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VOL. XVI, No. 178. PRINCE RUPERT, B. C., SATURDAY, JULY 31, 1926. Yesterday's Circulation, 1284 Street Sales 502 PRICE FIVE CENTS.

Prince Rupert's Plea for Reduced Railway Rates Laid Before Board Railway Commissioners Yesterday

Asked that City be made competing point with Vancouver on domestic as well as export commodities

COAL, DAIRY PRODUCE AND OTHER REDUCTIONS ASKED BY LOCAL MEN

The Board of Railway Commissioners gave a sympathetic hearing to representatives of the Prince Rupert Board of Trade...

ROBBED SLUCE BOXES OF MINE

Unusual Method of Stealing Was Discovered on Cariboo District Property.

WILLIAMS LAKE, July 31.—A man convicted of robbing the sluice boxes of the Kitchener Gold Mines at Likely, Frank L. DeLong, workman, was sentenced to a term at Okalla prison.

CAMPAIGN IS WARMING UP

Labor Decides Not to Contest Vancouver Centre or Vancouver North.

VANCOUVER, July 31.—The political campaign is beginning to warm up considerably and both Liberals and Conservatives start in earnest during the coming week.

The contest in Vancouver Centre will be left to the two older parties, the labor group having stepped aside and allowed a straight fight between Hon. H. H. Stevens and D. Donaghy, the Liberal.

TORRID HEAT INJURES CROP

Wheat Suffering, Especially in Saskatchewan, Owing to Lack of Moisture.

WINNIPEG, July 31.—The Free Press crop report today states that the torrid heat of the past ten days had taken a heavy toll in the wheat fields, particularly in Saskatchewan and Alberta.

WOULD ARGUE PROSECUTION

G. G. McGeer Asks Permission to Appear Before Full Board at Ottawa.

WANTS INFORMATION

At the close of the session of the Board of Railway Commissioners here yesterday G. G. McGeer, counsel for British Columbia on the freight rates question, asked permission to argue before the full board at Ottawa the application of the province to prosecute the C. P. R. for failure to comply with the order of the board in making the freight rates westward equal mile for mile with those eastward.

Mr. McGeer also asked leave to file a supplemental request for information from the railways which would aid them in their rate inquiries. At present they were in the dark in regard to many matters. He thought the board should dictate what information they required in order that they might come to a satisfactory decision.

FISHING WAS MUCH BETTER

Total of 3,277,000 Pounds of Halibut Landed During The Month.

The total landings of halibut at this port during the month of July amounted to 3,277,000 pounds. Of this quantity American vessels landed 2,193,000 pounds and Canadian vessels 1,084,000 pounds. This is an increase of 377,000 pounds over the landings last month and 236,000 pounds in excess of the quantity landed in July last, when the total amounted to 3,041,000.

MANY HOMERS IN BIG LEAGUES

St. Louis is Making National Pennant Race Interesting By Cutting Down Lead.

NEW YORK, July 31.—Baie Ruth scored his thirty-second homer yesterday and the Yankees beat St. Louis in an eleven inning affair. Patehal of New York and Williams of St. Louis also hit homers.

St. Louis is making the National League pennant race interesting, and the defeat of New York yesterday cut down the lead of Cincinnati and Pittsburgh. Bell and Flowers hit homers for St. Louis.

National League Pittsburgh 1, Philadelphia 6, Chicago 1, Brooklyn 4, St. Louis 5, New York 2, Cincinnati-Boston rain.

American League Washington 4, Chicago 5, Philadelphia 1, Cleveland 4, Boston 4, Detroit 3, New York 10, St. Louis 8

FISH ARRIVALS

American Trinity, 35,000, to Atlin Fisheries.

Paragon, 58,000, to Canadian Fish & Gold Storage Co. Akutan, 60,000, to Booth Fisheries.

Canadian Roseville, 15,000, to Atlin Fisheries.

W.T., 10,500, to Booth Fisheries. Dolphin, 7,000, and Muirneag, 7,050, to Canadian Fish & Gold Storage Co.

RAILWAY BOARD HEAD SPEAKER

Chief Commissioner McKeown Addressed Canadian Club Last Night.

PAYS TRIBUTE TO WEST

Forecasts Prince Rupert Will Shortly Become Great Shipping Port.

The women's Canadian Club of Prince Rupert departed from its usual custom last night by giving a banquet in honor of the visiting railway commissioners and inviting members of the men's Canadian Club and members of the Board of Trade to attend. The event was most successful, some 70 people sitting down together in the Boston Hall, the gathering being presided over by the president, Mrs. McMorris, with chief Commissioner McKeown, who was the speaker of the evening, at her side.

Others at the head table were Hon. Frank Oliver, Mr. and Mrs. G. G. McGeer, Fred Stork, Mrs. McLennan, Mrs. S. K. Campbell, F. G. Dawson, Mrs. Mackie, Consul and Mrs. Wakefield, Mrs. Frank Oliver and Mr. Richardson. Mrs. McMorris did the honors in a most dignified and pleasing manner in keeping with the occasion and the vote of thanks to the speaker at the close was moved and seconded respectively by Mrs. Brady and Mrs. Gonzales, prominent members of the club. Mrs. Grieve and Mrs. Andrew looked after the finances.

