

THE DAILY NEWS
PRINCE RUPERT - BRITISH COLUMBIA

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DAILY EDITION Monday, May 5, 1930

IMPERIALISTIC BUDGET

Apparently the Dunning budget is already being recognized in England as a great step toward British imperialism. A despatch published on Saturday indicates this plainly. Whether the people of that country will respond to it or not is not yet apparent. The Conservatives of Britain are using it as an argument in favor of a protectionist policy for that country with special privileges to countries within the Empire.

In the meantime the Labor party backed by the Liberals of Britain holds the reins of power with no present indication of a change. The Conservatives are boldly challenging their position and pointing to the failure of the Labor party to improve home conditions as a reason for adopting their protective policy, which they set forth as a panacea.

HOME MARKET GROWS

Canadian demand for animal products has been increasing steadily during the past decade, and on a per capita basis Canada is one of the largest consumers of such products in the world, says the monthly report of the Royal Bank. Although production of these products is advancing, it has not kept pace with the growth in consumption; imports have increased and exports have declined. Outstanding examples of this trend are furnished by meats and dairy products. The per capita consumption of meat is now eight per cent greater than in 1920, and the total quantity of meat consumed annually has increased by twenty per cent. During the same period, the Canadian market has absorbed a thirty per cent increase in the production of milk, an eleven million dollar increase in the annual import of dairy products, and a ten million dollar decrease in exports. The essential feature of this change has been the extraordinary increase in home consumption.

HINTS FOR GARDENERS

SWEET PEAS.

In most sections of Canada this will be the last call for Sweet Peas. They must be sown at the first opportunity and no matter what the later weather is like if they are put in early they will come along. Sweet Peas prefer open, well-drained, loamy soil so that they can develop a deep root system to carry them through the hot weather ahead. They should be put in land which has been well manured preferably the year before and they may require some watering during dry, hot weather in June. Provide brush work or poultry netting so that they can climb to a height of from three to ten feet.

Twenty Years Ago
In Prince Rupert

May 5, 1910.
Efforts are likely to be made to have the Grand Trunk Pacific Coast Steamship service put the steamer Prince Albert, which has been purchased by the company for Queen Charlotte Island service, on a three-times-a-week schedule to Stewart which is fast developing as a mining camp of importance.

Prince Rupert had the first big fire in its history last night when the Balkan Hotel, Northern Hotel, Butte rooming house, Butte Cafe, North Bend restaurant and Hayner Bros. furniture store, all located near the corner of First Avenue and Eighth Street, were destroyed by fire.

Messrs. King and Grimes have been in the city in connection with plans for the building of a railway from Prince Rupert to Port Simpson.

Going to London
Lambeth Meeting

Bishop and Mrs. I. O. Stringer in City Yesterday Bound From Yukon to England

Rt. Rev. Isaac Stringer, Bishop of the Yukon, and Mrs. Stringer were passengers aboard the Princess Alice yesterday afternoon bound from Dawson to Vancouver en route to London, England, where Bishop Stringer will attend the Lambeth Conference in July. They expect to be returning to the Yukon in September.

Bishop and Mrs. Stringer on this trip flew out from Dawson to Whitehorse, it being the first experience for either of them in an airplane. Mrs. Stringer seemed to be particularly pleased with air travel and was delighted with the trip. For many years, Bishop and Mrs. Stringer have covered all parts of the Yukon Territory in season and out by all means of travel in the course of their missionary work. They are counted among the real "sourdoughs" of the north.

