

**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.

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DAILY EDITION  Tuesday, September 4,

**Congratulations To Railway Company.**

The Canadian National Railways steamship department is to be congratulated on its decision to place the Prince Charles on the Prince Rupert-Alaska run. The development of the Alaskan business should mean a lot to the railway company and also to this port. With a weekly service there throughout the year business should gradually increase and this should benefit Alaska as well as the railway. What Alaska needs is what every country needs. That is good transportation. If the C.N.R. can build up a steady business between the big territory and this port it will have justified its existence. The next step will be to develop the Alaska tourist business through Prince Rupert.

**Swanson Bay Business Held Up.**

The Swanson Bay operations are still held up by the fact that the affairs of the Whalen Pulp and Paper Company are still in liquidation and there are numerous delays over effecting a settlement. A special despatch to this paper yesterday told of a further delay.

Everyone wants to see the people who put money into the big company get all they can out of it. If there is a better offer they want to secure it. At the same time it is to be hoped the affairs will be settled up soon so that the mill may be operated next year. It is a pity that any industry in the north should be held up as long as the products are in demand.

**Tropical Valley Is Not Tropical**

The so called tropical valley is not really tropical. People here must not be misled by that. It is undoubtedly warmer than the surrounding country, the warmth being caused by hot springs which bubble from the earth and by the clouds of vapor formed from the heated earth. It is a very interesting place undoubtedly but whether it would be a good place for human habitation is doubtful.

**Art Department At The Fair.**

The fact that a number of pictures are to be shown this year made by some of the famous artists will be an art education to the people of Prince Rupert. Often very crude efforts are seen in the homes and other places in all parts of Canada and the tendency of these exhibitions will be to improve the taste of those who buy art products.

It is to be hoped that in addition to the brush work shown, a number of local photographers will put in samples of their work. For two years past there have been pretty fair exhibits of photography and it would be a pity for this branch of the exhibition to be neglected.

**Variad Interests Of Different People.**

Different people have different interests. It is impossible to find any one thing which will interest everyone. If this were possible the work of amusing or entertaining the public would be a simple matter. The newspaper that can cater to everybody will make a fortune. The theatre that can produce movies or other forms of entertainment that appeal to every citizen will coin money. The difficulty is that people differ very greatly and also that while today a feature may be in favor the public quickly tires of it and wants something new. So it goes. We are eternally changing and yet our basic tastes remain much the same.

**LOCAL DAIRIES QUITE HEALTHY**

Inspector Reports that Tuberculosis has been Exterminated and Everything O.K.

J. D. Macdonald, provincial veterinary and inspector of dairies, who has been in the city for several days testing the cows and inspecting the premises of the local dairies, reported before leaving last evening that tuberculosis had been entirely exterminated here among the cattle and that the dairies were in good order.

Mr. Macdonald was here in June and at that time found a few infected cows. He discovered the one that was causing the mischief and the infected ones have been slaughtered. Now, following a careful test, he announces that all are quite healthy.

The inspector says there is nothing about Prince Rupert that would cause tuberculosis cattle. Probably the disease was brought in from the outside. Conditions here are perfectly all right for keeping cows as long as they are looked after well and kept free from outside infection.

Mr. Macdonald has gone to Port Clements from here and will then return south.

**TROPICAL VALLEY OF LIARD RIVER FOUND AND DESCRIBED BY COL. WILLIAMS WHO RETURNED FROM THE NORTH.**

(Continued from Page One).

**Finding the Valley**

After finding the message, the exploration party pushed on by foot and, about a mile distant, was discovered the first hot spring, also a second cabin built by Smith. This cabin was well furnished for that part of the country and even contained the luxury of a gramophone and records.

Giving further particulars of the valley which lies in the Rocky Mountain range, Colonel Williams said that there were springs all through it for a length of probably 40 or 50 miles and a width of 20 or 30 miles. Boiling water bubbled up in the middle of the pools and around the edges where the water was tepid, bathing could be comfortably enjoyed. The heat given off by the springs, together with the mineral effect of the fumes, seemed to have a very stimulating effect on the vegetation in the valley. Ferns reached a height of twelve feet, and birch and poplar trees were growing there to a diameter of eighteen inches, and there were pansies and violets around the pools. It seemed that almost anything would grow there if planted. The fact that potatoes, planted the year before, had reached maturity this year indicated that the winters were not severe. Frank Perry, the prospector who first brought word of the valley to the outside and who led the expedition to it this year, said that the growth this season had not been as rank as he had seen it in the past. The valley abounded in game and many white moose, bear and beaver were seen in it by the party. Potatoes grow voluntarily and there were hundreds of frogs.

