

HOW TO MAKE ICED TEA

Infuse six heaping teaspoons of Salada Black Tea in a pint of fresh boiling water. After six minutes strain liquid into two-quart container. While hot, add 1½ cups of granulated sugar and the juice of 2 lemons. Stir well until sugar is dissolved; fill container with cold water. Do not allow tea to cool before adding the cold water; otherwise liquid will become cloudy. Serve with chipped ice.

"SALADA" ICED TEA

Canadian Pacific

To Vancouver via Ocean Falls and Way Ports
SS. "Princess Adelaide" every Friday at 10 p.m.

To Vancouver direct
SS. "Princess Alice" July 4th, 18th, 29th, 5:30 p.m.
SS. "Princess Louise" July 11th, 22nd, Aug. 1st, 5:30 p.m.
SS. "Princess Charlotte" July 15th, 25th, 5:30 p.m.

To Ketchikan, Wrangell, Juneau and Skagway
SS. "Princess Louise" July 6th, 17th, 27th, 11:30 a.m.
SS. "Princess Charlotte" July 10th, 20th, 11:30 a.m.
SS. "Princess Alice" July 13th, 24th, Aug. 3rd, 11:30 a.m.

For Information and Reservations
W. L. COATES, Gen. Agent, Prince Rupert, B.C.

The Fish which made Prince Rupert Famous

"Rupert Brand" SMOKED BLACK COD

Prepared Daily By

Canadian Fish & Cold Storage Co., Ltd.
PRINCE RUPERT, B.C.

WHY PRINCE RUPERT?

(Continued from Page 1)

Hundreds and hundreds of miles of unsettled land would be populated by men and women as heroic as old pioneers, eager in their desire for new communities and better progress. The over-crowded areas of the more settled regions would yield up their excess population to the new land, thereby giving numerous down-trodden human beings a chance to live a healthy, happy, unmolested life untouched by city worries.

Undeveloped mining districts, untouched because of the difficulty of transporting the ore, would be opened and put to beneficial use. Thence the ore could be given the finishing touches by the Consolidated Mining and Smelting Company at Prince Rupert. Lumbering possibilities in the north would become one of the most important industrial operations. Rich agricultural lands would be settled and developed, providing innumerable opportunities for farmers on old soil.

In addition to this the entire northern section of British Columbia would be opened for fishermen, hunters and sportsmen. The immediate country surrounding Prince Rupert offers unlimited game and Mount Oldfield, its base at the city limits, furnishes excellent skiing, tobogganing and other winter sports.

Railway Preferable

The railway outlet, of course, would have practically every advantage over the highway, although the latter also has its good points. The rail, perhaps more expensive during construction, offers cheaper transportation, a more direct route. Travelling by train is faster and there are many things that are almost impossible, or at least imprudent, to ship by truck. But for the nature lover the highway offers, as a worthwhile compensation, the best opportunity to view the scenery. Nevertheless, the residents of the Peace River Block are so impatient to obtain the outlet, it matters not to them whether it be steel or highway.

The Peace River Block, the last frontier of the northwest, is almost directly east of Prince Rupert, leaving a practically unobstructed passageway to the coast and to one of the four finest harbors in the world. Prince Rupert, with a population of 6,500 people, is the largest city north of Vancouver on the Pacific Coast and it offers untold possibilities for a trade centre equal in every respect to the more southerly and hence more fortunate cities of the province. At present there are located there three banks, several government offices, approximately twenty salmon canneries, a reduction plant, a yacht club and many other useful and beautiful establishments essential to the growth and development of a modern industrial city.

Let us summarize the entire situation. The Peace River farmers have a wealth of grain every fall to be shipped. Prince Rupert has accommodation for this important factor in the commercial world. The Peace River farmers also have

livestock—beef cattle and hops—to be exported. Prince Rupert is a stopping place for three steamship routes by which our livestock could be carried to the Orient and to the lower coast districts. With a 500-mile route to Prince Rupert the exporters could cut practically in half the expense of shipping by rail to Vancouver via Edmonton. The northern natural resources should be opened up and developed, new agricultural land cleared and put to public use. The direct outlet west from the block to Prince Rupert, preferably the railroad, would make these things possible and also bring about the uncovering of other dormant riches. So may the citizens of the Peace River Block unite with the residents of Prince Rupert in advocating this, our most logical outlet, thus opening up the northern territory, making of it a land of scenic charm, of beauty and opportunity.

Editor's Note: The Consolidated Mining and Smelting Co. maintains an assay office only at Prince Rupert.

