

# THE DAILY NEWS

GRUNTY GRUNDY SAYS:

A lot of circus day excitement is paraded today under the mask of public spirit.

LARGEST CIRCULATION  
IN THE CITY AND NORTHERN  
BRITISH COLUMBIA

VOL. V., NO. 12.

PRINCE RUPERT, B. C., THURSDAY, JANUARY 15, 1914

PRICE FIVE CENTS

## TODAY'S ELECTION DECIDES A RESPONSIBILITY

### BOTH SIDES ARE CONFIDENT BUT BETTING FAVORS PATTULLO—ELECTION SPECIAL TONIGHT

#### STRIKERS ATTEMPT TO WRECK TRANSVAAL'S GREAT BRIDGE

AFRICAN BURGHERS RISE TO ARMS—JOHANNESBURG  
LIKE BESIEGED CITY—STRIKERS DEFLY POLICE

Special to The Daily News.)  
Johannesburg, Jan. 15.—A desperate attempt was made early yesterday to wreck the great Transvaal bridge at Fourteen Streams, 50 miles north of here, on the border of the Transvaal. The bridge was torn up by the explosion of dynamite, but the attempt was defeated. The strike here has been cut between Cape Town and the northern cities, including Johannesburg, Pretoria and Kimberley.

##### Strikers Defy Police

Johannesburg, Jan. 14.—Secretary Bain of the Trades Federation and a band of irreconcilables in connection with the strike here have entrenched themselves in the trades hall. They defy arrest. A detachment of police tried to raid the hall, but were driven back. The besieged hurled missiles from behind the ramparts.

##### To Be Shot at Sight

Pretoria, Jan. 15.—The shooting of dynamiters at sight is to be a feature of the martial law in the Transvaal and the Orange Free State. The proclamation will be of a most drastic character.

##### Lady Staked Claim

Mrs. Angus Beeton, who accompanied her husband into the Chisana gold fields last summer, talked with local friends Saturday while the southbound boat laid up here. Mrs. Beeton was one of three ladies who went over the hard trail into the camp. She staked a claim in her own name and thoroughly enjoyed the experience of the trip and the camp. She was none the worse for her trip out made just after Christmas.

##### What's Your Age in 20 Years?

How old will you be when the hydro-electric agreement has elapsed in 20 years? Pretty near down and out, don't you think? If you go broke inside the next two years in endeavoring to establish public ownership for far away posterity who will look after your own wife and children. Protect your present interests and let the future take care of itself.

Morrison for alderman. 11-12



MOST PECULIAR WEATHER ON RECORD

In some localities in the Dominion heavy snowstorms have prevailed; in others it is cold without snow, and in the above picture is a plowing scene in Alberta late in December.

#### ALL ARE RESCUED FROM FOUNDERED SHIP

Cargo Washed Ashore—Only  
Funnel and Masts Seen

St. John, Jan. 15.—A wireless message received late today from the Rapahock states that all hands have been taken from the ship safely by the rescue steamer. They are being conveyed to Yarmouth. Two steamers with the survivors from the ship have already arrived here.

Yarmouth, Jan. 15.—The steamer Rapahock has arrived near the royal mail steamer Cobeguid, in distress off the entrance to the Bay of Fundy. She is standing by. Nothing definite regarding the crew and passengers can be learned. The Cobeguid's funnels and masts are standing, although the seas are breaking over the ship. The steamer's cargo, including several barrels of molasses, is being washed ashore, which is regarded as a bad sign.

#### MANY PAY RESPECTS TO MEMORY C. D. RAND

Last Sad Rites of Vancouver Pioneer Held Last Friday

Many of the pioneers of Vancouver gathered in that city on Friday to pay their last respects to the late Mr. C. D. Rand, whose remains were laid to rest in the Mountain View cemetery Friday afternoon. A private service was held in the home of the deceased, 1546 Comox Street, and afterwards at St. Andrew's Presbyterian Church. Long before the time set for the service the church was crowded to the doors with old friends of the deceased, many of whom followed the body to the graveside.

The pall bearers were Hon. W. J. Bowser, Mr. W. H. Godfrey, Mr. Frederick Buscombe, Mr. J. B. Harris, Mr. G. E. Macdonald, and Mr. J. S. Clute, jr., of New Westminster. The chief mourners were Mr. E. E. Rand, Mr. Arthur Rand, Mr. Gerald Rand, son of the deceased, and Messrs. D. S. and H. Wallbridge, brothers-in-law.

In the course of the service, Rev. Dr. MacLaren paid an eloquent tribute to the deceased gentleman, touching on the qualities possessed by him that had made him such a successful man both as a citizen and a business man.

There was a profusion of floral tributes, many friends taking advantage of this last opportunity to show their respect and honor for the deceased.

The Vancouver Stock Exchange sent a beautiful wreath of cypripediums and roses. From the Terminal City Club was sent a "Gates Ajar," and from the Vancouver Pioneers' Association a large wreath of asters and carnations. The Royal Vancouver Yacht Club forwarded a large wreath of white cypripediums, while from the Connaught Chapter of the Daughters of the Empire and the B. C. Timber and Trading Company were received handsome wreaths.

