

ODYGUARD TO PROTECT KING GEORGE FROM SUFFRAGETTES—ADVENTURE OF AN AVIATOR

The regular meeting of the above Society will be held to-night (Friday) at 8 o'clock. A good attendance of members is requested.

THE DAILY NEWS

THE LEADING NEWSPAPER IN NORTHERN BRITISH COLUMBIA
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DAILY EDITION.

Friday, July 11, 1913.

THE PRESENT COAL
SITUATION HERE.

The public of Prince Rupert will await with interest the report of Mr. Burns on his findings in the present investigation into the cost of coal. With the wide and intimate knowledge of the coal business throughout the province which he must inevitably acquire through his investigations, Mr. Burns should be able to view the situation more clearly and dispassionately and to see both its sides in a truer light than the ordinary consumer, middleman or producer. He should be able to make a just allowance for the cost of the production of coal, and of its transportation, customs dues, wharfage dues, loss through screening, expense of cartage and the like, while allowing a fair profit to the merchants on their investments and a due reward for their labors. He will then be able to judge, as the man in the street cannot judge, whether or not the charge to the consumer is unreasonably high.

His pronouncement upon the discrepancies in the prices for coal charged by different dealers will be awaited here with keen attention. As a specialist in this matter, Mr. Burns may be able to see a reason for this to which most of us are blind. Or he may find that the customary charge of eleven dollars a ton is excessive, perhaps to the extent of one dollar or one dollar and a half per

ton. This last would appear to be a not unlikely finding, judging from the evidence given.

Whatever mention he makes of the condition of the coal market in this city, Mr. Burns will hardly pass lightly over the question of wharfage facilities. The majority of the witnesses spoke strongly of the inconvenience and expense incurred owing to the present lack of sufficient wharfage space and of facilities for handling the coal.

This unfortunate condition of affairs is not by any means wholly blameable upon the Grand Trunk Pacific, but is chiefly due to the Provincial government's attempt to grab the foreshore rights from the Dominion. It is possible that the Grand Trunk Pacific, finding that the foreshore rights which it had acquired, with the waterfront, from the Provincial government were of doubtful validity, might have come to some arrangement with the Ottawa authorities. But there could have been no trouble of the sort if Mr. Bowser and his friends had not asserted the claims of the province to property over which it had no control. If the investigation of Commissioner Burns is to have any effect the Provincial government should renounce its claims to foreshore rights. It might then be possible for further wharf construction to be undertaken and the present congestion would be relieved.

CANADIAN ANNEXATION STILL
STOCK SUBJECT OF SPEECHES

YET PUBLIC MEN ON BOTH SIDES IN THESE SPEECHES DE-
CLARE THERE IS NO NECESSITY FOR ANY
SUCH UNION.

It is strangely the conventional thing, when formal speeches are made by Canadians in the United States and by citizens of the United States in Canada to give assurances that there is no necessity for a union of the two countries. That is unquestionably true; so true, in fact, that there is not the slightest necessity for ever considering the possibility, and even less of necessity for talking about it.

There is no more desire on the part of the people of the United States to annex Canada than there is to annex Kamchatka or Timbuctoo. The United States is not looking for territory. It has no cause to look for territory. The Philippine Islands were wished on to us, and if not a liability, they are at least a responsibility. Certainly they are not an asset.

Nations seek more territory to get relief from a crowded population. Japan needs additional territory, and other nations more or less in the same predicament may look with longing eyes for a place in which to grow, but not the United States. With the United States the condition is just reversed. We want development and not expansion.

Canada is open to any citizen of the United States, and the United States is open to any citizen of Canada. They may come and go, and, except for the customs officers, not know they are moving from one government to the other. Every fact and common sense preclude the possibility of any attempt at union.

Then why make it a matter for

international speech making? When an individual visits another individual in his home it is not thought necessary to make assurance that no looting or confiscation is contemplated. No more is it needful for us to assure Canada that we are not bent on grand larceny, nor for Canada to assure us that she believes our intentions to be honorable. Let us drop the subject of annexation, which was never more than a political scarecrow, and get along as we have been, good neighbors and good friends, whose friendship and intentions require no protestations.—New York Times.

OLD TIMER HERE

Secretary of Coal Commission
Was a Pioneer.

Mr. H. I. Clegg, the secretary of the coal commission which was sitting here yesterday, is an old timer of Prince Rupert, one of the city's pioneers, in fact. He came here in June, 1908, and stayed until October, during which time he had a lumber yard in front of the present Premier Hotel. Before coming here Mr. Clegg had been for eleven years in the Yukon, being one of the true "sourdoughs" who went in with the great gold rush.

Mr. Clegg noted many great changes in Prince Rupert since the last time he was here, in the late summer of 1912. He was pleased to see the progress of the town at whose birth he had been present. While here he greeted a number of old friends. He went south this morning with Commissioner Burns.

EXPLOSIVES IN HARBOR

Order-in-Council Issued Prohib-
iting Their Storage

Ottawa, July 8—An order-in-council has been passed forbidding the keeping or storage of any inflammable or explosive materials within the limits of any harbor, wharf or pier without consent from the harbor master.

The maximum penalty for violation of the regulation is \$100. It shall be in the discretion of the harbor master to order the removal of such material.

J. D.'s PEW WRECKED

Lightning Strikes Church Spire
and Goes through Roof

Cleveland, July 8—A bolt of lightning struck the spire of the Euclid Avenue Baptist church this afternoon, ripped its way through the roof and demolished John D. Rockefeller's pew. Several other pews were wrecked but the big hall of fire did no other damage.

