

## HOME RULE STRIFE SHUTS IMMENSE SHIPYARDS

### LINE SUPT. SATISFIED BY VISIT

J. T. Phelan, superintendent of the Dominion government telegraph lines, returned on Saturday from a trip of inspection extending as far as New Hazelton. Mr. Phelan is thoroughly satisfied with the way the development work is going on and the efficient staff he has under him in this district. In Mr. Frank Dowling, the popular local superintendent, he is assured that the public realize they have an able and zealous official who will leave no stone unturned to render the service as complete and effective as possible.

### Eagles' Smoker.

On Wednesday night, July 31st, in the K. of P. Hall, the Fraternal Order of Eagles will hold a smoker on their usual elaborate and enjoyable scale. There will be refreshments lavishly provided, songs, boxing bouts and a full programme of entertainments, including dancing. 1t

### RUPERT'S SOUTH GOING COMPLEMENT

The following left for the south at 9 o'clock this morning on the Prince Rupert: Mrs. G. E. Woods, G. A. Raymond, J. G. Clearihue, J. E. Coughlin, J. Adams, D. B. Kenny, Mrs. Besnier, W. D. Moxley, P. A. Gibson, H. Andrews, Mrs. Andrews, Greer Stirrat, Mrs. G. A. Sweet, Mrs. F. Henning, P. Rovick, J. T. Phelan, D. L. Gillespie, H. W. Smith, C. S. Kauffman, M. G. McDonald, W. E. Fisher, Mrs. Fisher, Mrs. Gebhardt.

### SCHREIBER INSPECTING THE STEEL

Collingwood Schreiber, consulting engineer for the Dominion government, accompanied by Chief Engineer B. B. Kelliher, who were arrivals in the city from the south on Saturday, left on a special train yesterday for a trip of inspection up the line. Mr. Schreiber had nothing to give out for publication.

Launch Alice B., W. J. Thomas, Phone Green 391, Govt. Wharf.  
Pantorium Pioneer Cleaners, Phone 4.

### INDUSTRY SHUTS DOWN.

(Special to Daily News.)  
Belfast, July 29.—Owing to the disputes between the Orangemen and the Roman Catholics in connection with home rule and because efforts are being put forth to prevent the Catholics from working for the great ship-ping firm, Harland & Wolff have closed down many of their departments and will not resume till peace is restored. Harland & Wolff are the world's greatest mercantile ship builders and built most of the huge Atlantic liners. The greatest of all, the Gigantic, is at present on the stocks at their yards.

### BOYS WILL HAVE TIME OF THEIR LIVES

Willie Rowell, one of The Daily News route boys, and Jack Dowling, son of the Dominion tele-graph manager, left on this morning's train in high glee on a trip to Hazelton. There is promise of all kinds of adventures amongst which killing bears and riding bucking bronchos are only a small part of the programme planned out.

For Cream, Milk, Buttermilk or Ice Cream, phone 35. Royal Dairy. 177

### Chelohsin Earlier.

This week the Chelohsin enters on her new schedule, leaving Prince Rupert on Wednesdays at 5 p. m. instead of as formerly at 7 p. m. 1t

### COLD STORAGE COMMISSIONER TO ISLANDS

Mr. J. D. Ruddick, of Ottawa, dairy and cold storage commissioner of the Dominion government, arrived in the city on Saturday for the purpose of examining the plant of the Canadian Fish and Cold Storage Company at Seal Cove. Mr. Ruddick left for the Queen Charlotte Islands yesterday on business connected with his department, and will visit Paeofi before returning.

Best meal in town at Savoy.

Mrs. Renworth and daughter, wife of Fred Renworth, the popular salesman, late of Ames-Holden & Co., who is opening up in business for himself here on August 1st, arrived last week end to join her husband.

### THE WEATHER.

For twenty-four hours ending 5 a. m., July 29th: Barometer, 50.130; maximum temperature, 60; minimum temperature, 50; precipitation, .02.