#### ELECTION SPECIAL TONIGHT

This evening immediately on the completion of the ballot counting the Daily News will issue a special giving the results of today's election for Mayor, Aldermen and on the by-laws. Get a News Extra and get the returns right.

#### RESERVOIR TOO SMALL REPORTS INSPECTOR

Fire Underwriters' Inspector  
Makes Some Extreme Comments on Fire Risks

A. W. Ross, secretary of the B. C. Mainland Fire Underwriters' Association, inspected the city months ago after a strenuous fight put up by the local fire agents. The result has been a lowering of the rates, but the agents are not satisfied and will continue the agitation for better rates.

One of the features which would materially lower the insurance premiums in the mercantile district would be the erection of a few fire walls. In fact the premium saved in one year would build most of the walls recommended.

The summary of Inspector Ross' report is so extreme in some of its conclusions that it is published here:

Favorable features—Abundant water supply; high initial pressure at hydrants; automobile fire apparatus; efficiency of fire department, considering number of men; no steep grades in mercantile district; wide avenues and lanes extending east and west; heavy rainfall throughout year; prosperity of city as a whole.

Unfavorable features—Insufficient reservoir capacity, according to standard for a city of 6,000 population; single supply main across Shawatans passage; small distribution mains (with exception of one 12-inch main) in business district; excessive spacing of hydrants, gate valves and fire alarm boxes; fire hall equipment and number of firemen inadequate; 56-foot street extending north and south; congestion of frame mercantile buildings; absence of fire walls in long frame ranges; a number of frame buildings on trestles not boarded to ground; several communicating under plank road in lane; dilapidated condition of many buildings within fire limits; these should be condemned and removed; continuous open spaces under sidewalks; three storey frame buildings and wood working plants permitted within the fire limits by the new building bylaw; unprotected and poorly maintained planing mill located in one of the principal business blocks; frequent winds of high velocity.

As a large taxpayer, McClymont will advocate sane spending methods in city affairs. His interests are the ratepayers' interests. See that he is elected for Alderman. 9-10

#### FLIRTS WITH HIS WIFE AT JOLLY MASKED BALL

Girl Unmasked and Confronts  
Her Surprised and Embarrassed Husband

Grand Forks, N. D., Jan. 15.—Because her husband flirted with her while she was participating in a masked ball, Mrs. James McCormick sought his arrest on charges of disorderly conduct. Police officials, however, were unwilling to take such action and McCormick still enjoys freedom.

It appears that McCormick was not aware that his wife was in the crowd of dancers. Her complete disguise so thoroughly concealed her identity that it was not until after he had struck up a decidedly interesting flirtation that she unmasked to confront him.

##### Fine Quality Furs

More furs have recently been brought to town by local trappers who have combined the business of marketing their catches with the pleasure of spending the festive season in civilization.

Peter Marrin, who has been trapping in the Salmon River country, brought down a bunch of mink and lynx of the highest quality.

The Hendricks brothers and F. E. Bean, who have been trapping at the head of some of the creeks on Dean Channel, brought in a substantial collection of skins, including marten, otter and beaver. The marten are of especially fine quality and as a bunch would be extremely hard to beat. Weather conditions have been extremely favorable to the trappers, and there is every prospect of this season's local catch being a bumper one.—Bella Coala Courier.

Morrison has served other districts as alderman for nine years. His experience is worth having. 11-12

#### PATTULLO IS BIG FAVORITE IN BETTING ON RESULT

USUAL ELECTION DAY EXCITEMENT ON THE STREETS—BIG  
VOTE WILL BE POLLED—BYLAW PROBABLY DEFEATED

Election day this year has good weather, which will result in a large vote. At noon 300 had voted, and at the time of going to press the number had reached nearly 500. There were six polling compartments in the council room, but these were found insufficient and the number was increased to ten. Even with ten the booths are constantly in use.

There are nine ballots in all and each voter takes a considerable time. There is the usual election day excitement on the street and both sides claim a victory. The popular opinion is that Pattullo will be mayor but the power by-law will be defeated. The betting favors Pattullo. Today some Newton money has made its

appearance and been promptly covered. Some asked for odds from Pattullo backers.

It is expected that the total vote will reach 1000.

##### Boys Take Part

The young budding manhood of Prince Rupert seems to have taken as keen an interest in the civic issues as have the grown-ups. A lively bunch of boys did valiant service around the Pattullo committee room. The following is the chorus of their campaign song as originated by Happy Ritchie:

Vote, boys, vote for Duff Pattullo, Kick Sam Newton out the door; For Pattullo is the man, And we'll have him if we can, For we don't want Newton any more.

#### CO-OPERATE AGAINST SMUGGLING OF OPIUM

Vancouver Customs Officer and  
Others Meet in Conference  
at Seattle

Seattle, Wash., Jan. 15.—E. S. Busby, chief inspector of customs for the Dominion of Canada, with headquarters at Ottawa, and A. M. Munn of Vancouver, chief inspector for British Columbia, are in conference here today with local customs officials devising means for suppression of the traffic in opium. It is understood that there will be close co-operation between the United States and Canada along the whole international boundary to stop the trade in the drug.