Prince George
Man Is Wedded

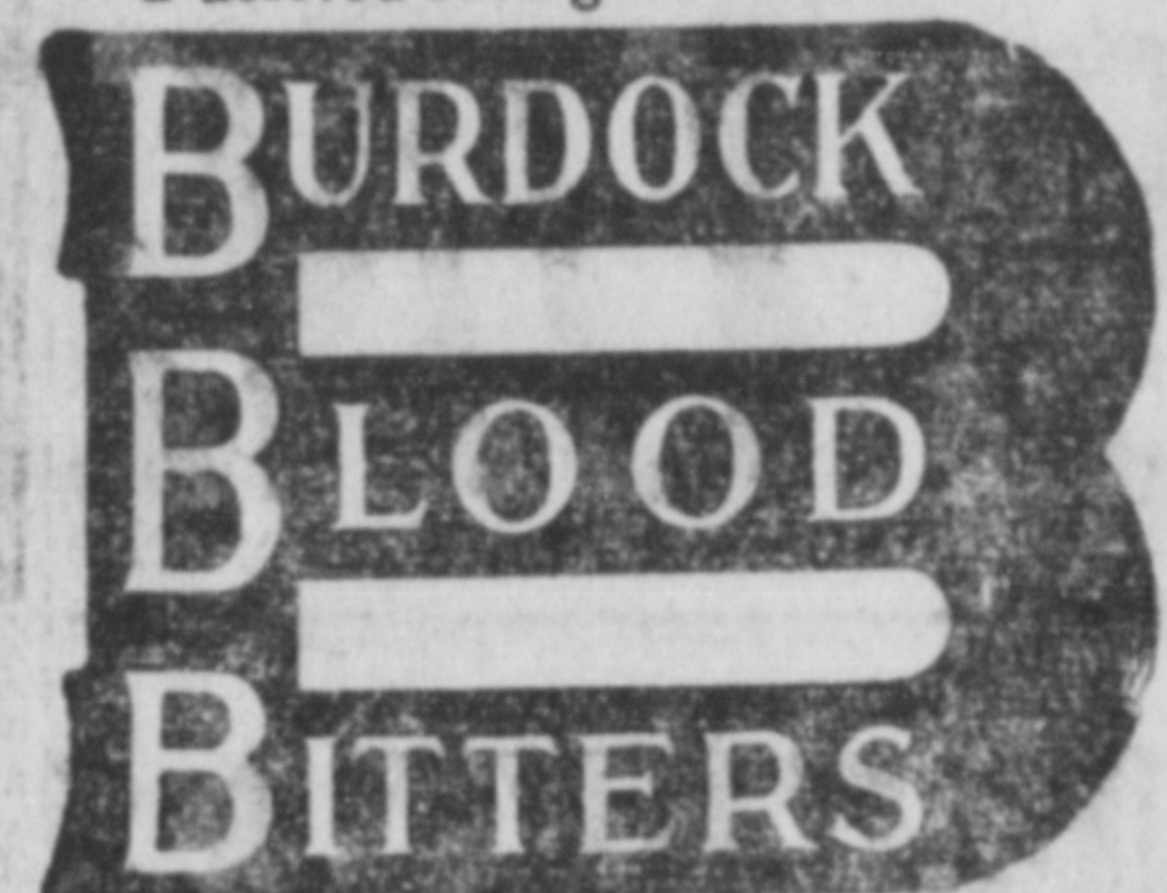
Miss Marion Evemy Became Bride Recently of Leonard C. Fowler

A quiet wedding was solemnized recently at Holy Trinity Church, Vancouver, when Rev. C. B. Clarke united in marriage Miss Marion Evemy, Lynn Creek, North Vancouver, and Leonard C. Fowler of Prince George. The bride, who was given in marriage by J. C. Welch, was attended by Miss Rendle of Bella Bella. Dr. T. A. Henry was groomsmen. Following the ceremony, a reception was held in the church hall and Mr. and Mrs. Fowler left for Prince George where they will reside.

Get quick results with a want ad.

Was Helpless
FOR FOUR YEARS
With Rheumatism

Mr. Fred Keech, 31 Crawford Ave., Windsor, Ont., writes:—"I was troubled with rheumatism for seven years, and for four years I was so helpless I had to be helped out of bed, and could not sit straight in a chair. "I derived such good results from



I wish to voice my praise on behalf of your wonderful medicine, and to also say it is helping others whom I have advised to take it."
Put up only by The T. Milburn Co., Limited, Toronto, Ont.

