

THE DAILY NEWS.

PRINCE RUPERT - BRITISH COLUMBIA

Published Every Afternoon, Except Sunday, by Prince Rupert Daily News, Limited, Third Avenue
H. F. PULLEN - - - Managing-Editor

SUBSCRIPTION RATES

City delivery, by mail or carrier, yearly period, paid in advance	5.00
For lesser periods, paid in advance, per week	10c
By mail to all parts of Northern and Central British Columbia, paid in advance for yearly period	3.00
By mail to all other parts of British Columbia, the British Empire and United States, paid in advance, per year	\$6.00
By mail to all other countries, per year	9.00

ADVERTISING RATES

Classified advertising, per insertion, per word	.02
Local readers, per insertion, per line	.25
Legal notices, each insertion, per agate line	.15
Transient display advertising, per inch, per insertion	1.40
Contract rates on application	
Advertising and Circulation Telephone	98
Editor and Reporters' Telephone	86
Member of Audit Bureau of Circulations	

DAILY EDITION

Friday, April 15, 1932

PREMIER MINE

It's very interesting to learn from the mouth of the general manager that the Premier mine is not yet worked out and not likely to shut down for some time to come. There have been all sorts of rumors about this mine which have been injurious to the district. Now the rumors should be set at rest and efforts bent on bringing new mines into production rather than knocking those that are already producing.

USE CANADIAN PORTS

Practically one-half of all Canadian grain that is exported leaves the continent through United States ports and at the same time Canadian ports are idle and Canadians at those ports are idle. Even the grain on which the government last year paid a five-cent a bushel bonus went out largely over foreign lines and was exported to Europe or elsewhere through United States ports. If one third of this had been sent through Prince Rupert, the railway would have paid its way, the employees of the railway would all have had work, the port of Prince Rupert would have been busy, longshoremen and others would have been given employment at remunerative rates. Prince Rupert has an open port all the year round with the best railway grade leading to it from the prairies in the whole continent. Why ship to southern ports?

There are other Canadian ports that would benefit if the prairie grain were all shipped out through Canadian ports. Vancouver would benefit very considerably and it is possible that the New Brunswick and Nova Scotia ports would also take a share. These ports are carrying on a campaign to induce the government to compel the shipping of Canadian grain through Canadian ports with special reference to bonused grain.

The following is from the Telegraph-Journal of St. John, N.B.:

"If the government of this country would insist that all bonused wheat be exported through Canadian ports, and the Telegraph-Journal and Times-Globe are advocating this policy quite as much for Vancouver as for Saint John, hundreds of the running trades of the railway unions would be put to work; hundreds of right-of-way men would be called back to their jobs, and the repair shops of the Canadian National Railways and the Canadian Pacific Railway would be busier repairing cars and locomotives engaged in hauling grain which now finds its way through United States outlets.

"Canadian taxpayers have to face a levy of over fifty million dollars a year to provide for deficits on the Canadian National Railways, and yet this great volume of our wheat and flour export trade is not allowed to go over Canadian railways and through Canadian ports with the explanation that 'it was found impractical to do so.'

"The time has come in Canada when that sort of an answer should not be accepted by the people of this country. Scores of men stood idly by in the port of Saint John this year while their places were taken by men in New York, Boston, Baltimore or elsewhere in handling Canadian grain. The discharge of railwaymen from Canadian railways under such circumstances is to be very much regretted, and it is high time that some practical method of meeting the situation be devised. Surely, there is somebody in authority at Ottawa, or in the railway systems of this country, capable of solving this national problem. To treat the labor of Canadian railway workers and Canadian seaborne workers as something different from Canadian labor as represented by the manufacturing industries of this country is intolerable.

"Before the present session of Parliament terminates there should be some scheme worked out which will result in all bonused export wheat going through Canadian ports."