**Purposes of Trip**

The visit to the "tropical valley," Colonel Williams says, was only incidental to the exploration of the country, which was conceived by Mr. Little, with the backing of Detroit capital, for the purpose of mineral investigation. Mr. Little is bringing out with him numerous samples and naturally Colonel Williams is not in a position to tell of impressions and findings along this line. It was the contract of the Laurentide Air Service, of which he is general manager, to provide the transportation, and this was successfully done.

Since leaving early in June, the big Vickers Viking flying boat engaged in 100 flying hours covering something over 6,000 miles during its activity in the north. The machine penetrated the Coast, Cassiar and Rocky Mountain ranges working within a radius of 250 miles from Liard Post which was the base of operations for part of the time. The Yukon boundary was also crossed when the 300 mile flight from Dease Lake to Francois Lake was made. Places were visited where white men had never been before.

**Air Pioneering**

Of course as far as the work

with the airplane was concerned, it was air navigation pioneering in the first degree. During many of the flights, the party had no idea of what would face them the next turn through the mighty mountains or of what landing facilities would offer. Should anything have gone wrong with the machine, there were places where it would have taken years to find a way out to say nothing of the hardships and possible death that would have to be faced if stranded there.

"It is a wonderful country containing without a doubt marvelous possibilities," says Col. Williams. "However, transportation proves the one big difficulty but this may be solved by aerial means. In fact it is an ideal country for aerial transportation."

Col. Williams then went on to give comparisons as to the time taken for air trips as against trips by foot or water. The flight from Dease Lake to Francois Lake took three hours by air. By foot and water it takes three months. Two Indians were taken in the plane from Liard Post to McDames. They were so amazed when they reached McDames that they could not believe they were there and had to be led around to prove it to them. The flight had taken 45 minutes. By coming up the Liard River in boats it would have taken five days.

**Amazed Indians**

It was the first time that natives in that remote district had ever seen an airplane. Their only acquaintance with such things as gasoline engines had been the occasional gasboats that might find their way down the Liard River. These mostly had outboard motors. So startled was one Indian when the big plane reached Liard Post, that he took to the bush and there viewed the landing. Immediately he vanished on a raft saying that he was going to Fort Nelson to tell the big chief. However, he came back in a day or so. The arrival of the big flying boat in the Cassiar wilderness probably had somewhat similar effect on the natives there as did Columbus' birds when they landed first from Spain to the consternation of the North American aborigines in the West Indies.

The summer's adventures were not devoid of many amusing incidents. One afternoon, Caldwell was bathing in one of the sky blue lakes when he spotted an animal close by on the mountainside. He called to Col. Williams, who was engaged in making bannocks over a fire: "Get the gun. There's a moose." Hot foot with visions of fresh steak, Col. Williams started in pursuit but to his consternation he found the moose was a bear a ferocious one and big "it seemed to me," said Col. Williams telling of this incident, "as big as the Prince Rupert Hotel. When it showed its teeth and started a conversation in growls, let me tell you I forgot all about my gun and it did not take me long to get back to camp. That was the second time Caldwell had fooled me about moose so I informed him that from that time on I was 'off his moose' for good."

Speaking of the actual work of flying in that region, Col. Williams said that, on account of the swift and varying waters, the greatest skill and care was required in landing and taking off. The machine must have good performance. The country flown over averaged 2500 feet above the sea level and many times a flying altitude of 7,500 feet was reached. "Taking off and flying in such a country requires great power. Smaller power than our 450 h.p. engine would have been useless," declared Col. Williams.