Enquiries made at the local customs office elicit the information that the trade is not any worse in Vancouver than other cities of the Dominion. A strict guard is kept by the department over all vessels arriving in port and other arteries of entrance or exit, by which opium and other articles liable to duty may be smuggled. It is the opinion of local officers that the trade is well suppressed in this city, and a case of smuggling these days seldom comes up.

As a large taxpayer, McClymont will advocate sane spending methods in city affairs. His interests are the ratepayers' interests. See that he is elected for Alderman. 9-10

#### NEW FISHERY CRUISER MAY BE A FAILURE

Waterfront Man Says No 'Smoke'  
Boat Can Catch Fish Poachers

"The new fisheries cruiser Malaspina is a fine staunch craft and she has good lines and good speed, but I don't think she will be a success as a poacher catcher," said a practical man on the waterfront this morning.

"She is what is known among the fishermen as a smoke boat, and no smoke boat can catch a fast gasoline craft at the poaching game unless the poachers are careless. The Malaspina may be fast enough, but the poachers can see here long before she can see them, and they can easily get into safety."

A "smoke" boat according to this man is a boat using soft coal for fuel. She becomes conspicuous on the fishing banks and is easily avoided.

According to the fishermen themselves, unless a boat is using smokeless fuel she has practically no chance at all with the fish pirates.

Another smoke boat, a sister of the Malaspina, is coming out from Great Britain for the same service.

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Plant Supt., at \$200 per month.... \$ 2,400.00  
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Clerk, at \$100 per month.... 1,200.00  
Line Foreman, at \$165 per month.... 1,980.00  
Three Linemen, at \$100 per month.... 3,600.00  
Three Operators, at \$100 per month.... 3,600.00  
One Meterman, at \$110 per month.... 4,320.00  
One Meterman, at \$100 per month.... 1,200.00  
\$16,800.00

Plant incidentals, apart from extensions.... 1,000.00

Fixed Charges—  
Capital cost of present plant.... \$60,000.00  
Capital cost of extensions.... 46,385.00

13% on ..... \$106,385.00 \$13,830.00  
Cost of Power at City Sub-station—  
501 h.p. at \$12 per h.p. per year.... \$ 6,000.00  
501 h.p. at 40% load factor gives 1,306,992 k. w.  
k. w. hrs. at 1c..... 13,070.00

Total Annual Cost..... \$50,700.00

If line losses are 20%, and 60% of the net power  
is sold as light and 40% as power, then—  
K. w. hrs. for sale..... 1,045,594  
K. w. hrs. sold for light.... 627,356 at 7c \$43,914.92  
K. w. hrs. sold for power.... 418,238 at 2c 8,364.76

Gross Income..... \$52,279.68  
Less total annual cost..... 50,700.00

Annual Surplus..... \$ 1,579.68

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## 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.

H. F. McRAE, EDITOR AND GENERAL MANAGER

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## DAILY EDITION

Thursday, January 15, 1914

The campaign which comes to a close today was conducted with a great deal of spirit and enthusiasm. Notwithstanding this, however, it differed very widely from all its predecessors, in that there was a distinct absence of low personal abuse. This inspires one with the hope that Prince Rupert is growing up and that we shall hereafter act like men.

The city which today is divided into hostile camps must tomorrow break up those ranks and get down to every day business. It is a small man who will carry away any hostile feelings toward his opponents in the campaign. An election should be fought like a football match among gentlemen. Put forth all your efforts to carry the ball across

the line, but when the final whistle blows let everybody get together and have a hearty shake of hands. Life is too short for petty jealousies, and the success of this city demands that we all get in line and pull together.

The successful candidates should have the loyal support of all citizens. Criticism for its own sake should be tabooed. Let them expect to be criticized on questions of public policy, for the public are very exacting. Let us forget the past if it bears any sting and renew our faith in humanity that it is not totally bad. Let all divergent interests unite on boosting Prince Rupert, and when we have done that the future will take care of itself.

## Comparative Statistics

The great growth of the business of the British Columbia Electric Railway Company Limited during the fifteen years of its operation is strikingly told in brief form by the following figures:

	1897-8	Present
General—		
Capital .....	\$2,700,000	\$30,000,000
Gross annual income .....	318,724	5,855,700
Population of districts served .....	50,000	220,000
Light and Power—		
Generating stations (output) .....	2,000 h.p.	128,000 h.p.
Lamps in service .....	28,068	707,000
Tramway System—		
Miles of single track .....	40	280.77
Passengers carried annually .....	3,654,300	60,563,300
Numbers of cars in service .....	50	700

In May, 1912, the number of lighting customers noted on the Company's books was 43,750 and the connected load for industrial purposes was 31,250 h.p.

## GAS SUPPLY

Miles of Mains .....	36	139
Number of connections .....	2,258	14,750
Gross annual income .....	\$113,000	\$516,889

For the month of March, 1912, the payroll of the Company covered 5,086 employees, the total amount of the payroll for the period being \$391,255.77.

