

THE DAILY NEWS

THE LEADING NEWSPAPER IN NORTHERN BRITISH COLUMBIA
Published Daily and Weekly by
THE PRINCE RUPERT PUBLISHING CO. LTD., PRINCE RUPERT, B.C.

TRANSIENT DISPLAY ADVERTISING—50 cents per inch. Contract rates on application.

SUBSCRIPTION RATES—To Canada, United States and Mexico—DAILY, 50c per month, or \$5.00 per year, in advance. WEEKLY, \$2.00 per year. All Other Countries—Daily, \$8.00 per year; Weekly, \$2.50 per year, strictly in advance.

HEAD OFFICE

Daily News Building, Third Ave., Prince Rupert, B. C. Telephone 98.

BRANCH OFFICES AND AGENCIES

NEW YORK—National Newspaper Bureau, 219 East 23rd St., New York City
SEATTLE—Piguet Sound News Co.

LONDON, ENGLAND—The Clougher Syndicate, Grand Trunk Building, Trafalgar Square.

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DAILY EDITION.

SATURDAY, APRIL 6

PICTURE SHOWS NOT ALWAYS BAD INFLUENCE.

One of the films recently put on at the Westholme Opera House depicted the incidents of a strike. For the first day or two the husband returned to his family apparently happy and optimistic of the future. But the dairymen join the strikers, the supply of milk was cut down to one half and then cut off altogether. The children were starving. Then the mothers took a hand, held a mass meeting and soon settled that strike. The men could strike as much as they cared to, but the women were not going to sit idly by and see their babies starve.

This film has no doubt been shown all over Canada and the United States and in Chicago it seemed to have exerted a direct influence for good. Last Monday all the drivers of milk wagons there went on strike and at their meeting the next day the question was boldly presented what were the babies and invalids whose lives depend on milk to do in the meantime. It was important; it had to be met and met fairly. So that the supply of milk should not altogether cut off the union decided to call strikes upon one dealer at a time. One dealer was selected, the rest of the men went back to work and the babies are getting their daily supply of the needful.

WILL PRINCE RUPERT GET THE GO-BY?

That Mr. D'Arcy Tate, the astute legal adviser of the Grand Trunk Pacific Railway, should have resigned from that position to accept that of first vice president of the Pacific Great Eastern Railway is another unmistakable assurance that the road from Vancouver to Fort George is to be, is really now, part and parcel of the Grand Trunk Pacific system. Yet Premier McBride had the assurance to publicly state that the Pacific Great Eastern is an independently railway and that it may be extended eastward and constitute another transcontinental system.

It is worth considering a moment how much this city and port will be affected by the Grand Trunk Pacific having two ports or Pacific ocean terminals instead of one. Will it not divide the business and thus reduce by probably one-half the traffic this port had every reason to expect? The situation seems menacing at any rate. More especially so as Foley, Welch & Stewart, who have undertaken to build this road, are starting construction work at once. They have not to wait for preliminary and finished surveys, but all this work has been done them already by the Grand Trunk Pacific. All they have to do is to level a roadbed on the surveyors' levels and slap down the steel. Under these conditions the Pacific Great Eastern may possibly be completed before the Grand Trunk Pacific has completed connection between Fort George and Prince Rupert, and thus all the traffic of Manitoba, Saskatchewan and Alberta will be switched at Fort George to Vancouver instead of coming here. What are we going to do about it?

Truth—not the recent campaign daily, but the influential journal established in London by the late Labouchere—in commenting on Dr. Vrooman's lecture before the Royal Colonial Institute says:

"Before British Columbians come to London bearing the imperial drum, they ought to insist on the Dominion government keeping a naval base on the Pacific coast, ready for immediate use by the British fleet."

The proprietors of the gambling tables at Monte Carlo will be glad to learn that Russia is going to spend \$250,000,000 on her navy. It was at Monte Carlo Russia's aristocrats spent the money that should have gone into the "scrap-heap" navy Japan vanquished.

BRACE UP, PESSIMIST

It is Not Raining Rain to Me, but Violets.

Come, turn about, you wizen lout, And quit your sad complainin'; The sunshine's bright, this globe's all right, Though now it be a-rainin'.

It is not right to make all night Doleful with vain repinin', Since, anyway, half time is day And the sun always a-shinin'.

At fearful cost much time you've lost A-grumblin' and a-grumblin'; If you don't mind ere long you'll find Your house a-tumblin', tumblin'.

And in the crash you'll go to smash A-blinkin' and a-thinkin' That as a rule the biggest fool Sees everything a-sinkin'.

BOARD—Strictly tariff companies now represented by The Mack Realty & Insurance Co., The Insurance People, 2nd ave and Prince Rupert's leading hotel—Savoy.

WOLGAST PIPING MAD

Declares He Will Whip Any Four Men Rivers Ever Met.

Portland, Ore., March 29.—Fresh fuel was added to the Wolgast-Rivers feud when Ad. Wolgast, champion lightweight of the world, arriving here, offered to fight Rivers at 124 pounds ringside with a substantial side bet. Angered by Rivers' repeated claims to superiority, Wolgast came out with a red hot statement guaranteeing to whip inside of twenty rounds any four men Rivers ever fought, including the Mexican's only conqueror, Johnny Kibane, champion featherweight of the world.

PACKEY AND WELLS

National Sporting Club Offers Purse of Sixteen Thousand.

New York, March 28.—The National Sporting Club here offered a purse of \$16,000 for a ten round battle between Mat Wells, the English lightweight champion, and Packey McFarlane, the Chicago scrapper. It is believed both fighters will accept. Each fighter will receive \$8,000, the date to be fixed later.