The salmon canneries referred to are not located actually at Prince Rupert, but are within a radius of some twenty miles therefrom.

A PEACE RIVER OUTLET

(Continued from Page 1)

for approximately eighteen cents per bushel. The saving of this twelve cents per bushel on an annual crop production of twelve millions of bushels would be a boon to north western farmers and to the city of Prince Rupert.

Mineral Wealth

The great mineral wealth of our northern British Columbia is also dormant and underdeveloped because of this handicap—transportation, oil, coal and many rich blends of mineral ore are to be found near Hudson Hope, B. C., and are reported to be of the best in the Dominion of Canada. The development of this great field would lend a solution, in part at least, of the present problem of relief and also net inestimable revenue both for the government which holds the royalties that would result with the development of these great deposits and for the city of Prince Rupert, where the products would be marketed.

As a harbor, Prince Rupert is without an equal on the Pacific Coast and it is widely known in this respect. It is inevitable that the proper development of the potential wealth that would result from the completion of the Coast outlet via Prince Rupert would make that city "THE METROPOLIS OF THE NORTH."

Now to discuss the less practical advantages. Prince Rupert and the country lying to the east, as far as one would wish to travel, is abundant with wild game, fish and all those outdoor pleasures which make the "hunters paradise." Our northland rivers and lakes have been but little disturbed as yet and they literally abound with all those ruddy and hard-fighting fish which supply the true fisherman with that thrill, joy and satisfaction that makes this sport

so enthusiastic—fights that will give the fishermen pleasant recollections long after the trip is over—an angler's dream.

The construction of a railway from the Peace River country to the Pacific by way of Prince Rupert would eventually lead to a highway and thence the development of tourist traffic. The tourist could drive for miles, enjoying the most beautiful scenery—majestic mountains always in the background, wild game, waterfalls, and all those attractions which draw the summer vacationist on a tour of constant sight-seeing and thrills—a relaxation of the usual ten month period of pent-up confinement, which is the usual advent of the city business man.

The nights are cool and the fragrant aroma of northern spruce and other aromatic growths, together with the higher altitude affords that which gives the usual light dieting city man, that real he-man appetite. Also it proves the paradise of leisure and solace for that much needed rest of the man from the central Provinces or States where the nights of mid-summer are so hot—and where a good comfortable nights sleep and rest is so seldom enjoyed during that period.

The mid-summer tourist, wishing to bring his family and camp out, will find plenty of fruits, meats and abundance of clear fresh water in the mountain streams to afford him this trip with the least expenditure. These advantages could be found at almost any spot he chose to camp and would not necessitate any long day's drive to go from one camp to another.

Socially, the Peace River country is regarded as being apart from the rest of the province of British Columbia, due mostly to the present roundabout and very indirect means of communication and travel. Most of our social and commercial transactions are carried on from Edmonton, the capital city

of another province, instead of our own capital at Victoria. A direct connection with Prince Rupert would place us more in line with Vancouver and Victoria and this feeling of obscurity between one part of the province and the other would be abolished.

In conclusion one could only say that one was expressing the opinion of these half million citizens

in hoping that this connection first by rail, then by highway, between the Peace River country and the Pacific Coast, would cease to be a dream and become an actual fact. Hoping also to see the consequent development, of this great country, and the day when the city of Prince Rupert will be known far and wide as "THE METROPOLIS OF THE NORTH"

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CAPITOL

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Prime Rib Roll, 4 lbs. & 1 lb. Bacon	\$1.00
Shoulder Steak, 3 lbs. & 5 lbs. Spuds	50c
Sirloin Tip of Beef—per lb.	18c
T-Bone Roast of Beef—per lb.	20c
Round Steak, 2 lbs. & 10 lbs. Spuds	50c
Sirloin Steak, 2 lbs. & 5 lbs. Spuds	50c
Shoulder Roast of Veal—per lb.	10c
Rump Roast of Veal—per lb.	15c
Fillet Roast of Veal—per lb.	20c
Shoulder Lamb—per lb.	15c
Loin of Lamb—per lb.	25c
Leg of Lamb—per lb.	25c
Hamburger, 2 lbs. & 10 lbs. Spuds	25c

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ROBINS AND ROSES

WHY SO HAPPY MAC?

THIS MUSTACHE IS THE KIND YOU SAID YOU LIKED ON BOLTON AND NOW HE SHAVED HIS OFF - THAT MAKES ME TOPS

THAT SHOULD GIVE YOU THE EDGE -

-BUT IT HAPPENS I LIKE BOB BOLTON BETTER WITHOUT HIS MUSTACHE

AW JEEPERS

CONTINUED