SALVAGE IS SUBJECT OF AN ADDRESS

Capt. Paul Armour Talks Interestingly of Work Done By His Company on Pacific Coast

Salvage work made an interesting subject for an address by Capt. Paul Armour at the luncheon of the Rotary Club yesterday afternoon at the Commodore Cafe. As local manager of the Pacific Salvage Company, Capt. Armour is qualified to speak with authority on his subject and he acquitted himself well. Capt. Armour told of his early exploits on the water as a schoolboy on Puget Sound since which time he has had to do with shipping either as a navigator or in connection with salvage. He says he likes his business, which is one of the first qualifications for success. Variety lends spice to the salvage man's life.

The speaker mentioned that salvage operations were conducted thousands of years ago by the Phoenicians when by removing lights they caused vessels to go ashore and then salvaged the contents for themselves. Modern salvage is more beneficial.

The amount of salvage earned was based on the value of the vessel and cargo saved and on the value of the equipment used and the risks which the salvors ran. Usually settlement was made amicably but the Admiralty Court was the final authority. His company, he said, had never had recourse to the courts but has been able to settle the amount of salvage by mutual consent.

Captain Armour told of several big salvage jobs which his company had undertaken. One of these was the salvaging of the 11,000-ton German vessel Seostis on the coast of Guatemala. The vessel had become cut off from the sea by a mile of sand after going ashore so that it became necessary to dig a channel through which to float her to the ocean. A big German firm had refused to undertake the work and his company had taken it in hand with final success. Huge sand pumps were used to dig a basin where the ship could be turned around and faced in the right direction. Then the same pumps dug the channel through which she forced her way. Finally a breakwater had to be constructed to protect the ship while she was being finally launched. Then when she was finally freed after six months of work she was seized by the officials of Guatemala in the harbor.

Here was the climax of the story. During a national celebration when most of the men in and around the town became intoxicated the two watchmen aboard were taken ashore and the vessel slipped away and was taken to Victoria where she was sold back to the former owners by the salvage company. Until a few years ago the Salvage King was the largest and best equipped salvage vessel in the world. She was used to tow the Havelah from the Aleutian Islands to Japan, the largest and longest tow on record. Sometimes the salvage operations were successful and sometimes they failed. Payment was made only for successes.

Captain Armour said that since he had taken charge of the local business five years ago they had successfully completed 58 salvages large and small.

NEWS OF THE MINES AROUND PRINCE RUPERT

Report of Big Missouri Not Very Hopeful—Granby Losses Increased—Gold Nuggets at Lorne Creek

The annual report of the Consolidated Mining & Smelting Co. paints anything but a rosy picture for the future of the Big Missouri property in the Portland Canal district, which the company has had under development for the past two or three years, although actual results of the work are not published. The operation on the property late in 1930 treated 24,846 tons of ore to check up previous diamond drilling results but the indicated commercial ore over mineable widths did not correspond with the results obtained. No well-defined ore zone with consistent values was proven but an erratic distribution of values over large areas was shown, the values in most every instance corresponding with the occurrence of free gold in small and irregular strikes. Some of the occurrences yielded spectacular specimens, the value of which formed an appreciable portion of the total recovery, but were, apparently, too far apart to suggest continuity or a definite commercial zone. Diamond drilling followed the suspension of milling operations for the purpose of defining extension below the main level. The result of this work was disappointing although interesting but erratic values were obtained in a large percentage of the holes drilled. The impression derived by those in charge of the property, the report says, is that the values are too low to suggest profitable operations on or above the main level and that no possibilities to develop commercial ore have been overlooked on the main level. At the same time it is suggested that the property is still entitled to careful consideration although the company's geologists are rather emphatic in their opinion that geological conditions are unfavorable for the deposition of sufficient gold to make a mine while stating that the

opening up and development of the lower levels may disclose more favorable conditions.

The annual report of the Granby

Consolidated Mining, Smelting & Power Co. for the year ending December 31, 1931, shows a net loss of \$959,511 as compared with a net loss of \$482,624 in 1930. Each succeeding quarter of 1931 showed lower profits which resulted in passing up the dividend normally due on May 2 next. In common with leading copper producers operations were restricted to 26 1/2% of potential capacity on January 1, 1932, and further restricted last month to 20% of potential capacity. This will have a corresponding effect on revenue for the current year. The balance sheet showed the company to be in a strong liquid position with current assets totaling \$4,444,215 as against current liabilities of \$184,069, leaving a net

working capital of \$4,260,146 as compared with \$4,861,145 in 1930.

