be willing to assist the people here.

A vote of thanks was moved by E

C. Gibbons and seconded by Mayor

Newton to the visitors for coming and

at the suggestion of Lionel Holtby the

joint success of Prince Rupert and Ed-

ADVANTAGES AND POSSIBILITIES OF

PORT OF PRINCE RUPERT LAID

BEFORE VISITORS FROM ALBERTA.

(continued from page one)

Port charges are at a minimum. It

is estimated that the S.S. Aden Maru

the first ship to load from here, saved

about \$600 as compared with any

other port on the coast. This saving

Elimination of tonnage tax \$480.00

In addition to this there should be a

saving of about \$50 in pilotage as a

pilot boards the ship 23 miles from the

port, whereas in some of the southern

ports, it is necessary to board the ships

HARBOR ADVANTAGES

deed favorably situated. Our port is

free from ice the year round and while

we may have more rain than the south-

ern ports, we are seldom bothered with

fog, the latter being the greatest danger

that ship captains have to contend with.

The approach to our harbor from the

time a ship leaves the open seas until

she lies at ancher, is superior to most

SAVED 18 HOURS

The captain of the Aden Maru inform-

ed us that on his trip from Japan to

the Canal he saved 18 hours by picking

Climatically, we feel that we are in-

is equal to any rate on the coast.

was effected as follows:

about 90 miles out.

Difference in harbor dues

monton was drunk.

Ships That Never

LIOW alluring they seemed in the first flush

promised so much ... and paid so little! Together

they planned what they would do "when their

ships came in." And now when she needs the

income, most of them are destined never to

his family will ever regret -- one protection

that will never fail-Life Insurance. The safety

of Life Insurance funds is guaranteed -- it is

assured by every precaution which men can

Provide for the future with Life Insurance.

Talk it over with a representative today -- and

make sure that your home is fully protected

against the loss of your support -- or the

possible failure of less secure investments.

Yet there is one investment no man or

of enthusiasm, those investments which

CHRISTMAS



Low rates for choice accommodation To Plymouth, Cherbourg and London-Dec 13. "ANTONIA," from Halifax To Belfast, Liverpool and Glasgow-Dec. 11. "LETITIA," from Saint John, N.B. from Halifax

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or any STEAMSHIP AGENT The Cunard Steamship Co. Limited,

622 Hastings St. W., Vancouver, or any STEAMSHIP AGENT.

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.

DAILY EDITION



ICHI SATURDAY, OCTOBER 30, 1926.

SOUND ABVICE.

(continued from page one)

ing up a great country of which they had so much to be proud. ALDERMAN ROBSON

Alderman Robson thanked the people of Prince Rupert cordially and sincerely for the welcome they had extended and congratulated them on what had already been accomplished and especially on the success of the halibut fish-

It might be asked what interest they could have in a port a thousand miles away. Well, they grew wheat in adundance, more than they could use, and some of it had to be exported. The opening of the Panama Canal gave Althe world. It was a long way from Edmonton to the Atlantic Coast and the farmers often thought they were not getting a square deal at the lake ports. They had helped get the elevator here and their grain was now being routed this way.

fact that Prince Rupert people felt the

being considered.

Mr. Doherty said he had been in-Edmonton Board of Trade to Prince Rupert. They were interested in this

of the 3,028 inquiries received from

city would grow rapidly and become ports. what it was destined to be.

WHEAT POOL MANAGER

port to develop. The pool had made up the port and its facilities. He its mind to ship this way and was made a full report to the interests he

ALBERTA VISITORS SPEAK OPTIMIS- boats. They had made an excellent and inferior to few. So easy is it of TICALLY OF PORT AND GIVE showing at the elevator. The loading entrance that were the underwriters as of the second boat had been done in well aware of it as we are, they would better time than the average in Van- not, I am sure, insist on captains taking couver and Mr. Bennett assured him a pilot. A further advantage is that they would de better on the third. He navigators do not have to contend had been anxious they should not have with swift currents and tide rips. trouble at the first. It had been dif- In view of the foregoing I am sure ficult to get steamers to some here at that it is only a question of time when first. They knew nothing about the ship owners will place these advantages place, the charges, pilotage and other before the underwriters and demand lower insurance rates, and in order to