From the above it is seen that more than ½ h.p. is used per person, and this in a district where they have gas and cheap coal.

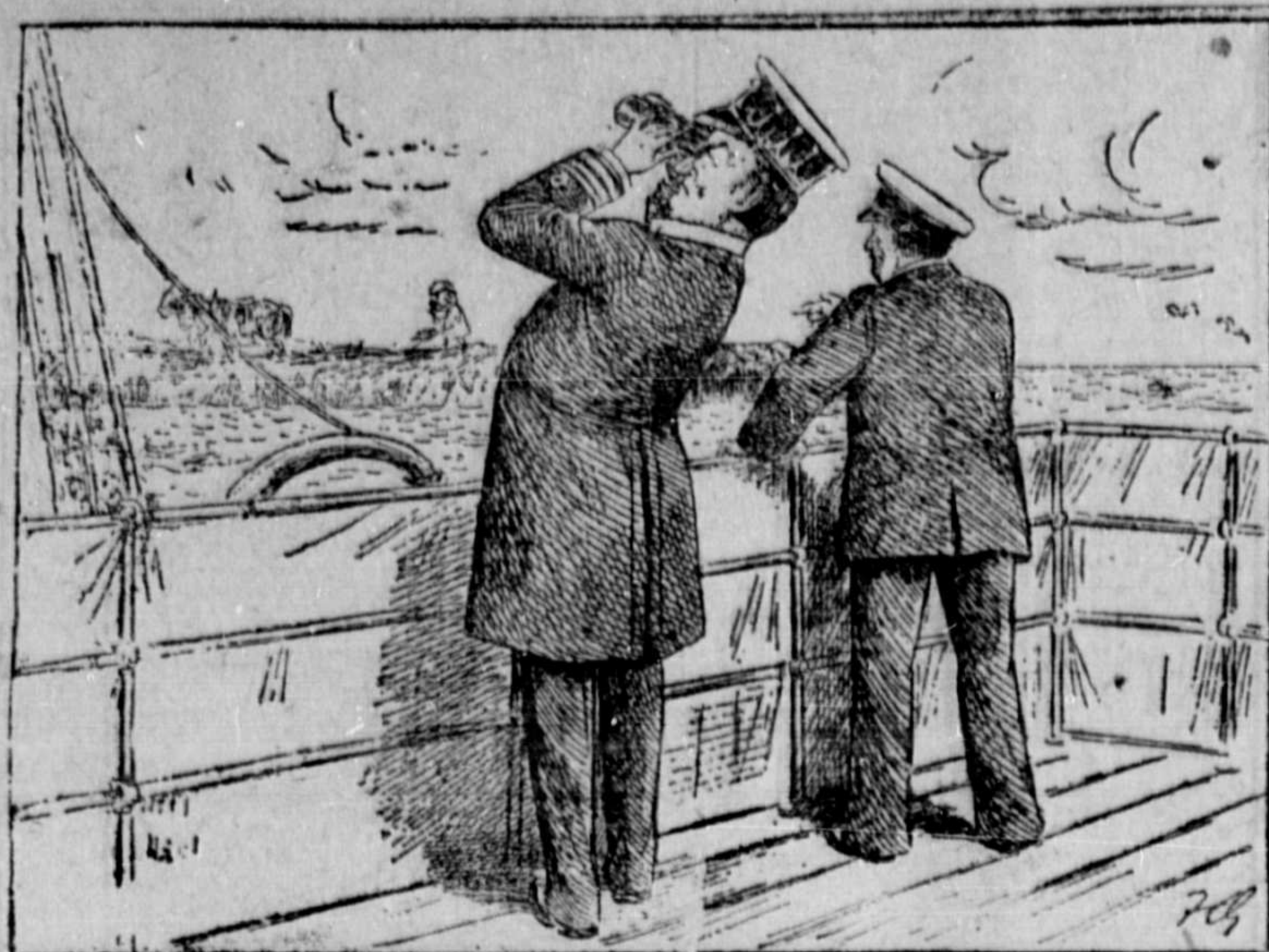
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## FRED STORK'S HARDWARE



AN OBSESSION

Petty Officers: "We're close to the land, sir!"  
Captain Curzon: "Do you mean Ulster?"  
Petty Officer: "No, sir, the other sort of land—"  
Captain Curzon: "There is no land, except Ulster."  
Petty Officer: "We shall run ashore, sir!"  
Captain Curzon: "There is no shore—except Ulster!"  
(Lord Curzon in his speech at the United Club on Tuesday night refused to recognize that there is any other question in view except Ulster.)

ANDREAFSKI STRIKE  
MAY BE LOST PITKA BAR

Prospectors Report Steady Work  
Going on in New Diggings on  
the Lower Yukon River

Ruby, Alaska, Jan. 14.—Prospectors musing up river from the recently discovered Marshall City diggings, near Andreafski, on the Lower Yukon, report that prospecting is being carried on steadily, but that nothing extraordinary has been found up to this time. The diggings are remotely situated for winter travel, a mush of nearly 200 miles being necessary to get to Kaltag, on the army telegraph line.