James Jones was in Terrace a few days ago with samples of gold taken from Lorne Creek where he has half a mile of placer leases. He has been working all winter and reports that he did much better than merely making wages. He had with him two nuggets, one large and one small, which he said weighed an ounce. Jones is more than confident that Lorne Creek is going to produce a lot of gold in the not far distant future. He says there is plenty of room for prospectors who can easily make a living even by old-fashioned methods.

H. Porter will sail on the Princess Adelaide tonight for Vancouver where he will proceed to Kamrose, Alberta.

THRIFT SPECIALS

Friday & Saturday

- PALMOLIVE SOAP— 5c
- per cake
- BRAID'S TEA (limit 3 lbs) 31c
- per 1 lb pkg.
- JAINER'S PURE LARD 10c
- 1 lb cartons, per lb
- QUAKER OATS 18c
- Quick cooking, per pkg.
- CREAMERY BUTTER 26c
- Alberta Prints, per lb
- POTATOES
- Grown at Terrace 65c
- Small size, per sack
- WHOLE WHEAT FLOUR 32c
- Royal Household,
- 10 lb sacks, per sack
- GRAHAM FLOUR 32c
- Royal Household
- 10 lb sacks, per sack
- TOMATOES (2 1-2 tins) 10c
- Packed in B.C., per tin
- READY CUT MARCONI 13c
- 2 lbs
- FINE CANADIAN CHEESE 18c
- per lb
- ROAST BEEF 14c
- Libby's 1 lb tin
- per tin
- TOMATO CATSUP 14c
- Libby's fine quality
- per bot.
- COCOA 13c
- per lb
- PORK & BEANS 8c
- Clark's No. 2 tins, per tin
- PEANUT BUTTER 14c
- per 1 lb tins
- QUAKER CORN 9c
- per tin
- SWANSDOWN CAKE FLOUR 28c
- Eor better Cakes
- per pkg.
- RED ARROW SODAS 17c
- New stock, 16 oz. pkgs.
- per pkg.
- SWIFT PREMIUM SAUSAGE 23c
- For a hasty economical meal, per lb tin

PURELY VEGETABLE

No better corrective exists today

for **BAD COMPLEXION and ACID STOMACH**

Sold everywhere in 25c and 75c red pkgs.

CARTER'S PILLS

Queen Hatchery

36 W. Cordova St. Vancouver, B.C.

Baby Chicks, Queen Quality Leghorn, Rhode Island Red, Barred Rock, of high egg production. Catalogue free.

QUEEN HATCHERY

36 W. Cordova St., Vancouver

Thrifty Cash & Carry

Phone 179 201 Third Ave.

"CARRY AND SAVE"

ULCERS, BAD LEGS OLD WOUNDS & SORES

Marvellously Healed by Zam-Buk.

