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**THE DAILY NEWS**  
PRINCE RUPERT - BRITISH COLUMBIA

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**Slap In The Face For Premier King.**

If the people of Skeena constituency were to elect anyone but Fred Stork at the present election it would be a slap in the face for Premier Mackenzie King and his administration, the people who gave Prince Rupert the elevator.

It is not suggested that the elevator was built to benefit Prince Rupert only. It was not built to benefit only the farmers of the Bulkley and Nechaco Valleys, although it will be of great benefit to them in spite of everything said by the opposition. It was built to benefit the farmers of the prairies, the farmers of the interior of British Columbia and the people of Prince Rupert and it will do all three. It so happens that Prince Rupert will benefit very largely because of the shipping that will come to this port. It will bring prosperity here and most Prince Rupert people realize it.

The elevator was not a sop to the Progressives or to anybody, but will fill a real need. We do not want any person to sneer at the elevator and its possibilities. We should object to its being spoken of as a sop to anybody. It is something we asked for and pressed for and eventually secured and we were ably backed up by many people in British Columbia, including Hon. Dr. King, Hon. T. D. Pattullo, Hon. A. M. Manson, Hon. Simon F. Tolmie, T. G. McBride, member for Cariboo, and a good many prairie members. These men were imbued with the national outlook and did not consider the elevator a sop to the Progressives but a national undertaking through which one of the national ports could be used for the benefit of Canada.

**Canada Has Put Money In Elevator.**

Canada has put her money in an elevator here. The work is almost completed and now the people of Prince Rupert are planning to do their part to see that the building given them in trust is used for the purpose for which it was erected.

Doubtless the move will be successful but in the meantime efforts are being made for political purposes to belittle the value of the elevator to this city and to make it out that the people who had it erected did it for the purposes of buying the support of the prairie Progressives or of the electors of this constituency. Some Conservatives claim it was the price of the Skeena seat and others the price of Progressive support. Each insinuation is a base one and unworthy of those who made it.

**Turning Out Well To Hear The Speakers.**

People have turned out well so far to the meetings of the candidates. Every meeting has been crowded. Doubtless the same thing will happen tomorrow night to hear the Liberal speakers in the Westholme Theatre. It is hardly necessary to urge this because people have already shown they are interested in the campaign.

A three cornered fight is always rather unsatisfactory because the winner may not have a majority of the votes. It is possible for him to be elected with only a little over a third of the total vote. In view of this it is suggested that people here should study well the situation and not be led away by personal inclinations.

Most of the Conservative leaders have shown by their attitude in the House of Commons that they are against us. Tolmie is the only man they can point to as having spoken for the development of this port. But Tolmie is only one out of many. Hon. A. M. Manson will have something to say about this tomorrow night, doubtless, and will clear up many difficulties for voters who are not sure what to do.

**ROAD TO DOCK WILL BE BUILT**

Difficulty in Finding Route is Worrying City Fathers Just at Present  
**PLANS ARE SUGGESTED**

Having been advised by W. H. Tobey, C.N.R. superintendent, that the railway company could do nothing in connection with the matter of giving assistance in the building of a road to the elevator until a route had been definitely selected, the city council puzzled itself last night as to where a route would be found and finally decided to refer the matter to the board of works for report. In the meantime, members of the council will make an inspection of the location this week.

Ald. Perry said that about the only practicable route would be from Graham Avenue via the old garbage wharf. A road could be built there as far as the tracks but not across owing to the high bluff. The Eleventh Street route could not be used for it would interfere with trackage. Mayor Newton suggested an overhead by the Graham Avenue route but was advised by Ald. Perry that no landing would be available except right on the elevator which, of course, would not be permitted. Neither was a continuation of the ocean dock road practicable. Ald. McMorde suggested a connection from Graham Avenue west of the old garbage wharf. Ald. Perry pointed out again that no approach would be possible except by building a wharf. Ald. Casey stressed the necessity of a road to the elevator giving direct access to the plant for vehicles.

Ald. Casey also inquired what was being done in connection with the request for a road from the government wharf to the G.T.P. docks. Ald. Perry replied that the railway company still had the matter under advisement.

**FRANK ANSWER FROM MINISTER**

Mr. Pattullo Advises Council that Old Court House Block Will Not be Deeded to City for Park

Hon. T. D. Pattullo, minister of lands and member of the legislature for Prince Rupert, in a letter to the city council last night, made his position quite clear in connection with the request recently made by the council that block 21, section 1, the former court house site, be conveyed by the provincial government to the city for park purposes.

