

THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

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DAILY EDITION

Tuesday, May 1, 1928

TROUBLE IN EGYPT

Trouble has been brewing in Egypt for a long time past. Dr. Ossendowsky in one of his books on northern Africa traces the source of the little eruptions both in French and British territory to Soviet Russia.

Britain was given the overseership of Egypt by the Versailles treaty and several efforts have been made by the Egyptians to remove her. The legislation of which Britain complains is simply passed for the purpose of enabling the carrying on of anti-British propaganda through public meetings and demonstrations.

Britain will very soon bring to time those who would force her hands just now, but unfortunately that does not settle the matter. It is probable that there will be more or less continuous trouble in that country for years to come.

ADVANTAGE OF WESTERN ROUTE

British millers, it is stated, have been paying six cents a bushel more this winter for prairie wheat shipped through Canadian Pacific ports than for similarly graded wheat shipped through United States Atlantic ports, says the Edmonton Bulletin.

This is by no means the first season in which the merry game has been going on, nor the first occasion upon which it has been known to Canadians. The Railway Commission last year reduced railway rates to Quebec in order that more western wheat should go out by a Canadian route and thus reach the buyer in the same condition it leaves the shipper.

BRITAIN OWNS MOST OF C.P.R.

Majority and controlling ownership of the Canadian Pacific Railway still remains in British and Canadian hands, it is clear from the report of the company for 1927.

	1927	1926	1923
Great Britain .....	48.84	53.96	50.73
Canada .....	18.02	19.43	21.14
United States .....	26.20	18.74	20.69
Other countries .....	6.94	7.87	7.44

Statements made from time to time in recent years have conveyed the impression that the Canadian Pacific is passing into American ownership. For obvious reasons this would not be an altogether desirable change, although American investment capital is welcomed in the Dominion.

RATS! DECLARES AN ALDERMAN

PROPOSAL TO HAVE CAMPAIGN TO RID THE CITY OF ANNOYING RODENTS

"The rat situation in the city is becoming rather alarming," declared Ald. Collart at last night's council meeting. "and it seems to me that drastic measures should be taken to rid the place of these pests."

Ald. Prudhomme agreed with Ald. Collart. They were all over town and the situation was becoming serious. The construction of the streets was such that it gave them a great place to burrow.

Mayor McMordie suggested that the medical health officer be communicated with. The decision was that Dr. Cade should be asked for a report on the situation and steps that could be taken to rid the city of rats.

CONSIDERATION OF NEW PARKING BYLAW AGAIN DEFERRED TWO WEEKS

The city council last night delayed for another two weeks' consideration of the amended Street Traffic Bylaw as the chief of police, whose advice was desired on various sections, was unable to attend.

Certain tax men being present, it was decided to furnish them with copies of the bylaw so they could write out any suggestions they might have and submit them to the council.

FAIR BOARD ASKS LOT FROM CITY AND CASH PAYMENT NOW

A delegation from the fair board headed by President M. P. McCaffery and Vice-President G. B. Casey waited on the city council last night with the request that \$400 of the annual grant be paid at once so that necessary work might be started at the Agricultural Hall.

Request was also made that lot 5, block 19, section 1 be transferred to the fair board for raffle purposes. This is a lot reverted to the city for taxation.

The requests will be given favorable consideration by the city.

STEWART

The busiest portion of the Portland Canal district just now is the Magee Pass section of the Marmor River area.

Properties operating there are the Marmor Engineer Syndicate, the Marmor group (formerly the Washington) and the Marmor River Gold, known in the past as the Harner-Field group.

The following have been elected directors of the L. and L. Consolidated Mines Ltd.: President, John Hart; Frank R. Begg; C. B. Macneill; W. A. Webb and R. F. Castle, Victoria. An extensive program of development work will be inaugurated this summer.

The Consolidated George Gold-Copper Co., Ltd. has elected directors as follows: P. M. Linklater, Victoria, president; George M. Kilburn and Mel O'Brien of Vancouver, Consolidated Engineers; Mr. and Mrs. W. B. George of Stewart; Jack Mullen of Ingenika, and Richard Jones, Victoria.

With ample funds on hand to carry on large-scale operations throughout the season and with a property that offers every advantage from location and surface showings of ore, the Silver Bell will be opened up this summer, work to be started as soon as snow conditions permit.

J. V. Clegg is back from a business trip to Vancouver.

W. B. George has returned to the camp after having spent the winter in the south.

Traffic between Hyder and Stewart was temporarily interrupted last week as a result of a mudslide smashing up part of the road and taking out a portion of the bridge at the old wharf.

The Stewart Assembly, Native Sons of Canada, has elected officers as follows: president, J. P. Keefer; first vice-president, E. R. Workman; second vice-president, George Cameron; secretary, F. E. Cligot.

Materials and supplies for the camp and mining machinery is already being taken on to the Engineer property. There is a strong local demand for units in the company.

Felix Seppi returned to Stewart last week from a trip south.

There is quite a building campaign in Stewart again this spring.

