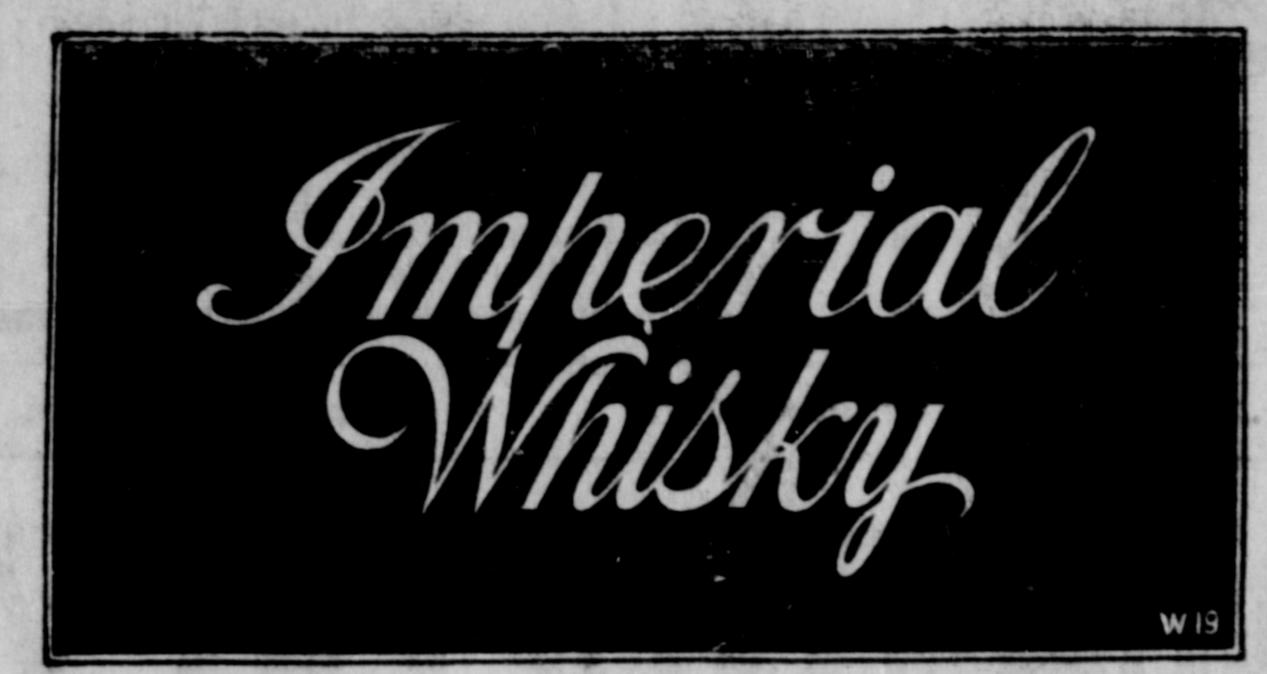
新海坡起於 环境下言



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

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.

Advertising and Circulation Telephone - 98 Editor and Reporters Telephone - - - 86

Member of Audit Bureau of Circulations.

DAILY EDITION

CHION Saturday, June 6, 1925.

Discrimination Against Prince Rupert.

It looks as if there had been discrimination against the port produces mainly copper, but also quire hundreds of prospectors to of Prince Rupert in the matter of excursion rates from the East contains numerous small gold- explore.

and also in regard to through tickets to Alaska.

According to the telegram of Vice-president Dalrymple, the fied by the showings on Van- The conversion of the old pack Canadian National is controlled in its policy by the American conver Island, Queen Charlotte trail from Telegraph Creek, at transportation companies and anything that would give Canada Islands, and the outer islands of the head of navigation on the an advantage must be carefully frowned down. If excursion the Alaska coast. The Eastern Stikine River, to Dease Lake inrates were put in force between the East and Alaska by way of Belt is characterized by its gold, to a truck road is giving that Prince Rupert the hostility of the American roads would be in-silver, and lead deposits and vast area a great mining imcurred and this could not be allowed.

Why Was Road To Prince Rupert Built?

Why was the railroad to Prince Rupert built? We all un- Pohtland Canal section, the Dolly covery of placer ground on Gold derstood it was in order to give Canada an advantage in travel to Varden, and others in the Alice Pan creek, a tributary of the Orient and to Alaska. Now it is built the railway company Arm section, the Bear and other Eagle River, a distance of eight refuse to utilize it for that purpose.

If the people of Canada do not want to use the railway to Lake area, and the Ootsa Lake Dease Lake. While bedrock was Prince Rupert, why not turn it over to some hig American com- and Whitesail Lake areas far- not reached by the discoverers, pany? Take the New York Central as an example. They have ther south. no Pacific outlet and it has been persistently rumored that they would be glad to secure one. Prince Rupert would be glad to have the road transferred to them because they would use it and probably been much more active area in the spring. It is author- I find that the policy of the make it pay. If we are to be controlled by the American companies it would be much better to let them have the road altogether and led us get the benefit.