DAWSON BRANCH OVERSEAS CLUB

Another Large Mining Combine the Joe Boyle and Treadgold Interests Now One Under Joe's Management.

Dawson, April 2.—An Overseas Club, a branch of an empire-wide movement, was reorganized in Dawson Friday night. Governor George Black was elected president; Dr. Alfred Thompson, vice president; Bishop Stringer second vice president, and Captain Lacoeste secretary.

The Canadian Klondike Mining Company and A. N. C. Treadgold's extensive mining interests in Klondike Basin were amalgamated this week in New York. Treadgold retains independently all his properties on the Indian River side of this camp. Joseph W. Boyle will be manager of all the properties in the new combination, and is president of the company, which retains the name of the Canadian Klondike Mining Company. The amalgamated properties include the Granville power plant on North Forks, the ditches from Rock Creek to Hunker, the mills along Hunker, the Boyle concession and the Bonanza Basin group.

Two new dredges, equal to the Canadian, the largest in the world, have been ordered by the new combined corporation, one for the Bonanza Basin group and one for Lower Boyle concession. This will give the company four dredges. There is plenty of men in camp for all the spring work in sight. Outsiders have little chance of securing employment, preference being in all cases given to men who have been for some time in the Yukon.

Willie poisoned father's tea; Father died in agony. Willie's always up to tricks; Ain't he cute—he's only six.

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For row boats and launches telephone 320 green. Davis boat house.

DAN AND BILL.

Says Duke Dan to Duke Bill: "That's a good pair of boys"

We have working for us in B. C.

Of the two, of course, Billy is really 'the noise,' But Dick has good points, d'ye see?"

"It's fine weather we're having in B. C., old man," Says the rather more reticent Duke Bill to Dan.

Says Duke Dan to Duke Bill: In that neck of the woods, On the far side of fragrant James Bay,

We have two who will always deliver the goods, And the laborer's worthy his pay."

"We might settle in stock for their trouble, old man," Says the rather more reticent Duke Bill to Dan.

Says Duke Dan to Duke Bill: "Now we own the whole show, Shall we build any railroad or not?"

It certainly seems quite a long way to go, And excessive expenditure's rot."

"But B. C. will be doing the spending, old man," Says the rather more reticent Duke Bill to Dan.

Says Duke Dan to Duke Bill: "As a great financier You certainly take the first prize,

But it took Bill and Dick to give voters the 'steer,' And to pull the wool over their eyes."

"It's been done since the Pyramids' building began," Says the rather more reticent Duke Bill to Dan.

—A. M. B., in Vancouver Sun.

I'd rather be a Could Be, If I couldn't be an Are; For a Could Be is a May Be, With a chance of touching par. I'd rather be a Has Been Than a Might Have Been by far; For a Might Have Been has never been, But a Has was once an Are.

Pantorium Pioneer Cleaners, Phone 4.

ROLLING STOCK FOR G. T. P.

Large Orders Placed in Canada and States for Additional Equipment—Delivery to Commence Next Month.

The extent to which the Grand Trunk Pacific Transcontinental Railway is rapidly becoming a factor in the transportation business of this country is shown by Bradstreet's, in the fact that there have been ordered for this company since the first of the year no less than one thousand new freight cars. Of these 250 are refrigerator cars, each forty feet long and having a capacity of 60,000 pounds, from the Canadian Car Foundry Company. The American Foundry Company is to supply 250 refrigerator cars of the same capacity and dimensions. A Detroit foundry will supply 250 automobile steel under frame cars, and the Western Car Foundry Co. of Chicago will contribute a similar number of the same variety. Delivery of these cars is to commence in April of this year and it is to be completed at the rate of twenty-five cars per day.

TALLEST VETERAN DEAD

Nearly Eight Feet in Height and Weighed 300 Pounds.

Pittsburg, Pa., March 29.—Captain William P. ("Pat") Bane, the tallest soldier in the Civil War, known as "The Greene County Giant," is dead to his home near here. Bane was nearly eight feet tall and weighed more than three hundred pounds. He took great pride in his height, which was exaggerated by a tall, old fashioned beaver hat, said to have been given to him by President Lincoln. It is said that at Gettysburg, when Lincoln delivered his famous address, he saw the tall figure of Bane towering above all the other heads, and said in a loud voice: "Will that fellow please get down off the stump over there."

What Will Rupert's Cost? Winnipeg, March 28.—The Canadian Pacific Railway let the contract to Mr. Charles Sharp, Winnipeg, for an office building in Edmonton to cost \$350,000.

WANTED:

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"Tailoring is First-class."

GLACE BAY, N.S., CANADA. Dear Sirs,—I am in receipt of my suit a few days ago, and I am very well pleased with the same. The tailoring is first-class in every respect, and the fit the same. Thanking you for the way you made all the changes I asked for. The same suit here would cost, tailor made, \$24. So wishing you all success in your business.—I am, respectfully yours, (Signed) DAN, J. MCKENZIE.

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Responsible, Nova Scotia. Gentlemen.—Last year I got from you some clothing, and afterwards wrote for spring and summer samples. I might now say that after fifteen months' experience with your clothing, I am better satisfied with it than I was at the beginning, if possible. The tweed suitings have worn well, retained their colour and shape, and after fifteen months of "strenuous life," they look almost as good as new. I would now like samples of some steel grey worsteds and light-weight summer and spring cloths, and also some for raincoats.—I remain, yours truly, (Signed) M. E. ARMSTRONG.

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