REINDEER
OF ALASKA

Carl J. Lomen Tells of Marvellous Growth of Herds in North Country

JUNEAU, May 5.—"The reindeer industry of Alaska is only in its infancy," declared Carl J. Lomen, chairman of the board of directors of the Lomen Reindeer Corporation, who has been visiting Governor Parks here. "The original object back of the introduction of domesticated reindeer into Alaska by the federal government some 30 years ago was to make of the Eskimo an independent people, to give them a food supply and to furnish them with a means of livelihood. The reindeer were imported from Siberia, 1280 animals being brought over during a ten-year period lasting from 1892 to 1902, and, through a system of apprenticeship formulated by the bureau of education, the ownership of these animals passed from the government to individual Eskimos, to their instructors, the Lapps, and church missions working among the Eskimo people.

Regulations
"The Eskimos," continued Mr. Lomen, "were not trained business men and did not know the value of the property entrusted to them, so, to protect them from the whites, a regulation was adopted by the government prohibiting the sale of female reindeer to whites. They could sell and exchange with one another but not to the whites. In 1914, however, it became possible for whites to own female reindeer, and it was at this time that the Lomen brothers bought a herd of 1200 reindeer and organized the Lomen Reindeer Corporation in Nome.

"The herds thrived and increased in numbers far beyond the dreams of those responsible for their being. The 5000 or 6000 Eskimos of Alaska today are the owners of more than 500,000 reindeer and the original purposes for the introduction of reindeer in Alaska have long been realized. The Eskimos, formerly nomads, have developed into a pastoral people.

Commercial Development
"Today the important part to be played in the reindeer industry is its commercial development. The large surplus of male animals is now too great for the Eskimo and for the local markets to absorb. "Difficulties of marketing as well as preparing the meat for market are great—too great for the Eskimos themselves to undertake. The whites, who have undertaken to alleviate and straighten out this problem, have such things to overcome as the expense of equipment for butchering, cold storage, and lighterage; the lack of expert help; adverse climatic conditions; and the high cost of transportation.

Alaska Product
Mr. Lomen also spoke of the reindeer industry as being an Alaska product and prophesied that it would become one of the greatest industries of northwestern Alaska.

TRAIN TELEPHONE NOW A FACT



The Canadian National Railways, which first made possible the reception of radio concerts on board a moving train, an invention which many first class railroads have since copied, have achieved another mechanical triumph by perfecting the first two-way system of telephone communication in the world with moving trains. The system has been put into public service by the company on "The International Limited," which covers the 334 miles separating Montreal and Toronto in 360 minutes, the fastest train in the world traversing a like distance.

The photograph shows Sir Henry Thornton, Chairman and President of the Canadian National Railways, inaugurating the telephone service from "The International Limited" while the train is travelling at 60 miles per hour. At the train switchboard is J. C. Burkholder, Chief Engineer of the Canadian National Telegraphs, who developed and perfected the train telephone system.

LOCAL ITEMS

A. W. Lipsin sailed last night on the Prince Rupert for a business trip to Vancouver and elsewhere in the south.

A successful Scandinavian dance was held Saturday night in the Metropole Hall, quite a large crowd being in attendance.

Wallace C. Orchard, C.P.R. general agent, is making the round trip to the Skeena River today aboard the Prince William.

Motorship Bellingham, Capt. J. E. Anderson, arrived in port yesterday in ballast from Ketchikan and is tied up at the ocean dock.

Professor Foolum, Champion Lightweight Lifter is here to do his stuff at the Moose Minstrel Show tomorrow and Wednesday. Don't miss it.