What Has Prince

Rupert Yet Received? Since Sir Henry Thornton took charge of the road, what has Prince Rupert received from the railway? Nothing, except his energies in developing a totem pole and numerous promises, every one of which has been unfulfilled. Not even the little steamer plying out of this port has been secured. The Prince Charles was purchased abroad and when work was needed to be done on her it was sent to the Wallace shipyards at Vancouver, when there was a yard of their own right here fully capable of doing the work.

We believe that F. G. Dawson, the local director has done his utmost for us. The difficulty is that the forces pulling in the opposite direction seem to have been too strong. Any excuse, recorded, but it is a safe stateno matter how flimsy, seems to have been used by the railway company for discriminating against this port.

Why Does This Line Not Pay?

said this part of the railway did not pay. It could hardly be otherwise. It has never had a chance. It has apparently not been considered seriously. What we want is a man at the head the development of the country. who will consider this line seriously and who will show by his actions that he does so. When Sir Henry was appointed to the position, we had

high hopes of improvement. We were promised one thing after another but we have received nothing. Sir Henry Drayton in debate in the House of Commons the other day pointed to the big shed at Prince Rupert that was not used. Why? Because no effort is made to use it. We are not looked upon seriously as a factor in the transcontinental system.

What would best serve Prince Rupert would be a return to private ownership. Let us urge the leasing of the line to the New York Central or to some other big American concern that can use it to advantage and that will not take every possible opportunity to slap us in the face.

"My Wife Handles the Money"

The wife deposits

In a joint

For the

-so a business man writes us. She can do it better than I.

Each pay day she always deposits our savings first. We never buy anything unless we have the cash to pay for it and each year our savings are growing."

A Joint Account in the name of husband and wife allows the wife to deposit or withdraw money during her husband's absence or when he cannot get to the bank during business hours.

A Savings Account for the children will teach them the value of keeping their money, thus children, too helping them to form the habit of saving.

The Royal Bank

Prince Rupert Branch

F. E. Robertson, Manager

SAVINGS

Prospecting During 1924 Much More Active In This District Says Engineer's Annual Report

From Report of G. A. Clothier, Resident Mining Engineer) The North-Western Mineral Survey District (No. 1) is comprised of the following eight Mining Divisions: Queen Charlotte, Bella Coola, Skeena, Nass River, Portland Canal, Stikine, Atlin, and Liard. The total length, north and south, is about 700 miles, of which the northern portion, o about 400 miles, lies behind or east of the Alaska panhandle, at an average distance of about 30 miles from tide water and accessible only where navigable waters penetrate the Coast Range of mountains. The southern portion of the district, of about 300] miles along the coast, is a very accessible area, a decided advantage from a prospecting and operating standpoint.

From a mineral bearing viewpoint the district divides itself plenty of opportunity for denaturally into three belts or velopment work. zones-namely, the great Central Some prospecting has been Belt or Coast Range and the two done this year along the Stikine Hanking zones, the Eastern Con- River, but amounting to nothing tact Belt on the eastern side and when the extent of country and the Western Contact Belt on the its accessibility are taken, into western or coast side of the consideration. The granite-Coast Range.

ther south. The Western Belt Stikine and Iskut rivers to requartz veins. This is exempli-

Prospectng Active

Prospecting during 1924 has in every part of the district than itatively stated that the country Department of Mines of grantheretofore. The Portland Canal country, being in the public eye. has no doubt had its most inten- ing. sive prospecting year; every prospector is combing his ground eer mine and the development of erators is working out to very thoroughly and expending findings to the point where can interest capital. That this ing in the Atlin Division, which perty when he realizes that he system is beneficial is evidenced has everything to recommend it can obtain assistance for a trail by the number of companies or- to the prospector for the sum- if his showings warrant it, and ganized this year to explore these prospects. Office statistics in the Portland Canal Division show an increase of mineral claims ment that the majority of these but nothing of much importance are relocations or restakings by has been reported. individuals who have more claims than they can possibly have been recorded in the district Before the Parliamentary committee Sir Henry Thornton this to the exclusion of others who would stake, perform the assessment work, and thus aid The Portland Canal area has been pretty closely staked up to range for "prospecting trails" heads of the main valley. Salmon and Bear rivers, and this scheme of having pros- thick fighting, it is known. probably to the heads of the tri-

> definate time for adequate transportation. The Alice Arm country has had a better than ordinary prospecting season notwithstanding the inactivity in mining in that section. Here there are more opportunities for the prospector, because the country has not been as closely staked, and also many claims have been allowed to lapse on account of the non-interest in mining, due mainly to the closing down of the Dolly Varden mine and railway. Roundy and Lime creeks, the Illiance and Kitsault rivers and tributaries, all offer favorable prospecting areas.

divides, on to the Naas River

slope, which of course means.

unless something extraordinary!