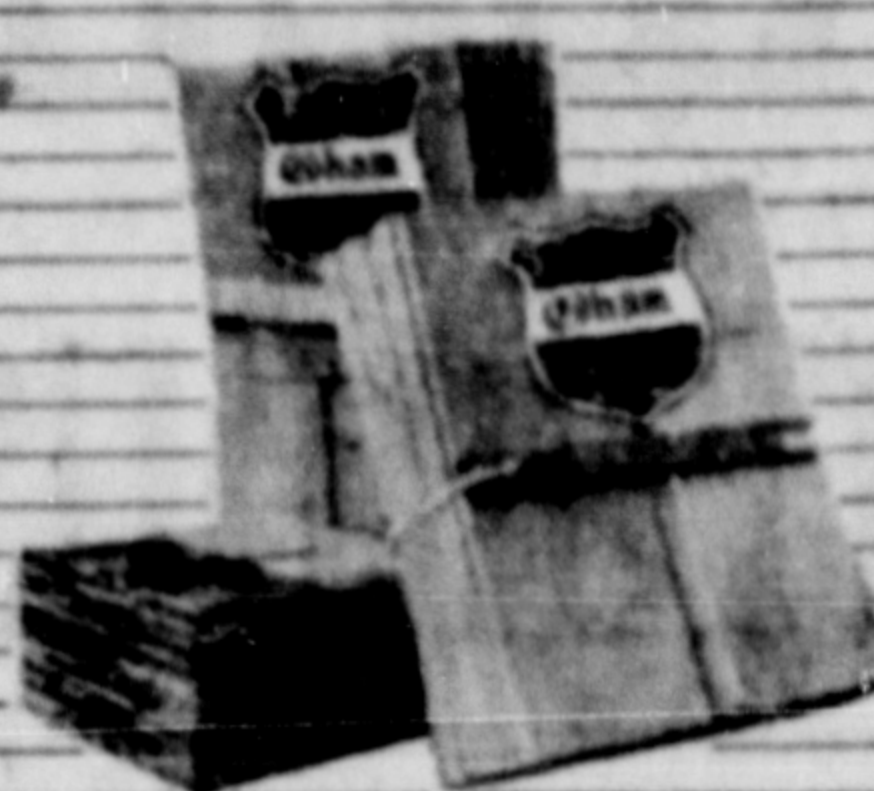
**Pays Tribute**

Referring to the success of the season's operations in the course of which there was not a single

**Builders' Supplies**

Agents for  
**Prince Rupert Spruce Mills**  
Spruce Shiplap, \$15.00 per M  
Cedar JV-Joint  
Double Check Cedar Rustic  
Cedar Channel Rustic  
Cedar Boat Lumber  
**Albert & McCaffery Ltd.**  
Phones 116 and 117

Distributors for  
**Edham KOLOROD SHINGLES.**



mishap, Col. Williams said it was due to the reliability of the motor and the skill of Caldwell, the mechanic. Though, of course, he did not admit as much, Col. Williams' own ability as pilot undoubtedly was also an important factor for he is acknowledged to be one of the world's greatest pilots. For some time, he was in command of camp Borden, the big training station of the Royal Canadian Air Force in Ontario, and a signal honor was conferred on him when he was placed in command of the Gosport training establishment in England. It is said that he is the best pilot in the world of the Avro machine, a small plane used for training purposes. As one of the organizers and general manager of the Laurentide Air Service at Three Rivers, Quebec, Col. Williams after retiring from military aviation, became one of the organizers of commercial aviation in Canada.

Col. Williams admitted that it was good to be back in Prince Rupert even though it was one of the most wonderful summers he had ever spent. "For the past two months we have lived on bannocks and beans and slept a good part of the time on balsam boughs," he remarked as he still pulled on the trusty pipe which, perforce, had to take the place of the more luxurious cigars and cigarettes in the north. "Have another fill of my cheap tobacco."

Before finishing up their flying in British Columbia, Col. Williams and Mechanic Caldwell plan on making a non-stop flight from here to Vancouver. If it is successful it will be the first time that the distance between Prince Rupert and Vancouver has been covered in one hop though the American world flyers flew from Seattle to Prince Rupert without a stop on the first leg of their great adventure last year. The take-off to Vancouver is planned for tomorrow morning. At Vancouver, the big Vickers Viking plane, which has given such yeoman service since being assembled at the dry dock here last May, will be taken down and shipped to the headquarters of the Laurentide Air Service at Three Rivers, Quebec.