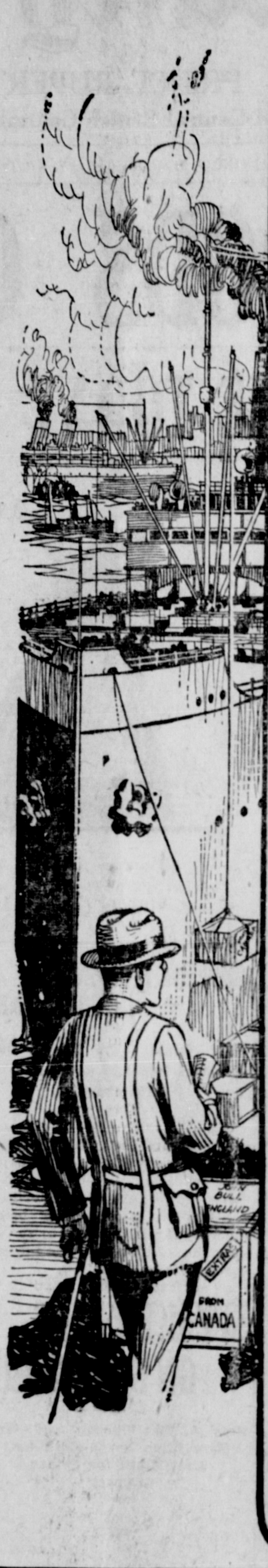
Mr. Pattullo pointed out that the original G.T.P. townsite scheme had made provision for park sites. If another park site was required in the heart of the city he suggested that the council ask that the C.N.R. grant a piece of land facing on Second Avenue. It was expected, continued Mr. Pattullo's letter, that the sale of Block 21 would go a long way toward paying for the provincial government building here. "It seems to me that the council has lost perspective in this matter and, personally, I may say that I have no intention of recommending that Block 21 be conveyed to the city for park purposes," concluded the letter. "The letter is, at least, frank enough," said Mayor Newton in ordering the communication filed.

**CITY COUNCIL TO AID BOARD OF TRADE**

Will Attend Meeting Tonight When Shipping of Grain Through This Port Will be Discussed

The city council was in receipt of a letter from the board of trade last night inviting the mayor and aldermen to attend the special meeting of the board tonight when ways and means for the direction of grain through the new elevator here will be discussed. The letter was filed with the suggestion by Mayor Newton that as many members of the council as possible attend the meeting.

His Worship thought that the taking up of this matter at the present time was a step in the



# Quality

**The most urgent requirement in Canada's Agricultural Products**

CANADA produces every year large quantities of wheat, oats, barley, butter, cheese, bacon, beef, eggs, apples, potatoes, grass seed and clover seed that she cannot consume. Her natural outlet for these products is, of course, Great Britain—the one great consuming country of the world with an open market.

Unfortunately, nearly every other country with any surplus of food products seems to want to send its surplus to this same market.

The keenness of the competition on this, our only market, and the energy and resourcefulness of our competitors began to impress themselves upon the Department of Agriculture some time ago, but it is only within very recent years that the real and only way to grapple with this problem has been discovered, or at least put into effect. This Department now believes, as do also most of the farmers of this country, that the "grading" of our agricultural products is the policy and practice that is seeing us through the struggle and will assure us of our rightful place on the British market.

"Grading" means the classifying of products, whether they be hogs, butter, cheese, eggs or anything else, into what might be called in a general way "BEST", "GOOD", "FAIR" and "POOR" classes.

These exact words are not used in describing the grades, but that is what is meant. The purpose served in grading is threefold—

- (1) **Educational.** When the producer sees the relative quality of his product he is spurred on to maintain that quality if it is the "best" or to improve the quality where necessary.
- (2) **Fair Play.** When products are not graded the inferior article for various reasons often brings as much as the superior article, and the credit and advantage of putting the superior product on the market is lost to the one who really deserves it.
- (3) **Facilitating Trade.** The dealer learns to have confidence in the article he is buying and buys more freely, because it is guaranteed by grading, and gradually everybody gets to know what the "best" article really looks like or tastes like. In short, grading brings about standardization and ensures to the producer the best price.

Canada now grades her cereals, grass seeds, hay, potatoes, apples, eggs, butter, cheese, wool and bacon hogs. The results have been in every case beneficial and in some cases quite markedly so, even though the grading system has been in effect in some cases for only two or three years, thus—

**Cheese**—Grading began April 1st, 1923. Canadian cheese the year before had fallen into such disfavour on the British market that New Zealand cheese was quite commonly preferred. Today Canadian cheese commands cents per pound higher than New Zealand.

**Butter**—Grading began same time as for cheese. The reputation of our butter was then indeed at low ebb. Canadian butter today, while not the best on the market, is rapidly improving in quality and gaining in reputation.

**Hogs**—Over two years ago the Department of Agriculture began to grade live hogs at the packing houses and stock yards. The 10% premium paid by the packers for "select" bacon hogs as against "thick smooths" as classed by departmental graders has done wonders to improve the quality of our hogs and develop the bacon industry.

Best Canadian bacon, which ordinarily was quoted two years ago from 10 to

18 shillings a long hundredweight below Danish, has gradually grown in the estimation of the British wholesale buyer until it is now quoted at only from 1 or less to at most 5 or 6 shillings per long hundredweight below the best Danish.

This improvement in price is, of course, due to quality and not to come about very gradually, the spread narrowing down by a shilling or two a month until now it is not at all a rare occurrence to see best Canadian selling on a par with the Danish article.