was discovered, a wait of an in-

Kitsumgallum Lake

The Kitsumgallum Lake section has had its most active season in prospecting; a great deal of country has been explored and about seventy groups of claims staked on new ground. The advancement of the truck road from Terrace, on the Canadian National Railway, to Kitsumgallum Lake and the optioning of two or three properties to outside mining men have greatly encouraged the prospectors, and I look for an appreciable expansion in mining within the next year or two. There is considerable open prospecting section and ground in this

contact crosses the Stikine about The Coast Range or Central Clearwater River and from that Belt may be termed the copper- point east occurs the same minbelt as exemplified by the Out- eralized belt that is proving so sider mine on Portland Canal, productive at Stewart, Anyox, the Hidden Creek mine of the Alice Arm, and north at Atlin. Granby Company at Anyox, and There is sufficient area of prac-Marble Bay and Britannia far- tically virgin country up the

Dease Lake

their combinations as shown by petus and makes available an the Engineer and Atlin silver- unlimited area for both lode and lead mines in the Atlin country, placer prospecting. Late this the Premier and Dunwell in the fall a report was made of a disproperties in the Kitsumgallum to 12 miles east of the centre of sufficient coarse gold was ob- teresting prospectors, extending tained from rim-rock to war- exploration, and enlarging the rant the investigation of this lield for development companies

mer season.

lands have had about the usual is spent in actual development amount of prospecting this year, rather than on trails.

Altogether about 1,000 claims during 1924, practically the same as for the preceding year.

Help to Prospectors

Owing to extent of territory and lack of time I have been unable this year to locate and arthe into new mineral areas. believe pectors themselves cut rough butary valleys as well. For new trails into new fields at a small ground the prospector would cost per mile to the government therefore have to go over the will prove very beneficial in in-



The palatable way Soak a cake of

Royal Yeast with a little sugar in a quarter of a glass of tepid water over night. Stir well, strain and drink the liquid. Many people prefer to take it in orange juice.



CHEWERS always prefer their tobacco in perfect condition; this is assured, when they demand it packed in the famous Vacuum (air-tight) tins.

The following well known brands are now packed in the famous Vacuum (air-tight) tins.

Big Ben Black Plug Chewing Tobacco Stag Bright Plug Chewing Tobacco Pay Roll Bright Plug Chewing Tobacco Piper Heidsieck Bright Plug Chewing Tobacco

Always ask for the Famous Vacuum (Air-Tight) lin

for 10 to 60 miles east of this ing assistance for trails under is favorable for placer prospect- the "Mineral Survey and Development Act" to prospectors. The reoperating of the Engin- prospect owners, and small opall the property of the Atlin Silver- good advantage. It is without Lead Mines, Limited, will ne doubt a great incentive to a he doubt lead to further prospect- prospector to open up his prosimilarly a small operating or The Queen Charlotte Islands development company feels it is and the coast and offshore is- getting somewhere if the money

Ten Years Ago in Prince Rupert

June 6, 1915.

City Selicitor Fred Peters is in receipt of information indicating that his son, Jack, has been taken prisoner by the Germans. He took an active part in recent

A cable received by Mrs. C. I Emmerson in this city from Mrs. H. L. Roberson who is in Engand says that Mr. Emmerson is well and is feeling in exceedingly. good form at the front.

Today's causualty list shows Colin Mulburn and H. C. Medcalfe as killed and Robert B. Johnson, Horace Bradbury, Jas. Stewart, James Aram Donald, James Gilmour and Rupert Medcalfe as wounded.

OFFICERS RE-ELECTED

The Sons of England last night re-lected for the forthcoming term their present omcers with the exception of a treasurer whose selection is still in abeyance. W. C. Hughes is president of the Sons of England and David Wilton, secretary.

HOTE! ARRIVALS

Prince Rupert

A. M. Kipp, Port Essington; Mr. and Mrs. L. A. Moloney, Buckley Bay; J. E. Baum, Jr., Chicago; W. J. Campbell, R. C. Sim and E. A. Nagel, Vancouver; Frank Phiscator and J. M. Siegfreid, Terrace; A. J. Thompson and Jaems Darby, Usk; J. D. Macdonald, Victoria; T. A. Sandison, Haysport; Mrs.O. W. Phillipson, Osland; Miss S. Phillipson, city.

Central

A. Sutherland, Sunnyside; J. D. Wells, Usk, Usk; L. Garfi, C.N.R.

Advertise in the Daily News.

We are Agents for the Prince Rupert Sprace Mills and can quote you attractive prices on their products:

Cedar Timbers and Shiplap. Cedar Boat Lumber. Spruce and Hemlock Finish. Spruce and Hemlock Flooring.

Spruce Shiplap \$19.00 and \$21.00, Spruce Dimension \$18.00 to \$22.00.

Get our prices before placing your order.

ALBERT & McCAFFERY, LTD.

Dr. E. S. TAIT DENTIST

Helgerson Block, Prince Rupert, B.C. Office Hours-9 to 6.

X-RAY SERVICE Phone 686.

Open Tuesday, Thursday and Saturday Evenings

HAS REMOVED

to building next door to Frizzell Butcher Shop, across from the Empress Hotel We carry a full line of

CIGARS, TOBACCOS, FRUITS, CANDIES SOCIAL ROOM IN CONNECTION James Zarelli

TUGBOA

Phones Gr. 601 Black 735

Rupert Marine Products Ltd.

GEO. G. BUSHBY, Man. Dir.



Loasi Irain Service

SUMDAY and THURSDAY, 10 P.M.

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

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