

GARDEN Club Notes

By Prince Rupert Horticultural Society

Now that your tulips have finished flowering, they should be carefully dug up and planted in an unused bed. A trench dug four inches deep, one side straight down and the other sloping, will suffice.

Place the bulbs in this close together and cover the roots and bulbs. They should be allowed to grow until their foliage has withered to brown strips, then be lifted, dried but not sun-burned, then cleaned and stored in a dry place for the summer. Save even the tiniest bulbets as they can be planted in an inconspicuous spot by themselves in the autumn, and allowed to grow into full-sized bulbs.

It is important that tulips be ripened and thoroughly dried before storing. Local gardeners agree that they should be lifted after flowering. It is not so necessary to lift daffodils. Often it is desirable to leave them and the smaller bulbs such as crocuses, snowdrops, etc., undisturbed year after year.

Your dahlias are well above the ground now. Leave only one or two of the strongest shoots,

cutting off the weakest as low down in the ground as possible.

When your sweet peas are about 5 inches tall, nip out the growing point cleanly with the finger and thumb to induce side-shoots and stronger plants.

Remember the Garden Club meeting on June 17. J. J. Payne will be in charge of the meeting and will give a talk on types of annuals and perennials most suitable for this climate.

25 YEARS AGO

June 14, 1922
Grant Mahood, Portland Canal mining man, announced a scheme to incorporate a company with a capital of \$1,500,000 to develop several mining properties in the Stewart district.

Seventeen days out of Yokohama, the Canadian Government Merchant Marine freighter Canadian Skirmisher arrived in port here for overhaul at the Prince Rupert Dry Dock. She made the trans-Pacific crossing without cargo.

F. L. Buckley of Vancouver, planned the incorporation of a \$10,000,000 company to exploit the lumber resources of the Queen Charlotte Islands according to ex-Senator G. H. Stephens of Montana, who also was interested in the venture.

LIFE in this Prince Rupert

by BIDDEE JINKS

Won't it be right fine when the people outside of Prince Rupert get educated about our city to the extent that they give accurate, intelligent replies to intelligent queries?

In thinking of this beyond the two tourists who arrived in the city this week over a non-existent highway, I remember my own arrival by rail. "And where are you bound?" someone was sure to ask. Each time I regretted the candor of my reply, "Prince Rupert?" they would say in unbelief, ominously shaking whichever head it was. "You don't know what you are going into. Why, it's rain—rain!" And each time I felt an additional foreboding, as if I had mentioned having heebies and everybody had screamed: Heebie-jeebies? Don't you know that folks most always die with heebie-jeebies?"

Therefore, neither this city nor the humidity there disappointed me. They couldn't, if you know what I mean. Both did impress me, however for strangely, my informers failed to speak of the setting Nature had given Prince Rupert, of the width and beauty of Third Avenue, or of the up-to-date shops! Neither did they, nor could they, prepare me for the onslaught of rain and wind, in singles or as a united force. Yet

those of us who make Rupert our home have learned to compare this whimsical feature to the little girl who had the curl in the middle of her forehead; for when she is good, she is very very good, but when she is bad, is she horrid or is she!

But to come back to our two tourists is to find both cars hail us from San Diego, California—and their occupants knowing certainly the things by popular opinion. Otherwise, we should never have seen them. Setting out together, they drove to the border inquiring futilely along the way concerning the highway to Prince Rupert. There wasn't one, they were told. But they had met folks from Rupert the year before who had driven out so there must be a highway they maintained stoutly. There couldn't be, came as stout a reply. Must have come down to Vancouver by boat and driven down the coast from there.

Leaving Blaine behind, they began to perk up. In Canada people would know. And they hastened to stop at the first likely looking place to inquire again. Amazed, they drove on no wiser—for in New Westminster there was equal emphasis in the reiteration. There was definitely no highway to Prince Rupert.

Having got here, our heroes might expect all and sundry to believe the facts on their say so. And they may be disappointed. This is an age when the common man—some of them—is no longer gullible but must investigate before swallowing. Sometimes they will not bother with so much as a preliminary investigation.

So I found some time ago when on holiday in Alberta. Wishing to book a return passage before proceeding to Vancouver, I went to a great depot with no qualms. I went several times during the next few days. I was sent upstairs, and back down; from one office to the next. I saw more of that building than I had during the years I lived in Calgary—and to no avail. Each was as certain as the last that their company had no boats in service between Vancouver and Prince Rupert. "But I came down on one of them!"

South Africa Calls For Civil Servants

CAPETOWN.—South Africa's civil service badly needs recruits and the Public Service Commission says it has not received a single application for 82 positions declared vacant during the year. The public works department is hiring civil engineers, surveyors and architects on a part-time basis and other departments have also felt the shortage.

On the commission's recommendation, the government has agreed to meet the cost of bringing qualified persons to the country with their families on a three-year contract basis. Efforts are also being made to employ blind and disabled war veterans and civilians.

Fastball Schedule

(Men's—First Half)
June 16—Hi School vs. Gordon & Anderson.
June 18—Navy vs. General Motors.
June 26—Gordon & Anderson vs. High School.

I exclaimed, presenting my stub, sorry, lady, but there was a mistake somewhere. There had been a boat or two on that run some years before but they were no longer in operation.

In desperation, I wired a friend of mine who was keeping the home fires burning. "If you want to see me before Christmas, book passage—please!" And he must have been missing me all right. He must have been.

Going further East, it gets worse. A neighbor of mine who keeps up in world affairs, read an interesting article about Prince Rupert in a Canadian magazine. It was most unusual. It said that in that far western city, a common wash-house was in operation. Described beautifully, it sounded so beautiful that a short time later when this friend prepared unexpectedly to come to that very spot, she sold her washing machine, and arrived to find that women here was much the same as elsewhere. All except herself. She used the board until such time as washing machines were again available.

Train Schedule

(Pacific Standard Time)
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OTTO SMITH IS RESTING

To Continue Canoe Trip by Easier Stages

Otto Smith formerly of Prince Rupert, started out from Vancouver to go to the Atlantic coast by canoe. His destination is New York. Having failed to complete the trip last year, he started out again this spring and latest word says he arrived at Fort William, Ontario, on June 3. Since then, he's just been resting. Mr. Smith is 67 and he says he's feeling pretty well played out. So he will give more thought to easy stages.

His canoe weighs 115 pounds. To date, he has journeyed over at least 2,000 miles of Western Canada. One of the most strenuous parts of the whole effort, to date, has been the long portage at Pigeon River and Port Charlotte. This meant a nine mile portage and was exhausting work. He had to pack his canoe, and then pack his other belongings which meant another 100 pounds. This was covering the ground once utilized by the old fur traders.

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