### JAPS BUY BANNOCKBURN, KNOWN HERE

Again the well known British steamer Bannockburn has changed hands, and this time she changes her register once and for all to the Japanese flag, becoming one of the many vessels operating for the Japanese Nippon Yusen Kaisha. That company recently purchased a 1,300 ton freighter which was being built at the Russel ship building yards in England.

The Bannockburn was one of the first steamers that ever carried rails from Sydney, Cape Breton, to Prince Rupert, and consequently her picture appears on many folders describing that town. She has also made many visits to this port, carrying general freight and sugar for the B. C. Refineries. She was first built by Russel & Company at Port Glasgow in 1907 and is a vessel of 3,165 tons register. Last year she was acquired by the Jetsem Shipping Company for \$210,000, and was at that time renamed the Hill Graig. Now she is sold to the Nippon Yusen Kaisha for \$270,000, a price indicating how badly large capacity freighters are needed in the Orient.

### Messenger Boy Service.

A real messenger boy service is promised Prince Rupert now—prompt, swift and reliable. The forward step cityward will be welcomed. 1t

### RED DEVIL ACHIEVED NEW RECORD

The city fire department again showed that they can most emphatically make good when on Saturday they answered an emergency call from the Knox Hotel. They covered a distance of ten blocks and had water playing within 1 minute 36 seconds. The run was made for the satisfaction of some insurance men who were in the city and received unstinted praise for the smart turnout. Mr. Woods of Seattle is here in the interests of the Gamewell system, and will probably remain a week deciding on the particular system suited to this place. This will greatly enhance the efficiency of the brigade.

### THE LONDON DOCK STRIKE; A CONTRAST



Ancestral home of the Devon-ports, on his lordship's many palatial places of residence. Wives and children of the striking dockers in the greatest seaport in the world are starving and forced to sleep in piano cases.

### GUESTS OF "LOLINDA" VISITORS

It was ideal weather for cruising on the harbor yesterday, hardly a breath of wind all day, and the gasoline launches certainly had it over the sail boats. Amongst the many pleasure parties to be seen scudding about in the afternoon was that of the beautiful little launch Lolinda, which arrived a day or two ago from Vancouver. Mr. Langlois Sr., with his friends, left on yesterday's train for Hazelton, so the honors were done by Mr. Langlois Jr. The party which enjoyed the short cruise on the speedy little boat included Mayor Newton, Mrs. Newton, the Misses Newton, Miss Alder, Mr. Hemmell, Mr. Garrett and Mr. Pogson.

## "BRIGHTEST BOY FROM BETHEL," IS THE LATEST NEW NAME FOR THE PRESIDENT OF THE G. T. P.

One or Two Recently Refreshed Items Regarding an Expected Visitor, E. J. Chamberlin, the Railroad President, Who Makes Other Busy Railroad Presidents "Seem Like Idle Sons of the Very Rich" When It Comes to Difficulties

Referring to him as "the bright boy of Bethel," and describing him as "a railroad president who may be said to have all United States railroad presidents looking like idle sons of the very rich when it comes to difficulties," the Saturday Evening Post of Philadelphia has some interesting things to say about President E. J. Chamberlin of the Grand Trunk Pacific Railway.

By the way, New Hampshire is Chamberlin's state, but he lived there only until he was twelve, when his father died and he went to live with his uncle at Bethel, in Vermont. So he really is a Vermonter; whereupon he takes Green Mountain rank with several other railroad presidents, including Strong, who once headed the Santa Fe; Robinson, of the Mexican National, and Mellen, of the New York, New Haven & Hartford.

Morse asked him what he had in mind. "Nothing much," Chamberlin replied; "but what I'd like to do would be to build a transcontinental railroad."

After reference to the mileage which Canadian railroads possess in United States territory, the article goes on to say that when they came to pick the man to fill Hays' chair, the men who had the choice considered the list of "those mentioned," which included eminent American can-agers, distinguished Canadians and various distinguished statesmen, and grabbed the one man who didn't want it. That man was Edson J. Chamberlin, of the Grand Trunk Pacific, who had headquarters at Winnipeg.