Mr. McIvor said they had planned to hasten this we bespeak your support in load the Sithonia here but the grain having the Federal Government place in the northern part of Alberta was lighthouses on Bonilla Island and Wallate and the vessel had to be switched lace Rocks, also a wireless direction to Vancouver. However they were look- finding station on Langara Island. ing for gerat things. The first four him on the phone and said he was well satisfied with the handling of the first

would go a long way toward paying in-No regular steamship lines yet operated out of Prince Rupert and it was Mr. McIvor said one thing that struck difficult to say how soon they would him in Prince Rupert was that they come. Eventually they would be here. glad to see the result of the first two represented. Vancouver, he said, would

Make it your bread

Shredded Wheat in cracker form

Toast it and serve it with butter

tional at some western point. all were boosters and anxious for the Every line already had a full report of FREIGHT POSSIBILITIES Operating costs are not, however, the

management should bend their energies toward development at this port. There are many others of which probably the handled by the C. N. Railway in B.C. greatest is, that all rail business devel- amounting to 497,000 tons 200,000 ton oped here is 100% Canadian National, originated in this division with an addiwhile to the south several railways par- tional express tonnage of 13,000 tons. increase harbor charges here. We want ticipate and not all of them are Can- It has always been our belief that this canned salmon and destined to figure division, and now that your wheat is equally large as an exporter of other flowing this way, will shortly be on the products. Facilities here for reaching dividend side. would come here rather than to Seat- so much time and yet I have not covtle. Along the railway line we have ered the subject in as much detail as wealth in the forests, fertility in the its importance warrants. soil and mineral in the hills waiting the In conclusion, may I ask you to take It is 100 per cent whole wheat hand to turn into gold. But the hand home to the people you represent the

a market for what it has produced. In

terest charges on extending the E.D.B.C.

to a connection with the Canadian Na-

of man must also be accompanied by following reasons as to why they should

Cheap rail costs. Lower handling charges.

the Stewart Lake country there are 200,-000 acres of agricultural lands, equal Shorter water haul to Oriental ports. if not superior to any to be found on A saving of 16 hours to ships going

Life Insurance Service

come in.

this continent. From Vanderhoof east, via the Canal between Europe and the we have 250 square miles of timber Orient. which in uniformity of grade stands in All of which must mean cheaper a class by itself. All of this is ready freight rates to the land of consumpto be turned into grist for the Canadian ton, and that we, as citizens of Prince National mill, which in turn will lessen Rupert, wish you to carry back to Althe burden of the Canadian taxpayer.

"The Love that

Never Dies"

awaits transportation to become a sea of golden wheat. This being the case those men who have spent so many

years of their lives in proving its worth. RAILWAY TONNAGE

only reason why the Canadian National It may be of interest to you to learn Almost at our doors 'we have end of the road has been less of a lia-Alaska, at present a large exporter of bility than has that of the southern bor is your harbor, and that we will

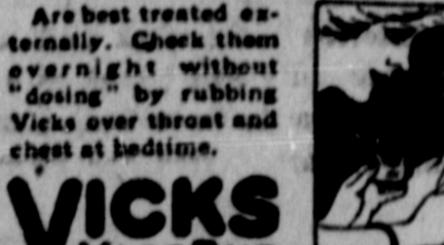
world markets mean that those products I regret the necessity of having taken

development of the kind that creates centre their energies on this port:

Then to the North is the great Peace gation coming here to investigate our River country, which we are told but port facilities. We realize that the producers of your province is to see that harbor charges are kept to the work; we feel that you have a deep interest in all future developments and expenditures that may from time to time become necessary for the proper handling of cargoes, and speaking for that in 1924 out of a total local tonnage the Board of Trade, it is and will be our intention to consult with representative

men of your province before recommending expenditures that would in any way you to feel that there is a real and earnest spirit of co-operation; that our harwork hand in hand to use it to capacity for the mutual benefit of our citizens and those of your fair province.

Children's Colds



DEMAND

"Rupert Brand" Aippers

"THE DAINTIEST BREAKFAST FOOD."

Smoked Dally by

Canadian Fish & Cold Storage Co., Ltd Prince Rupert, B.C.