**A Happy Reunion**

Last evening there was a happy reunion between Col. Williams and Squadron Leader Tudhope, in command of the Royal Canadian Air Force detachment here, and Flight Lieutenant Mawdsley. The three were well acquainted in the East, Mawdsley having been Col.

**LAND ACT.**

Notice of Intention to Apply to Lease Land

In Land Recording District of Prince Rupert, and situate at Ferguson Bay, Massett Inlet, O.C. Islands, B.C.

Take Notice that Gosse-Miller, Limited, of Vancouver, B.C., occupation Salmon Cannery, intends to apply for a lease of the following described lands:

Commencing at a post planted approximately 20 chains east from northwest corner Lot 1574; thence south 3 chains; thence west 10 chains; thence south 2 chains; thence west 10 chains to west boundary of Lot 1574; thence south 8 chains; thence west 10 chains; thence north 20 chains; thence east 2 chains, more or less, to beach; thence following meandering of shore line to point of commencement, and containing 22 acres, more or less.

GOSSE-MILLER, LTD.  
Applicant.  
Per Wm. G. Mitchell, Agent  
Dated June 26th, 1925.

**LAND ACT.**

Notice of Intention to Apply to Lease Land

In Land Recording District of Prince Rupert, and situate on the southwest shore of Wales Island, B.C., being north magnetic from Haystack Island, and true east from Island Point, Sitkian Island.

TAKE NOTICE that Anglo-British Columbia Packing Company Limited, of Vancouver, B.C., occupation Packers, intends to apply for a lease of the following described lands:

Commencing at a post planted at high water mark on the southwest shore of Wales Island in a position bearing north magnetic from Haystack Island and true east from Island Point, Sitkian Island; thence southeasterly along high water mark forty-eight hundred feet, more or less, to a post marked No. 2.E.; thence southerly to chains, more or less, to low water mark; thence northwesterly along low water mark forty-eight hundred feet, more or less; thence northerly to chains, more or less, to point of commencement, and containing 75 acres, more or less.

ANGLO-BRITISH COLUMBIA PACKING CO. LTD.  
Applicant  
Per Walter E. Walker, Agent  
Dated July 24th, 1925.

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Applicant  
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Dated July 24th, 1925.

**TUGBOATS**

Day Phones 423 539 Gr. 601 Black 735  
**Rupert Marine Products Ltd.**  
Night Phones 687 539 Gr. 601 Black 735  
GEO. G. BUSHBY, Man. Dir.

**LABOR COURTS**

BUENOS AIRES, Sept. 1.—President Alvear has sent to congress a bill proposing the institution of labor courts in the city of Buenos Aires. The proposed courts would deal with all disputes relative to salaries and pensions, while decisions from conciliation and arbitration tribunals could be carried by appeal to these courts.

**WATER NOTICE.**

TAKE NOTICE that Monty H. Moore, agent for the Engineer Gold Mines Ltd., whose address is Engineer, Mine, Ailin, B.C., will apply for a license to take and use 50 cubic feet per second of water out of Wann River which flows westerly and drains into Tagish Lake about two and one-half miles south of the Engineer Mine. The water will be diverted from the stream at a point about two miles from the terminus of the said river into Tagish Lake and will be used for hydro-electric power purposes upon the Engineer Mine, whose holdings are described as seven Crown granted Mineral claims, surveyed as Lots Nos. 19, 20, 106, 207, 209, 218, 257, 268, 270, 272 and 1264, Group 1, Cassiar District. The license was posted on the ground on the 21st day of July, 1925. A copy of this notice and application pursuant thereto and to the Water Act, 1914, will be filed in the office of the Water Recorder at Ailin, B.C. Objections may be filed with the said Water Recorder or with the Controller of Water Rights, Parliament Buildings, Victoria, B.C., within thirty days after the appearance of this notice in a local newspaper. The date of the first publication of this notice is the 24th day of August, 1925.

ENGINEER GOLD MINES LTD., INC.  
Applicant.  
Monty H. Moore, Agent.  
Dated July 23rd, 1925.

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ANGLO-BRITISH COLUMBIA PACKING CO. LTD.  
Applicant  
Per Walter E. Walker, Agent  
Dated July 24th, 1925.

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