Those acquainted with the history of the lower river diggings are of the belief that the late discovery represents the lost Pitka bar, mentioned in recent years in connection with downriver mining history. It is said that in 1905 a half-breed Russian named Pitka appeared in St. Michael with a sackful of coarse gold. He refused to tell where he found it, but returned each summer to the scene of his discovery and came back with the cold weather, always bearing his pocketful of dust and nuggets. He did intimate that he obtained the gold from bar diggings, and thus it was that the so-called Pitka bar became famous.

Miners and prospectors sought to locate the gold-yielding bar. A man named Englestad became friendly with Pitka and the mysterious prospector agreed to take him to the bar but before they reached their destination Pitka was taken ill and died. With him went the secret of the Pitka bar.

## Noted Scientist Killed

Charles Budd Robinson of Picton, one of the world's greatest botanists, has been killed by natives of Amboya Island, Malay Archipelago. Mr. Robinson was a graduate of Dalhousie in 1892, and was well known in Kentville and Picton in connection with his academic duties. His bent as a naturalist was strong, which led him to take a botanical course at Cambridge University. For six years he took up work at the Bronx Museum in New York, subsequent to which he received an appointment under the United States Government to classify the botany of the Philippine Islands.

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GIRL SHAKES BURGLAR  
DOWN FROM LADDER

Bryan's Feat Outdone by Young  
Lady of Sixteen Summers

Minneapolis, Jan. 14.—The exploit of Secretary of State W. J. Bryan, who shook a tree in his back yard and brought down a possum, was outdone in Minneapolis by a 16-year-old girl. She shook a ladder and brought down a burglar.

The heroine of the Minneapolis story is Miss Babe Noonan, who lives with her mother. She was sleeping on the first floor when her 10-year-old brother came to her door and gave a whispered alarm. The girl ran to the back window. There was the ladder reaching to the second floor. She peeped out and saw that a man was at the top of the ladder opening a window.

"I just reached out and gave the ladder a hard jerk and then screamed," she said. "Then I heard a kerplunk sound, heard a man swear, and then footsteps as of a man running."

## Notice

Committee Rooms of opponents to Bylaw have established a telephone. Ask for, No Franchise 368. 7-14

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CROWN PRINCE GEORGE OF SAXONY

A new picture of the Crown Prince of Saxony.

AEROPLANE NON-STOP  
FLIGHT OVER ATLANTIC

This Year Will Probably See Accomplishment of Feat

London, Jan. 14.—The Standard considers it now probable that 1914 will see an aeroplane non-stop flight across the Atlantic. "There are at present," says the paper, "several well-known aviators and aviation experts concentrating on the question of a trans-Atlantic flight, and though it is yet too early to go into details, experiments with British-made engines are being made and several orders have been placed with a firm of aviation engineers for engines of 320 horse power, and these are being built and fitted to machines capable of carrying three aviators."

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## To-morrow Is THE Day

Drawn for The Daily News by "HOP"





# GROUNDHOG BIG ISSUE IN DEVELOPMENT THIS COUNTRY

WINNING OF PACK TRAIN WILL PERMIT OF EXPLORATION AND DEVELOPMENT WORK—WORLD NEEDS THE SMOKELESS HARD STEAM COAL

The development of the Groundhog coal measures promises in the near future to give employment to a large body of men and with the completion of the spring of the Stewart-Groundhog pack trail, bringing fields in direct connection with a tidewater port, Stewart confidentially look forward to obtaining the bulk of the coal. One of the first operators of the chief champion of the Groundhog coal areas is R. C. Campbell-Johnston, M. E. He is in charge of the exploratory work of the British Columbia Anthracite Syndicate, operating in the Biernes Creek, and speaks with authority in the following article taken from the British Columbia Magazine, on the importance of the Groundhog coal.

The salient reasons why the smokeless hard steam coals developed from the Groundhog coal fields in Northern British Columbia will play a most important part in the world's commerce in the future are partly on account of the almost inexhaustible quantity and high grade quality of their many seams. Furthermore, they have the ability to hold their own, after being primarily cleaned from foreign dirt or ash by the usual washing devices in vogue everywhere when preparing for export all smokeless coals coming at mutual depots, including the superior steam coals shipped from Wales or Pennsylvania and Pocahontas. Finally, they maintain the special facilities for comparative costs of mining and delivering these coals at all common points to each of the above mentioned fuels alike along all the coasts of the entire Pacific from Alaska to Patagonia, the shores of China, Siberia and down to Hongkong, and to Australia and New Zealand for all the purposes of the shipping navies of all nations. In coal, found mechanically cleaned by the rapid currents of water and taken from the beds of the many streams intersecting the Groundhog district, demonstrates conclusively the good character of the fine article and the practicability of preparing such at any time and in order successfully to compete with the world's markets as a product low in ash, high in fixed carbon, and at the same time smokeless, equally adaptable for naval purposes as those selected from other coal fields.