**Eggs**—Canada was the first country to grade and standardize eggs. These grades and standards apply not only to export, inter-provincial and import shipments, but also to domestic trading.

The basis is interior quality, cleanliness and weight. Standardizing Canadian eggs has established confidence between producer and consumer and between exporter and British importer, and has resulted in a greatly-increased demand for the Canadian egg both at home and abroad.

Other products might be mentioned where grading has worked to the great advantage of the producer and to the advancement of Canadian agriculture.

Already Great Britain recognizes our store cattle, wheat, cheese, eggs, apples and oats as the best she can buy.

It is for us to so improve our other products, particularly our butter and bacon, as to bring them also into this list of "the best on the British market" and consequently the highest priced.

Grading enabled us to do this for cheese, wheat, eggs and apples.

Grading is helping us to do it for butter and bacon.

**Quality Counts**  
Quality is thus the first objective for the Canadian export trade, and, then steady, regular supply. It is along these lines the Department of Agriculture is working by educational methods, and the result of this policy is seen in the growing volume of Canada's agricultural exports. Look at these figures:—

**Canada's Principal Exports of Farm Products**

|                                     | 1924-25     | 1923-24     |
|-------------------------------------|-------------|-------------|
| Wheat (bus.)                        | 129,218,197 | 191,764,537 |
| Flour (bbls.)                       | 6,617,682   | 11,929,227  |
| Bacon and Hams (cwt.)               | 82,721      | 5,292,721   |
| Beef Cattle                         | 296,511     | 318,094     |
| Butter (cwt.)                       | 8,745,588   | 24,581,951  |
| Cheese (cwt.)                       | 1,366,588   | 1,376,818   |
| Apples (bbls.)                      | 1,358,499   | 1,466,237   |
| Oats (bus.)                         | 14,211,439  | 12,825,751  |
| Barley (bus.)                       | 8,648,553   | 22,875,751  |
| Rye (bus.)                          | 2,201,450   | 7,524,996   |
| Beans (bushels and middings (cwt.)) | 819,791     | 3,667,858   |
| Oatsmeal and Rolled Oats (cwt.)     | 897,268     | 830,448     |
| Clover Seeds (bus.)                 | 179,258     | 417,397     |
| Tobacco (lbs.)                      | 290,158     | 2,581,422   |
| Cream (gals.)                       | 1,284,126   | 1,284,126   |
| Flax Seed (bus.)                    | 1,848,991   | 3,086,106   |

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**DOMINION DEPARTMENT OF AGRICULTURE, OTTAWA**

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**CROP IS BETTER THAN WAS EXPECTED**

Quebec Has Best Yield in Five Years but Wet Harvest; Prairie Grades are Good

Earlier estimates of abundant crops throughout the Dominion have been fulfilled and yields, taken as a whole, are considerably better than for several years past, says the Bank of Montreal weekly crop report. In the Prairie provinces harvesting operations were started earlier than last year and deliveries of wheat by farmers since the first of August have been more than double those of last year during the same period. Grades so far are better. The yield generally is considerably above last year's, but lower prices will partly offset increased yield and better grade. In Quebec province the crop

yields have been the best for five years, although wet weather during harvesting has lowered the quality to some extent.

In Ontario the farmers have had a very satisfactory year. In Eastern and Northern Ontario the best crop in years has been harvested, while other sections produced a good average crop.

In the Maritime Provinces the crop returns generally are very satisfactory except for apples.

In British Columbia crops in general have been somewhat below average, owing to unfavorable moisture conditions.

**THE MAN IN THE MOON**

WHEN I was a boy I heard a lot about the plague of Pharaoh but I could name a lot of people today that are just as bad.

SOME people say times are bad in Prince Rupert, but have you noticed the new autos coming to town?

MEIGHEN is not opposed to freight rates, the local Conservative candidate is not opposed to the elevator, Nickerson is not opposed to foreign cement and Stork is not opposed to being elected. There you are. It's all settled.

IF what the Conservatives say is true, they should support the King Government because Herbert Marler is one of their own stripe.

THINK how much more important it makes a man feel to

pay two bits for a shoe shine than if he gave the shiner only the paltry fifteen cents like they do in Vancouver.

WOMEN often make fools of men, but think what real cooperation they get from the male sex.

FRIENDS often change, but rent and life insurance and taxes go on forever.

I SHOULD really like good people if they were not so homely.

MODERNISM is the tendency of everybody wanting to sell something to everybody else.

**Ten Years Ago in Prince Rupert**

October 13, 1915.  
D. C. McRae of this city, who is attending the Panama-Pacific Exposition at San Francisco, writes a letter to the editor of the Daily News telling how the Grand Trunk Pacific Railway at the big Fair is bringing Prince Rupert and Northern B.C. to the attention of the American people.

The Trades & Labor Council passed a resolution last night opposing prohibition at the present time owing to the unsettled condition of the labor market.

Up to date, the Rocher Du Boule mine at Hazelton has shipped 325 carloads of ore from Tranville through Prince Rupert to the Granby smelter.

**NOTICE**

IN THE MATTER of an application for the issue of Provisional Certificates of Title to Lots 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 98