Ointment 50c - Medicinal Soap 25c

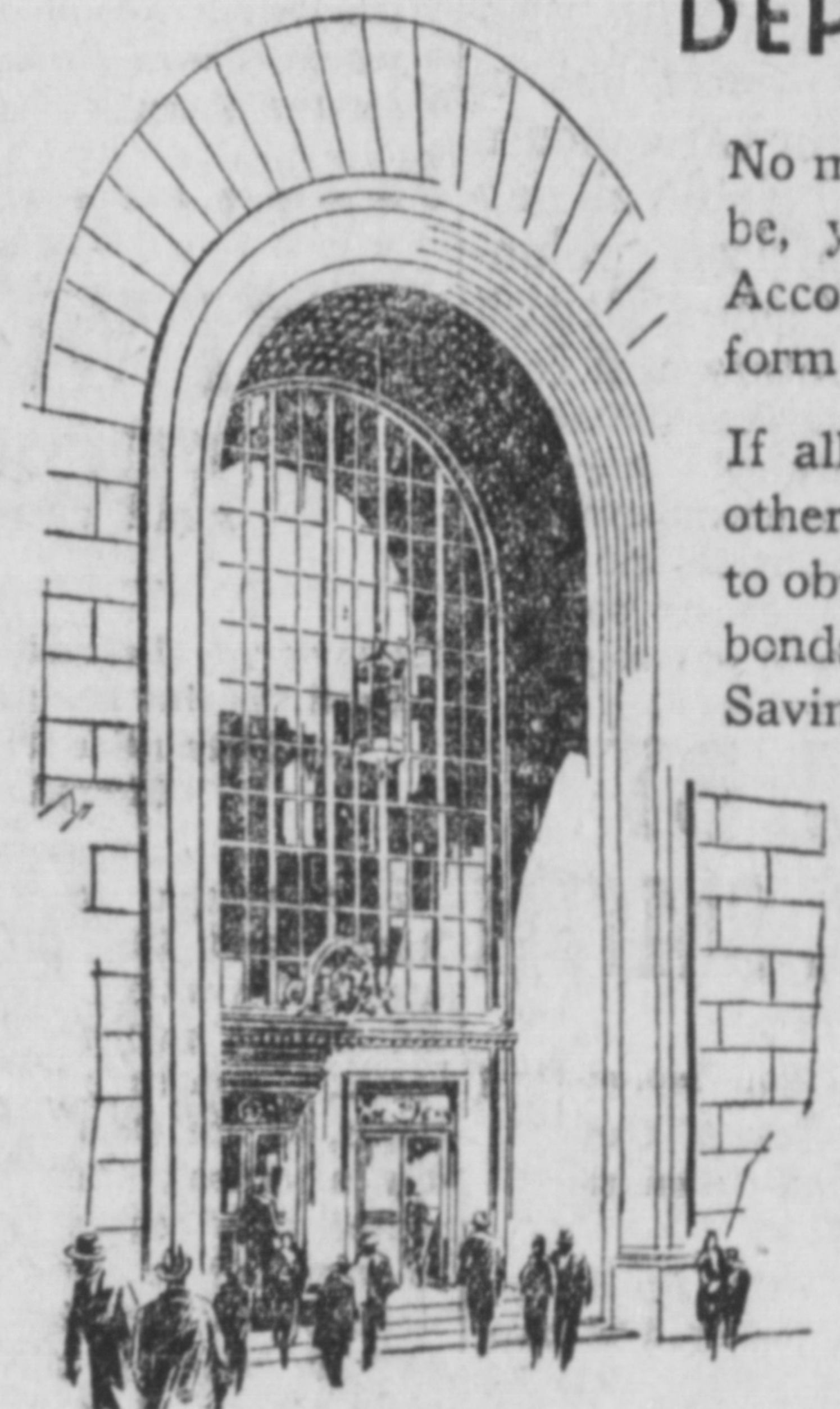
MONEY IN A SAVINGS ACCOUNT NEVER DEPRECIATES



No matter what your other investments may be, you should keep an adequate Savings Account. It is the most liquid and dependable form of investment you can make.

If all your money is in stocks or bonds or other property, you may have to sell at a loss to obtain cash in an emergency, for even good bonds fluctuate in price. But money in a Savings Account is always ready for use, earns a steady 3% interest—and never depreciates in value.

In any branch of The Royal Bank of Canada your Savings Account will receive capable and courteous attention, whether the amount be large or small.



THE ROYAL BANK OF CANADA

Capital \$35,000,000 Reserves \$39,155,106 Assets over \$750,000,000

SPENDING TO SAVE .. THROUGH

Advertising

Not many of us, these days, are troubled with so much money that we cannot spend it. But we are interested in spending the money we have, to get the most out of it.

One way—and not a new way, either—is to make a budget. Put down, week by week, the money that comes in. Put down beside it, week by week, the money that goes out. So much for food, so much for clothing, so much for rent. So much for giving, and for luxuries.

Where Advertising Helps

It won't always be easy, of course, to stay within the budget. That's where advertising helps you. Advertisements in this newspaper tell you how much rugs, butter, breakfast foods, dishes, homes, automobiles will cost, before you go shopping! They point out ways to save money. They show you how to cut a little here, a little there. And each day, they tell about new inventions, new products, new ways of doing things, that help make this life of ours very much worth living!