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For VANCOUVER, VICTORIA, Swanson Bay and Alert Bay, etc., Tuesday,

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R. M. SMITH, Agent. 123 2nd Avenue. Prince Rupert,

up his cargo here as against calling at berta the open door to the markets of vessel at this port. southern ports. Had he been returning to Japan he would have saved four LONDON VIEW days, which on a year's run would mean Mr. Palmer said he was interested in two extra trips. This is of considerable the shipping business and as far as he importance to the owners and must was concerned he would do all in his eventually mean a considerable saving power to keep grain moving through to the farmer in freight when shipping the port. Rupert was not unknown in returns to normal and the port is better Prince Rupert was the toll gate London and the people there would established. through which the wheat had to pass, soon learn from him that it was a So far, I have only referred to Prince The toll on the wheat affected the pro- real place with real people. Honestly Rupert's advantages after the grain fits of the farmer. It might be only a se said there was a wonderful plant reaches here, which is really putting few cents or even a cent a bushel yet here and he complimented the Pool on the cart before the horse. I will now it amounted to a huge sum on total the lead they had taken. As a prince deal with the horse, namely the railshipments. They regarded Prince Ru- he liked Prince Rupert next best to the way end. In view of the fight we are pert as their port and appreciated the Prince of Wales. putting up for the equalization of rail rates, it will probably be of as much or PRESS OF ALBERTA same about it. They appreciated the Mr. Morrison said the object of the more interest—as after all rail freights fact that their interests as well as press of Alberta was to promote the eat into the farmers' profits more than the interests of the people here were interests of the western route. RAILWAY ADVANTAGES Prince Rupert had anything to offer As you are aware the distance from Alderman Robson said he understood and it had, they wanted to know it here to Red Pass Junction is some 185 there would be no exploiting of the As a matter of criticism he would say miles farther than from here to Vanport of Prince Rupert. However, the that Prince Rupert had not put the couver and no doubt the general opinion keynote of success was watchfulness, city on the map as much is that it will cost the C.N. Railways He would go back home satisfied with should. As managing editor of more money to pull grain in here than the trip and would try to get the peo- paper he believed in publicity. Prince to Vancouver. The contra is the case. ple of Alberta to co-operate. He urged Rupert people should always get that there must be idealism with their name of their city before the people in which was when I last saw the figures. other parts of the country. He was materialism. interested in hearing the boy's band BANKER'S VIEW giving a sendoff to the first ship. was good publicity and had caused a Based on the figures I am quoting our good deal of comment outside. operating costs per train mile was suf-Mr. Morrison said he never before ficiently under that to Port Mann to appreciated the wonderful facilities of more than take care of the additional difficulties as they had done in the this port and he would be glad to tell about it. The idea of the people of nage than went over the Vancouver line. In regard to the opening of the Alberta was to get a western grain This can be more readily grasped when Peace River country, Mr. Doherty said movement. They found in Prince Ruyou know that one of the small type they all felt this must be done in a pert facilities that had not been seriengines will pull more than mogul type short time. The Edmonton Board had ously thought of. He urged that people! raised a sum of \$46,000 to be used in here sell the port to the prairie protion to the advantage in our favor as publicity half each year for two years. vinces and he would do his part in compared with Port Mann, the Canadian The result of the first season was that helping National is faced with a further charge VANCOUVER SPEAKER in getting their trains into Vancouver settlers in the United States 90 per Mr. Clendenning said while the main which on a cargo the size taken by the cent wanted to go to the Peace River office of his company was in Vancou- Aden Maru amounts to \$3,000. On 50,country. The produce of that country ver it was his business to serve his 000,000 (which quantity the C.N.R. was bound to come to this port. Peo- principals and their policy was to de- should be hauling to this coast annually ple could not imagine the vastness of velop all Pacific ports. If Prince Ru- within the next ten years, with the poserritory and quality of soil in that pert developed. Vancouver added to her sibility of another 50,000,000 bushels was a real wheat country business. He hoped it would soon be when the Peace River opens up) would and the wheat was bound to come necessary for them to open offices here. make possible a saving of \$1,200,000 per He said there would be nothing to fear year, an amount worthy of considera-Mr. Doherty said he noticed a differ- from rival ports as long as they watch- tion. I might remind the Hon. Mr. ence in the port and city since he was ed over-development. It was not al- Reid that if the farmers of Alberta had here before. Today everyone was on ways good policy to make the ships that in their pockets they would not his toes ready to go and he hoped the pay too high as it drove them to other need to worry about the carrying charges on the E.D.B.C. Railway. Further.