Mrs. George Hills, after a visit here with her parents, Mr. and Mrs. George B. Casey, sailed by the Prince Rupert Saturday afternoon on her return to Stewart.

R. F. McNaughton, C.N.R. district passenger agent, and Harold McEwen, division freight agent, are making the trip to the Skeena River today aboard the steamer ss. Prince William.

For creating a disturbance about town Saturday night, Arnold Keogh, Donald Boyd, George Coupe and Roy Murphy, all sailors, were each fined \$5 in city police court this morning by Magistrate McClymont.

Mrs. James Simpson sailed last night on the Prince Rupert for Kelowna where she will be with her husband for the next few weeks. Mr. Simpson is engaged in the tug and barge assembling job on Okanagan Lake.

The reindeer industry is in its infancy," said Mr. Lomen, "and will take several more years before being firmly established. However, I have just recently heard a most encouraging statement to the effect that because of the healthy condition of reindeer meat the government will not inspect it.

Drive To Canada

Upon being asked about the Canadian drive, Mr. Lomen said:

"We are driving 3300 reindeer from the Kotzebue Sound country across northern Alaska to the Colville River, then to the Arctic coast, and finally across the Mackenzie River into Canada. Four Laps and six Eskimos accompany this drive and have with them 40 sleds and 50 sled reindeer which comprise the most complete pack equipment ever used by any expedition that has traveled in the north. The fact that the Canadian government has recognized the reindeer industry in Alaska as a successful enterprise is a decided step forward."

The output of the Lomen Reindeer corporation for the year 1929 will approximate 16,000 carcasses. Mr. Lomen stated that the greatest help along scientific lines in the reindeer industry for the past ten years had been given by the United States biological survey.

Fur Trader's Sea-going Car is First to Reach Bleak Shores of Hudson's Bay



Route Taken by the Sea-going Ford from The Pas to Fort Churchill.

ESKIMOS and Indians watched in amazement when Henry Hudson's staunch little ship, The Discovery, sailed along the shores of the vast inland sea which later was to bear the name of the expedition's leader.

Although The Discovery displaced but 50 tons, she was to them a veritable majestic. The excitement spread from tribe to tribe from the time the vessel pushed its way through the ice and was caught sight of from the shores until it reached the southernmost limits of James Bay, 1300 miles away.

That was 320 years ago. But the astonishment was scarcely greater than that among the descendants of those Eskimos and Indians when a strange craft recently rolled its way along off the coast of that same body of water.

This was a sea-going Ford, the first automobile of any sort ever to be seen in the Hudson's Bay country. It was mounted on a scow

and its motor geared to the scow's propeller, so that it proceeded under its own power.

Nor was that its only claim to distinction, for it was one of the first four cars at The Pas, Manitoba.

Recently it was sold to a fur trader named Harris, who has lived among the Eskimos for years. He shipped it by rail to Mile 330 at the Nelson River, at that time the end of the steel on the Hudson's Bay Railway.

Car Propels Boat

There the rear wheels were removed from the car and the ends of gasoline drums substituted. Belts were placed over these and arranged to drive the propeller of the scow.

The fur trader, his Eskimo wife, three children and another white man then climbed aboard and the strange craft headed down the

river to Port Nelson. There additional supplies were loaded and the Ford-propelled packet headed for the open sea, swinging northward along the coast toward Fort Churchill, 200 miles away.

Mr. Harris intended to run the Ford over the barren lands about Fort Churchill in collecting fur.

Other cars probably will be seen soon on the shores of Hudson's Bay, for Fort Churchill has now been decided upon as the terminus of the Hudson's Bay Railway instead of Port Nelson. When the steel bonds linking it with civilization are completed, it may speedily become a center of activity boasting as many cars as The Pas, which now number forty.

Tremendous development is expected with the completion of the railway and the harnessing of the enormous undeveloped water power of the Nelson River—the old voyageur route to the Peace, Athabasca and Mackenzie valleys.

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