Chamberlin's first railroad work was with the Central Vermont road, where Mellen also served his apprenticeship; he had various positions, and showed much aptitude. Then J. B. Booth, the big lumberman, took note of him. Booth owned a wilderness in Canada, and wanted to make it less wild by cutting the timber from it. He hired Chamberlin to build a lumber line from Lake Champlain to Parry Sound on Georgian Bay. Chamberlin took the job. He went to the front and stayed there, sparing neither himself nor his men. He lived in that wilderness, out in the open, driving that road through until he completed the task. Then Booth named his road the Canadian Atlantic and Chamberlin became the general manager.

Hays was familiar with Chamberlin's record, and he wired to Mexico and asked Chamberlin to come up and see him. Chamberlin came up, telling the folks in Mexico he would be back in two weeks. Two months later he appeared in Mexico in a Grand Trunk private car, gathered in his family, stowed away his pointer pups and left to take charge of the Grand Trunk Pacific. Before Chamberlin took hold, the headquarters of the Grand Trunk Pacific had been in Montreal. Chamberlin moved them to Winnipeg, and he continued to live in Winnipeg until he was called to Montreal to succeed Hays.

### LOCAL JOTTINGS.

D. L. Gillespie, the head of the company which put in the concrete wharf at Digby Island, went south today on the Prince Rupert.

There will be a meeting of the Woman's Auxiliary of the General Hospital Committee in the Catholic Hall at 3:30 tomorrow afternoon.

D. B. Kenny of Terrace was in the city yesterday and went south on the Prince Rupert this morning.

Chosen for G. T. P. Work.  
The Canadian Atlantic runs through Ottawa, and seven years ago the Grand Trunk took it over. Chamberlin resigned and went down to Mexico. His experience in building that lumber road had given him a taste for the work. One day he was talking with Frank W. Morse, then of the Grand Trunk Pacific, and

Chamberlin is a big, burly man, who is popular with railroad officials, but who has had his differences with the railroad unions. He is an outdoor chap and a crack wing shot. He specializes in pointer dogs, has a number of fine ones and is happy when he is out in Saskatchewan with dog and gun, where the chickens are plentiful and the shooting is good. He began to save his money early and is rich.

### S. S. MARY'S PASSENGERS FOR SOUTH

The Princess Mary left yesterday for the south with the following passengers: S. Sharp, William McDonald, J. McDonald, J. M. Hart, T. Hagan, Joseph Mc-McMillan, R. C. Peterson, W. Mortin, Frank O'Brien, E. Walsh, Mrs. E. Summer, Mrs. G. Dorsey.

A. W. Cameron, Fred Smith, Mr. Hughes, W. Kennedy, T. Peterson, Mr. Summons and party of six.

Mr. and Mrs. W. E. Fisher left this morning for a short visit to Victoria. Mr. Fisher will join Messrs. Marshall and Durant in wrestling for honors at the lawn tennis tournament which opens in the Capital City today.

Mrs. G. A. Sweet and Mrs. Fred Henning left this morning on the Prince Rupert for a summer vacation to the south.

### THE DOCK STRIKE IN BRITAIN



Lord Devonport talking the situation over with his secretary before proceeding to an important conference with some of the strike leaders.

### SEVERAL BY S. S. SOPHIA SOUTHWARD

The Princess Sophia had the following passenger list on her thirteenth trip on Saturday evening: H. H. Porter, O. Kolberg, S. S. Rogers, Miss Etie, Samuel Gourley, J. E. Corlett, H. Hunter, George Pearson, Dr. S. Hall, Mrs. Hall, H. W. Mes, Col. Davis, Mrs. Davis, Mrs. Peglouch, Miss Battersby, Mrs. Phinson, A. Rogers, C. Nickerson, M. Anderson, C. Brinton, G. Hill, A. Moser, T. A. Kelly, T. H. Montgomery, J. Miller, C. Stiver, Ms. McKay, Donald Davis, R. A. T. Richards, Mr. Drew, Ms. Drew, Miss Johnson.

Cream from the Royal Dairy 177

### PRINCE RUPERT DAILY NEWS TODAY

Announced that Messrs. Harland & Wolff's great ship yards are to close departments owing to home rule strife in Belfast.