Clearing Up the Townsite

The work of clearing the G. T. P. property at Fort George, formerly the Fort George Indian reserve, is now practically completed with the exception of some burning that remains to be done.

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is shown in the statement of this company for the fiscal year ending March 31st, 1913. As compared with one year ago, the following figures are exceptionally interesting:

Assets March 31st, 1913 - - - \$456,915.72
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Showing a net gain of - - - \$345,647.12

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Hotel Central.

Arthur Moa, K. J. Minnick, Hazelton; A. Y. Smith, W. S. Dunn, Mrs. Sinclair, Hazelton; Miss Ritchey, Hazelton; Adolf Gunrud, Vancouver; Olaf Stevens, P. Sigurdson, Fred Olson, Vancouver; Henry A. Wing, Vancouver.

Windsor Hotel.

T. P. Doran, Miss Sylvia Adams, Miss Dolly Burns, Charles Olson, Charles Sundgren, Thomas Foran.

Royal Hotel.

John Hodgson, C. Wormer, Granby Bay; N. Hurlburt, Granby Bay; W. Matheson, William P. Lynch, P. Brunell, Vancouver; F. C. Russell, V. Henry, M. S. Bernet, Vancouver; F. Christopher, Vancouver; Sy Shepard, Haysport; A. St. Marie, O. P. Finch, D. L. Copland, Kitselas; H. Wiseman, O. Lindgrust.

Savoy Hotel.

W. Down, F. Miller, George Sykes, S. W. Gram, C. F. Turner, Glasgow; Mr. and Mrs. Callahan, San Francisco.

MUSHER FROM MUSHVILLE

Reaches Bella Coola from Fort George on Shank's Mare.

Mr. Martin Gunderson has arrived here after a journey of extraordinary length, says the Bella Coola Courier. He came from Athabasca Landing, from which place he travelled by the C. N. R. to Edmonton. Changing at Edmonton he boarded the Grand Trunk for Tete Jaune Cache, where, on leaving the train, he built a boat and proceeded down stream to Fort George, a distance of some 350 miles by water. From Fort George he proceeded on foot to Bella Coola, packing his necessary supplies on his back. Depending almost entirely on his rifle for his supply of food, Mr. Gunderson never failed to find game when he required it, and he reports that game of all description is very plentiful.

For Alaska

The "State of California," the property of the Pacific Coast Steamship Company, called in here yesterday afternoon on her way to Alaska. She had a big crowd of people on board, some 240 in number, and was consequently unable to accommodate all those who wished to go north from this city. Of the score or so who applied for berths she was only able to take half a dozen. These were Miss Kuster, Miss Laird, Frank Calvert, D. A. Hopper, Clyde Rogers and Mrs. Rogers.

A. St. Marie, who is interested in placer mining at Kitselas, arrived here yesterday afternoon.

Wanted

WANTED—Second hand trunk with good lock. Apply News Office.

WANTED—a young woman for kitchen and housework; wages \$30.00 per month, with room. Apply to Superintendent, Prince Rupert General Hospital.

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LOCAL NEWS ITEMS

H. L. Beresford of Lockport, who has been in the city for a few days, left this morning for Vancouver.

J. T. Phelan, superintendent of the Dominion Telegraph, and Miss Irene Phelan, returned to Vancouver this morning.

Lee Baker, local manager for Westenhaver Bros., sailed for the south this morning on the Prince George. He is going to Chicago.

A. A. Richardson, insurance adjuster, was one of those sailing for Vancouver this morning on the Prince George.

Frank Calvert and D. O. Hopper, bankers of Vancouver, took passage for Alaska yesterday on the "State of California."

Miss Kuster and Miss Laird, milliners of this city, were passengers for the north yesterday on the State of California.

Mr. G. Graham, representing the stationery firm of Barber-Elis of Toronto and Vancouver, went south this morning on the Prince George.

P. I. Palmer, after spending ten days in Montreal the guest of F. P. Walker, manager of the Royal Bank, sailed for London, England, on the steamer Tunisian on June 27th.

Mrs. Sinclair of Hazelton and her sister, Miss Ritchie, sailed for Seattle this morning on the steamer Prince George.

C. D. Williams, secretary of the Atlin Fisheries, Ltd., accompanied by Mrs. Williams and their two children, sailed on the Prince George this morning for Vancouver.

Mrs. Sargent and little son of Hazelton arrived on last night's train to spend a couple of weeks visiting her sister, Miss Barbeau.

Mrs. Warren Kelly left on the steamer Prince George this morning to spend a few weeks visiting her mother in Vancouver.

Miss Bowron, stenographer to Sir Richard McBride, returned to Victoria this morning on the ss. Prince George. Miss Bowron was delighted with this part of the country which she had not visited before. While up here she took trip to Granby and Hazelton.

Mr. and Mrs. S. P. McMordie were among the passengers on the Prince George this morning. Mrs. McMordie is going to spend some months with relatives at Niagara Falls. Lieut. McMordie is going to attend the provincial rifle shoot at Vancouver.

F. G. Wall, representing the McClary Stove Manufacturing Company, arrived in the city last night, having made the trip from Vancouver via Ashcroft and Fort George. He reports great activity at the latter place. Already there are more than a thousand people in the two towns. Mr. Wall left this morning for Vancouver on the Prince George.

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