The assertion that Groundhog coals disintegrate after being exposed, through exposure to the air, is absolutely absurd, for all samples already held and exhibited during the last three years and longer are still as compact and as solid today as when freshly broken. Such a mistaken suggestion can only have arisen from some foolish, unscientific error of judging a line by the condition and appearance of its dump, when this has been weathered and overrun during several winters by flooded creeks after intense cold has frozen and expanded the particles. So on the surface of the spoil-tips was left any specks of coal remaining, these heavier than similarly broken surface material is here due to blasting and the wasteful custom during initial development of throwing coal and roof rock together indiscriminately into the same pile.

In all hard coal seams, equally in other parts of the world as well as here, where this hardness is caused under severe squeezing from former immense, overlying thicknesses of glacier ice, and also from the heat generated by the surface movements, disturbances and subsidences of later upper strata, there along the outcrops of the seams occur surface niggerheads, vugs but only superficial of calcite with quartz veinlets. These show how the outside relief from high tension and pressure allowed the exuding waters on evaporating to precipitate their residue in time and silica from their heated solutions. However, these sediments are absent when the mere outcrops are penetrated and other parts are encountered unexposed to atmospheric influence. All these technical facts and details are everyday common knowledge to most experienced coal engineers and skilled managers, and the want of this practical groundwork in their professional classes any writer, whether in government employ

or otherwise, as incompetent to speak authoritatively of a new coal field.

Before giving further proof of the importance of these coal fields, another ill-advised statement, the result of undigested deductions and incomplete observations, must be nailed to the post as a warning to those in too great a hurry to pass an opinion. The basal geological floor of this coal formation, called the Skeena series, has been hastily assumed to be a certain local conglomerate, dubbed offhand of Jurassic age. This not, however, from evidence of fossils, but simply because the Rocky Mountain formations to the south happen to have a Jurassic underlying stratum. By assuming the lower conglomerates here to be the final limits in depth of the coal, and also by postulating some fearful and wonderful acrobatic feat of a supposed marvellous fold in the formation for over twenty miles in length, and turned back for a width of ten miles on itself, the geology of the Queen Charlotte Islands and also of Vancouver Island has been summarily ignored. Likewise the area of coal formation and its commercial possibilities have been thus reduced in their estimation to a bare one hundred and seventy square miles, differing from the writer's original one, given after two seasons' work, of seventy miles in length along a north and south line, namely, from the crest of the Groundhog Pass continuously to the Little Klappan, then by a line in width at least thirty miles east and west continuously from east of Doote or Pebble Creek to Panorama Mountain and the headwaters of the Naas River, comprising in all, roughly, a commercial two thousand square miles. As glacial erosion has denuded in many parts the upper strata down to these conglomerates in dispute, therefore the hasty conclusions have been put forth as insufficient proofs that erosion has destroyed for coal purposes nearly the whole of this great area mentioned, and that the various synclines above left untouched constitute alone small separated areas of coal-bearing seams. Only a minute decision is possible as to the number of seams left, and so of the tonnage to be estimated from foot-acres measured, on each individual square mile, after each has been systematically examined and contour maps completed.

However, a more careful examination of the rocks in situ will quickly show the absurdity of restricting the coal-bearing areas to these small synclines or troughs, as coal has been found actually outcropping in large seams at short intervals from north to south and from east to west over the whole of the area mentioned from Groundhog to Klappan, and from Panorama to Merry Creek, and beyond Zhanny Creek—in fact, up and down the Clua-Kaas and Clau-Tha-Tha branches of the Skeena River, and down the Stikine River to Klappan, and on its Clua-Yetse branch beyond Moccasin Creek, and good coal was brought in from Pitman River, another tributary from the east. These are hard facts that cannot be controverted, and so the theoretical government engineers from Ottawa, in their computed tables, are far too low for a correct estimation of the coal reserves existing in reality in the great Groundhog district.

At present the coal trade of British Columbia is in a transition stage, and is passing through a parlous condition for the moment, during such time as certain great financial interests and common carriers are allowed to play battledore and shuttlecock with the growing and insistent demands for a regular and cheap supply of fuel from the general community. Two of the corporations mining on Vancouver Island, for ulterior purposes of their own, have wantonly created strife with their labor, thus throwing the output of the coast coal mines into chaos from which it will find great difficulty in again even resuming its former dimensions, and much more in increasing to a still wider extent, as the wants of the country grow, this once extremely lucrative industry. The coal mines of the State of Washington, occurring in the miocene geological strata, and so carrying greatly inferior coal compared with the even somewhat mediocre, dirty, cretaceous seams on Vancouver Island, are now, during our mis-

fortunes, reopening every possible pit, and for the nonce reaping a splendid harvest. From Australia and Japan bituminous coals as a stop-gap are being hurriedly brought in by their aggressively active owners in large cargoes to fill these dislocated home markets, hoping also to become permanent shippers, and likewise to capture the Californian and other markets farther afield, but formerly won and almost exclusively supplied by Nainimo and Comox.