Superintendent Phelan's inspection of telegraph line. C. B. Schreiber's inspection of G. T. P.

Steamer Bannockburn sold to Japanese ship owners for trans-Pacific service.

Expedition starts for Hudson's Bay to seek for gold and diamonds.

German navy kept ready for instant war is statement made by First Lord of Admiralty.

Borden axe blade falls at Port Simpson.

### PRINCE RUPERT THIS TIME LAST YEAR

Body of George Lichtnauer found on beach across harbor at ebb tide with bruised head. Dog "Billy" watches, drenched by drowned master.

Quill Drivers blotted out Comets at indoor baseball. Score 69-3.

News of wreck of steamer Empress of China reaches Rupert, also news of serious situation between Britain and Germany over Morocco.

Party of Prince Rupert girls gives a dance in Second avenue hall.

Principal Hunter congratulated on Prince Rupert's pupil's success at examinations in Victoria.

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**GERMAN NAVY KEPT READY FOR INSTANT WAR**

Mr. Hon. Winston Churchill, first lord of the admiralty, in introducing in the House of Commons the supplementary naval estimates for the year 1915, said that the direct cause of these additional estimates was the German law, which he proceeded to examine in detail. His main features, he said, was the increase in the striking force of ships of all classes immediately available and its general effect was the maintenance of four-fifths of the German navy in full permanent commission. This meant that it was constantly and instantly ready for war. Such preparation was comparable and so far as he was aware found no example in the previous practice of modern naval powers.

**SIR HIRAM MAXIM'S NEW DIVING CRUISER IS LATEST INVENTION FOR SEA FIGHTS**

Detroit, July 25. — A high speed and heavily gunned cruiser which will sink beneath the waves and only a big gun platform remain in sight is the invention that Hiram Maxim is just now perfecting, according to a statement he has made here.

He has just obtained a patent on a design of a new torpedo boat which dives beneath the waves, taking on water momentum just like a railway locomotive on land.

"The water tank," said the inventor, "is inclined toward the stern, so that when the stern valves are opened the water is discharged as quickly as it is taken on."

"At the present time when the high power gun can penetrate almost anything on the horizon, a semi-submarine torpedo boat becomes very desirable. The semi-submarine torpedo boat can cruise above the water until going into action, taking on water for submerging when it gets within range of the enemy."

"I also have a new situation for diving torpedoes which I expect will soon be utilized in naval warfare," continued Mr. Maxim. "These torpedoes are semi-propelled and are of much greater speed and range than the present."

"The expense of my submarine craft is nothing like that of the great dreadnoughts. I do not by any means recommend that we will stop building dreadnoughts. I think we shall build four a year from now on. With Russia and Japan in fighting alliance, the only way the United States can hold its own against them is by building more warships than both of them combined."

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**"PRINCE RUPERT" AND "PRINCE GEORGE"**  
 For Vancouver, Victoria and Seattle  
 MONDAYS AND FRIDAYS 5 a.m.  
 Prince George calls for Stewart on Thursdays at 8 a.m.  
 "PRINCE JOHN"  
 Weekly service to Port Simpson, Mack, Grassy Bay and Queen Charlotte Islands  
 "PRINCE ALBERT"  
 Regular sailings for Skeena River, Courtenay, and all way points between Prince Rupert and Vancouver  
 Passenger service to Skeena Crossing from Prince Rupert Mondays, Wednesdays and Saturdays at 11 a.m. Making connections for Hazelton.  
**Cheap Excursion Rates Over Grand Trunk Railway System**  
 Between Chicago and all points East, connecting with all roads from the Pacific coast. Let us prepare itinerary for your trip EAST this summer.  
 Agency for all Atlantic Steamship Lines. For all information apply to  
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**Daily News on Daily Doings**

**FAVORED INTO TURN.**  
 Groundless criticism is greeted by the wisest men with good humored contempt, but in the touch of a new change even a doll will start into expression by voice or in print. So the writing change that he had proved himself powerless over the gates goes of a hat for the other department stings the Mayor into one of his columns and a quip or two unimpaired with success. There Mayor he does limit to his himself falling from his position of popularity, and the indignation and angry investigation of his about the prohibitive price of a fifteen dollar hat for the phone girls certainly did receive a well deserved stab from the citizens. The Mayor felt it keenly, as his long drawn mouth betrays.

