as a result of the representation now existing in United States Lines' tariffs, which, in our opinion, far exceeds in value, to Prince Rupert, the round trip business (going and returning same route), which we might hope to secure from Eastern Canadian points served by the Canadian National Railways.

Further, there is no denying the fact that the Canadian National Railways does not control the rate situation in United States territory, from which it now draws valuable traffic, and any antagonistic move we might make could have a most depressing effect on our transcontinental traffic to North Pacific coast points including Prince Rupert, for which we are waging an active campaign as against United States Pacific coast destinations.

Thousands of Tourists

In past years we were able to secure thousands of tourists from the United States to take our triangle tour in which Prince Rupert played a prominent part, and again this year we have a large number booked for similar tour, which would not be possible were we denied representation in United States Lines' tariffs.

In case it is not thoroughly understood what is meant by representation in United States Lines' tariffs, I might explain that each railway publishes tariffs showing through routes and destinations via which its agents are authorized to sell tickets, and if representation is omitted to a point, or via a certain route, agents are not authorized to sell tickets to such point or via such route.

Circuit Tours

Might I also mention that our experience is that practically all passengers from eastern territory, both Canada and United States, visiting the coast on round trip tickets desire to make a circuit tour, in which Prince Rupert, at the present time has complete representation, and perhaps a good illustration of this is in the fact that, although we quote all-year round trip tourist fares from our Duluth territory to Prince Rupert, going and returning the same way, we cannot find there was one ticket issued during the entire year of 1924.

Insofar as Alaska is concerned, a passenger may go to Skagway and return via Prince Rupert on the same terms as via Vancouver or Seattle. I note you mention in your telegram to Mr. Dalrymple that we do not give a passenger the benefit of what you claim it costs us to take care of him from Prince Rupert to Vancouver. This is not correct.

Advertising City

Reference has been made to the question of advertising in which you refer to our ad. appearing in the "National Geographic." In this particular "ad." we are advertising our $90.00 rate from Vancouver in competition with parallel or competitive services drawing from the south. If you have had an opportunity of looking over our publication including our general advertising activities you will find that Prince Rupert has been given special prominence. In addition to this I think we have already intimated to you that we will be delighted to distribute any advertising matter prepared by the City of Prince Rupert, outlining its attractions to the tourist.

In closing, may I be permitted to add that any thought to effect that Prince Rupert is being discriminated against, either in tariff representation, advertising or solicitation, is entirely erroneous, and the fact that we were able to send through Prince Rupert last season, over one thousand tourists from California alone, is in our opinion at least, a fair demonstration of our efforts to popularize Prince Rupert and our Skeena River scenery.

Personal Interview

As the situation may not be entirely clear to you, I have requested Passenger Traffic Manager R. Creelman, of Winnipeg, on his next trip to the coast, to make it a point of seeing the members of your board and possibly explaining the situation more fully.

Advertise in the Daily News

CORPORATION OF THE CITY OF PRINCE RUPERT.

Staining and Painting Part of Fire Hall and Reading Room.

Tenders will be received by the City Clerk up to 5 p.m. Monday, the 6th day of July, for the above work.

Specifications and full particulars may be obtained at the office of the City Engineer.

The lowest or any tender not necessarily accepted.

By order of the City Council.

CITY ENGINEER.

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OGDEN'S

CUT PLUG

In the famous

Vacuum (air-tight) Tin

Thanks to the discovery of the famous Vacuum (air-tight) tin, the smoker now gets his Ogden's Cut Plug tobacco with all its natural richness, and delicate aroma.

OGDEN'S CUT PLUG
in the famous Vacuum (air-tight) tin is
never affected by heat cold or dryness

OGDEN'S FINE CUT
—For those who roll their own—is also packed in the famous Vacuum (air-tight) tin; in each half pound tin of which is included a free book of REPEATER, the finest quality CIGARETTE PAPER made.

Always -- Fresh
Always -- Fragrant
Always -- the same
Always -- in perfect condition

OGDEN'S LIVERPOOL

ORMES LIMITED

Something New for the Children
MAN IN THE MOON LOLLIPOPS
A pure, high-class Candy in a new form.
Each 10c

A Real Bargain in
VACUUM BOTTLES
We bought this lot very cheap.
On sale at each 55c

RINEX
A guaranteed relief in cases of Head Colds, Hay Fever, etc.
Your money back if not satisfied with results.
Per bottle $1.00

FREE ENLARGEMENT
Bring your films and negatives in for us to develop and print. Save the coupons in the envelopes and get a free enlargement.

ORMES LIMITED
The Pioneer Druggists
The Rexall Store **3rd Ave. and 6th St.**
Phone 82 and 200

CANADIAN NATIONAL RAILWAYS

COAST STEAMSHIP SERVICE
S.S. Prince Rupert—Prince George—Prince Charles
Sailings from Prince Rupert
For Vancouver, Victoria, Seattle and intermediate ports, Monday, at 4.00 p.m., and Wednesday and Saturday, at 6.00 p.m.
For Anyox and Stewart—Monday and Friday, 4 p.m.
For Skagway and Alaska Ports, Wednesday, 4.00 p.m.
S.S. Prince John for **Queen Charlotte Islands** and **Vancouver,** Fortnightly.

PASSENGER TRAINS LEAVE PRINCE RUPERT
DAILY except **Sunday** 11.30 a.m. for Prince George, **EDMONTON, WINNIPEG,** all points Eastern Canada, United States.

AGENCY ALL OCEAN STEAMSHIP LINES.
City Ticket Office, 528 Third Ave., Prince Rupert. **Phone 260.**

UNION STEAMSHIP COMPANY OF B.C., LTD.
Sailings from Prince Rupert.
For VANCOUVER, VICTORIA, Swanson Bay, and Alert Bay, Tuesday, 5 P.M.
For VANCOUVER, VICTORIA, Alert Bay, and Swanson Bay, Saturday, 10 A.M.
For ANYOX, ALICE ARM, STEWART, Sunday, 8 P.M.
For PORT SIMPSON and Naas River Canneries, Friday A.M.
123 2nd Avenue. **J. Barnsley, Agent.** **Prince Rupert, B.C.**