This importation of outside coal to replace our own, which should reach this coast rather from the interior collieries of the province, namely, from those in the Nicola Valley, Similkameen, Crow's Nest, Banff, Brazeau and other Rocky Mountain districts generally, is made possible because railway rates connecting producers and consumers have to date not been properly adjusted by the federal railway commission, for one reason that new railway routes over the Hope Mountains and by the Yellowhead Pass to the Fraser Valley are in the process of construction, which when completed will alter and maybe automatically cheapen the present tariffs charged, and which facts account for the former remark that the coal trade of this province is in a transition stage.

The several coals of the various local districts have their specific places in our commerce in accordance with their distinct qualities, the one for cheerful open fireplaces, as the lignites and semi-bituminous, another form which to produce gas or a high class coke for metallurgical purposes, as the bituminous, and yet another for smokeless fuel, as anthracite and semi-anthracite in steamers of the merchant service and the fighting navies of the world, also in base-burners and for heating purposes in towns, where for the sake of health the smoke nuisance must be peremptorily abolished. On account of these several requirements each individual field is limited to its special market.

It is to enlarge on the new found extensive Groundhog coal fields, containing smokeless coals in endless variety, perhaps the largest area known in the world of similar quantity, that this description is intended. Should large industrial enterprises along the seaboard desire immediately to start operations, the continuous connections with a coal supply are so dislocated on a possible basis that commercial energy is handicapped. This is owing to a passing lassitude in organization, for the natural wealth of coal in British Columbia is immense, and of a suitable quality to satisfy all requirements. Furthermore, the oil interests of the United States, without contradiction from capable experts, publish inspired articles broadcast in the press of the continent, perpetually dinning into the public ear that the age of coal consumption is past, and that oil alone is the fuel of today. The ordinary oil-burning steamers or land locomotives, however, leave a black cloud of pungent smoke in their wake, the air of our cities which we breathe and with which we coat our lungs reeks with unconsumed carbon from oil base-burners, and the Diesel internal smokeless combustion engine on a large scale is still an experiment. There cannot be ignored the possible short life of oil fields, with their strata punctured by new wells, and through human economy of pipe casing the admittance of destructive surface waters to the underground oil-storing zones, thus driving up the floating oils first into the anticlines of the folded formation, then later by increasing water pressure forcing the hydro-carbons further to exude through the fractured and cracked apices to waste gradually into tar sands by volatilization, having now lost their valuable qualities through sun distillation and the effects of atmospheric chemical reactions. It will not be long, too, before the owners of oil wells cannot afford further to permit the extravagant, wasteful sale of crude oil, rather than to refine the raw stuff and utilize its sundry more precious separated constituents, eagerly sought after to furnish cheap motive power, and other valuable chemicals produced from the residue. Oil stocks, too, are being boomed, and the investing public are temporarily being relieved of their surplus cash by methods similar to those in which the rubber promoters previously excelled.

It is now opportune to speak of the sizes of the seams found and already developed in the Groundhog coal field. The writer had especial charge of the exploratory work on Biernes Creek on behalf of the British Columbia Anthracite Syndicate, who are Quebec people, among the most active being Messrs. Leon Benoit and J. G. Scott. They, with their colleagues, spared no necessary expense to demonstrate thoroughly what they held in the shape of an industrial, and they obtained also a railway charter, having a government subsidy added, so to control all items on the outgoing cost sheets when marketing their coal. Their seams, corroborated by the government engineer, Mr. G. S. Malloch, Mr. James McEvoy, Mr. G. F. Monckton, besides the writer, consist of the Benoit seam (6 feet), Scott seam (9 feet), Garneau seam (4 feet), Ross seam (approximately 20 feet), Pelletier seam (6 feet), all these in the lower coal series along Biernes Creek, with others showing three miles farther up over an anticline, but not yet developed. In the upper series on Anthracite Creek, Nos. 1, 2 and 3 (a, 4 feet 9 inches; b, 3 feet; c, 5 feet 9 inches) the lower series constitute a total thickness of about 45 feet; the upper series do not cover much of this syndicate's 67 square miles, but their total tonnage otherwise places them far beyond anxiety for one hundred years. The best analyses on each seam gave as follows:

Seam	Fixed Carbon	Volatile Sulphur	Moisture
Benoit	84.00	4.5	1.0
Scott	81.10	4.6	0.8
Garneau	82.50	4.0	1.0
Ross	80.94	9.33	0.77
Pelletier	83.50	3.50	1.00
No. 1	71.76	13.51	0.16
No. 2	73.90	6.74	0.12
No. 3	86.74	6.98	0.15

These analyses can be corroborated, and excelled in bulk form run of mine by cleaned products from all the seams, and with some careful preparation will compare more than favorably with typical Welsh or Pennsylvania coals, whose analyses are given under:

Locality	Fixed Carbon	Volatile Sulphur	Moisture
Welsh—			
Albion	85.15	8.65	0.14
Cardiff	84.60	7.40	0.20
Bryn Blaen	84.60	7.40	0.20
Best Admiralty	83.40	12.20	0.70
Cardiff Dry	85.50	11.00	0.80
Best Monmouthshire	75.50	20.50	0.80
Swansea Dry	85.50	10.00	0.90
West Virginia—			
Pocahontas	80.10	13.50	0.14
Elk Cardin	80.67	11.68	0.09
Pennsylvania—			
Wilkesbarre	83.97	3.77	0.15
Lackawanna	81.71	6.79	0.35
Avg. 30 cts.	84.00	2.80	0.50
Lehigh Coal, Market Sizes—			
Lehigh Egg	88.49	3.51	0.60
Lehigh	83.07	4.15	0.57
Lehigh Nut	80.71	4.04	0.84
Lehigh Pea	79.04	3.89	0.69
Buck-wheat	76.91	4.05	0.71

The analyses of Lehigh coal, with its various sizes for market purposes (and the smaller size, the greater the ash) is a good criterion to bear.

But there can now be no doubt that the salient reasons given at the beginning of this article why Groundhog smokeless, hard steam coals will play a most important part in the world's commerce, are fully already substantiated by carefully compiled facts and evidence.

Next concerning the costs of production and delivery in order to compete everywhere along the seaboard of the whole Pacific Ocean. It must not be forgotten that to supply the Orient and all American points, distances are greatly in favor of the Groundhog coal fields. Pennsylvania's annual output of anthracite coals is approximately 83,000,000 short tons (valued per short ton at seaboard, lump \$4.75, egg \$5.00, steam coal as pea \$3.25, for long ton \$3.54). Any of this Pennsylvania or Virginian, as well as the Welsh, will have to pass through the Panama Canal before being able to compete.

The price of Welsh coal is approximately for the year's average, 23s. 3d. (\$5.63 per long ton). Freight rates from Welsh ports to Hongkong are 15s. 3d.; Sydney, Australia, 12s. 6d.; Chili, 18s. 6d. Groundhog coal can be kept at the pit's mouth at \$4.00, or f. o. b. on Portland Canal at \$5.00.

On a daily output of 5,000 tons a yearly profit of over \$3,000,000 can be demonstrated, which is equal to ten per cent. profit on a capital on paper of \$30,000,000, or twenty per cent. on a sum of \$15,000,000.

By owning a railway to carry the coal down the Naas River to the seaboard, one hundred and fifty miles away, also a fleet of steam colliers to convey the product from there to any and all of the ports on the Pacific, where will be established depots for bunker coal to supply steamers, there will be ample sale for such a proposed output, and an immense new market developed on account of the opening of the Panama Canal.

Working capital of approximately \$9,000,000 will be advisable to purchase, develop, equip, construct the railway, terminals, own a fleet and acquire depots abroad, still leaving an attract-

## - FACT HUNGER -



As children, our first demand is for nourishment; our second for facts.

All through life we go about searching for information.

We make a new acquaintance; but before we will accept him as a friend or invite him to our home we ask for facts about him.

We visit a foreign land; and from the moment we step across its border we are asking questions—searching for facts.

We are asked to try a new food product; isn't it instinctive with us to ask at once:

"Who makes this new article?"

"How is it made? what goes into it?"

"Is it worth the price charged for it?"

Facts—we are simply hungry for them.

Strange, isn't it, that we should so often have to search for them? Odd, that some manufacturers still withhold the facts about their product. Not always because they are facts to be ashamed of—for there are many worthy articles yet unadvertised.

But it will not be so much longer. The fact-hunger of the human race is becoming keener and keener. The more facts we get, the keener our relish for more of them.

Soon it will be impossible to sell a man or a woman anything until everything has been told about the goods that can be told through Advertising.

The public has discovered that Advertising tells much-needed facts—that, in fact, Advertising satisfies fact-hunger.

If you are doing a local business talk over your advertising problems with the Advertising Department of this newspaper.  
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ive margin to cover promotion expenses and produce profits. All these facts and figures given and tabulated can be accurately substantiated later, when the many departments are in full swing, and from their compactness offer to the investing public one of the most attractive industrial for investment, seldom equalled for permanency and further possibility for enhanced profits. It took years to induce capital to entertain the Crow's Nest scheme of collieries and railway, but this Groundhog coal field, on account of its proximity to seaboard and the special quality and quantity of its coal, cannot long go begging, as its product has few competitors.—Portland Canal Miner.

As a large taxpayer, McClymont will advocate sane spending methods in city affairs. His interests are the ratepayers' interests. See that he is elected for Alderman. 9-10

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Looking backward from the threshold of 1914 we cannot but congratulate ourselves on the splendid increase of our out-of-town business during 1913. Therefore, on account of the staunch support and this display of confidence in our service, we must thank our many out-of-town friends for their patronage during the past year. We do not claim that our service is perfect beyond mistakes, for where so many hands are employed small errors in despatching orders are bound to occur. These, however, when brought to our notice, are rectified with the utmost haste and care, while we are particular that our customer shall suffer no loss. We trust that each of our customers will interpret this message as directed to them personally. To all we send sincere wishes for a happy New Year.

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