in the Hon. Robert Hughes, minister of the interior, and the Hon. J. T. Cook, minister of customs. The blows of their political axes have accused the actions of the minister, since even the British government took office, but so far the districts immediately about Prince Rupert have not been attacked. Today, however, brings news of a new head in the basket, and the echo of the axe is heard close by. Customs Officer James Sharp of Port Simpson is in receipt of the following notice:

Ottawa, 26th July, 1915.  
 James Sharp, Esq.,  
 J. W. Customs,  
 Port Simpson, B. C.  
 Sir: I have it in command to acquaint you that His Royal Highness the Governor General in Council has been pleased to order that you be dismissed from the Customs Service on account of political partisanship.

**THE NATIONAL WHISPER.**  
 He greets a good deal about politics, but one doesn't need to be a politician to notice plain, ordinary smallness over one's such as the Mayor's financial instincts indicate. The political white is his when to make out that there were without motives for the snub he received. Naturally there were none. No one but the Mayor would have been so blunderingly obsessed as to imagine a political aspect to the incident. The Mayor is much troubled, too, that he is liable to go down to posterity as the man whose municipal regime meant a 20 mill tax rate for Rupert. He wants to blame that on politics, too. He's always harping on matters of cents when bigger ones would be up and being worn in still times to make Prince Rupert look to its citizens and the outside world more like a city than a back woods village. Why were all the generous Mayor spare the cash? The west wants bigger men to take care of its rising cities.

I have the honor to be, Sir your obedient servant,  
 JOHN McEWIGALL,  
 Commissioner of Customs.

No more necessary or unjustifiable dismissal under the municipal police law change of "political partisanship" has been seen in Canada since the British are brought before business. In the face of the Premier's plausible protestations in regard to Civil Service efficiency upon altogether from political favor, this particular dismissal is outstanding for Mr. Sharp is a fully qualified civil service officer by government examination passed, and a man whose long experience with the Hudson Bay Company further fitted him exceptionally for the position. Mr. Sharp has outward without protest against his dismissal on the totally unwarranted charge given. But the honest protest of the victim was never yet known to blunt the Conservative axe. The members of the municipal council split of the west will surely suffer such a mean blow to a westerner of years standing.

**THE PARTY WIFE AT SUPPER.**  
 Imagine R. U. Mayor, smiling a couple of excellent women

**THE "DO THINGS" SPIRIT.**  
 The "do things" spirit burns in folk and in their foreign travel rears a crop of information, enterprise, loyalty, confidence and prosperity for Prince Rupert.

**Find It Through a News Want Ad.**

**KEEP OUT!**

**"KEEP OUT!"** used to hang as a sign on every factory door. The old idea of secrecy in business made it seem a crime to show outsiders processes, materials, and methods of manufacture.

Now the white light of publicity is being let in by those who depend on public favor for business profits and business growth. The "keep out" sign is disappearing from factory doors and the "welcome" sign is taking its place.

Today, many public service companies use the newspapers to tell the truth about themselves.

Today, many big industrial enterprises are open without hindrance to the inspection of an interested public.

Tomorrow, many more companies, depending for their success and prosperity on public confidence, will lift the curtains that veil their board and workrooms—they, too, will come to printing credit advertisements in the newspapers.

The public may overlook, but does not forgive, a lie or an abuse of its confidence. The public regards with suspicion those who attempt to serve it in secrecy and silence. The public is repelled by juggled facts or befogging words. The public rewards with its favor and money those who tell it the truth. It walks and shops where the light shines and where the paths are straight.

*Throw on the light!*

Public opinion and advertising problems are available through any recognized Canadian advertising agency, or the Secretary of the Canadian Press Association, Room 305, Canadian Bank Building. Inquiry cards or applications on your part—no charge if returned.

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 "Camosun" - Saturdays at 10 p.m.

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