Mr. and Mrs. W. R. Harner are back in the camp after having spent the winter in Vancouver.

The Scovill residence at Eighth and Columbia streets has been purchased by outside capital through H. W. M. Rolston & Co.

The snowfall in Stewart for the past winter totalled nineteen feet which is no record.

Operations on the Lakeview were started on a small scale last week and will be increased as transportation facilities improve and underground conditions warrant. William McNus, formerly foreman for the Dunwell, is in charge.

One similar to that of the Dunwell is being opened up on the Mayflower property. Tunneling is proceeding. H. P. Gibson is president of the company which expects to have \$40,000 for operations this year.

Good progress is being made on the tunnelling of the Terminus mine, the contractors having completed 61 of the 135 feet required. Another crew will be put on No. 1 vein as soon as supplies can be taken in.

S. F. Workman, construction engineer for the Canadian Northeastern Railway, has been authorized to call for tenders for construction of the Bitter Creek bridge, clearing of right of way, hewn ties and renewal of wooden culverts. Part of the sawmill machinery has arrived and the mill will be built near Bitter Creek as soon as possible. Employment will be given to about 100 men.

John F. Coates, prominent Vancouver mining engineer, has been making an examination of the Georgia River Gold Mines Ltd. There was too much snow to make the inspection upon which future development would be based.

VANDERHOOF

Samuel W. Cocker attended the Conservative nominating convention in Prince George at the end of last week and spoke on "The Province of British Columbia during Crown Colony Days."

Miss Ena Campbell, who is in training for a nurse at the Vancouver General Hospital, returned home last week on account of her father's serious illness.

Miss Vina Glover left last week for Vancouver where she will take up residence. She was given a send-off by her many friends in the Nechako and Prairiedale districts and a presentation was made.

Mrs. Roy M. Taylor has been elected secretary of the Women's Auxiliary to the local Anglican Church.

Samuel Lee last Tuesday made the first automobile trip of the season from Vanderhoof to Stuart Lake. On Thurs-

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SAFETY FIRST

- 10 Commandments for Cyclists
- 1 Keep to the right and near the curb.
- 2 Meeting traffic, pass on right; overtaking traffic, pass on left.
- 3 Turn right close to curb; Turn left around centre of intersections.
- 4 Raise one arm when stopping and slowing up and to indicate direction when turning.
- 5 Ride straight. Don't wobble.
- 6 Watch for STOP signs and traffic officers' signals.
- 7 Give traffic coming from right the right of way at intersections.
- 8 Do not hang on to moving vehicles.
- 9 Don't "cut in" in front of a moving car.
- 10 Keep your feet on the pedals—your hands on the handlebars.

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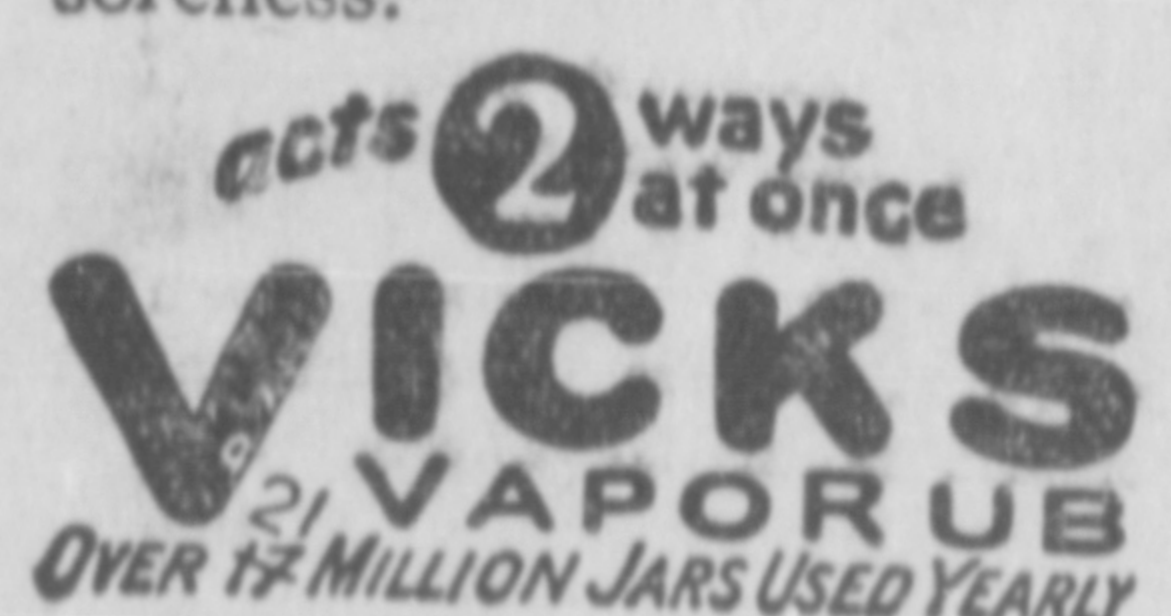
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