After being formally introduced, Mr. McKeown spoke for three quarters of an hour and, in the course of his speech, paid some nice compliments to the City of Prince Rupert and prophesied a great future. He also spoke of the fact that Hon. Frank Oliver, who was with them, was a western man and always kept before the other commissioners the western viewpoint.

Recent Developments

Mr. McKeown remarked that all the developments so apparent in the west had taken place within the life of one man.

It was a great land of promise. No limit could be set to the imagination in picturing the future of such a great country. The board was now acquainting itself with the problems of the west. They wanted to know if there were any hindrances to commercial life in order that, if possible, they might be removed. Material advancement depended largely on transportation and the success of the railways to a large extent indicated the condition of the country. To advance the interests of the railway companies was one of the duties of the board. They were not antagonistic to the companies, as was sometimes thought. The first aim was the prosperity of the country. But the prosperity of the country was bound up inseparably with that of the railways.

The speaker referred to the progress made within the last two decades. Even though the ten years from 1914 to 1924 were partly war years, statistics showed that they had made much material progress. The natural wealth of the country had increased by twelve billion dollars, whereas the war debt was two billions. He told how honorably Canada had come out of the war and urged that she proceed along honorable lines.

Tribute to West

As an eastern man, Mr. McKeown said he paid tribute to the west. Its progress reared on the eastern section. Even though side by side with a great nation they had made great headway and they had earned the respect of the other nations. Statistics showed that man for man Canada was the busiest country in the world with the solitary exception of New Zealand. The lesson he wished to leave was that Canada was making progress even though competing with so great a nation as the United States. Canada had passed the stage of experiment. Many things which had seemed impossible had been accomplished. (continued on page six)

CATHOLICS ARE BARRED MEXICO

Government's New Regulations Provide for Taking Over of Church Property by State.

REMARKABLE SCENES

Twenty-Seven Couples Married by Priest in Bulk at One Ceremony Simultaneously.

MEXICO CITY, July 31.—Ten million Catholics throughout Mexico today were without benefit of clergy. Putting into effect the government's new regulations was inaugurated with the stoning of officials and shooting affrays between the police and the crowds about the churches and the turning of water hose on the malcontents to disperse them when the officials began the work of taking control of the treasures and other property of the church last night. In one church a priest was desperately attempting to minister to the needs of the multitude requiring various services. He performed the marriage ceremony in bulk, 27 couples kneeling simultaneously at one ceremony. It is estimated that 25,000 priests ceased to function this morning and economic boycotts were ordered by organized Catholic laymen, their purchases to be limited to actual necessities.

ATTACK MADE BY DONAGHY

Declares He Knows All About Customs Campaign and Will Tell It All.

VANCOUVER, July 31.—D. Donaghy, Liberal candidate for Vancouver Centre in opposition to H. H. Stevens, was given a rousing reception at the nominating convention last night and delivered a slashing attack against the Conservative campaign in connection with the customs. "I know it all and I will tell it all. That's the reason I am running in Vancouver Centre and when I'm through I'm not going to let go my grip on my opponent until he's answered for his failure to let constitutional practice takes its course and permit the Governor General to give his assent to the legislation passed last session," he declared.

OLIVER SEES PROSPERITY

Member of Railway Commission is Much Pleased with Pr. Rupert.

Hon. Frank Oliver, who is here today as a member of the Board of railway commissioners, expressed himself as extremely pleased with the progress Prince Rupert was making. He was here in 1910 and at that time the city was without form and void. Today he found it a modern city, clean and solid and prosperous and he was immensely pleased with the outlook. He so expressed himself to the Daily News. He is planning to tell the eastern people what he saw here.

HUSBAND OF DEAD WOMAN IS HERE

Hilmer Mork Arrived This Morning From Fishing Grounds

Hilmer Mork of the fishing boat "Eureka," whose wife and child died this week, arrived in port this morning from the fishing grounds at 3 o'clock.

VANCOUVER EXCHANGE

Table with columns: Bid, Asked. C.P.R. 161.00, Dunwell 1.88 2.00, Premier 2.14 2.18, L. & I. .12, Marmot .084 .11

EXPANSION OF PRINCE RUPERT FISH BUSINESS

Cold Storage Show Railway Commission Some of Present Handicaps.

RAILWAY RATES COMPARED

Say They Could Increase Volume of Shipments if Sympathetic Encouragement Given.

J. W. Nicholls appeared before the Board of Railway Commissioners yesterday and read a statement prepared by the manager of the Canadian Fish and Cold Storage Company dealing with the fish situation as affected by the railways and suggesting means of developing business through railway co-operation. The statement follows:

Prince Rupert can be properly called the capital of the fresh fish industry of the North American continent. Last year, by fitting vessels operating out of this port, there were captured and made available for Canadian trade twenty-seven million pounds of halibut, twelve million pounds of salmon, one million pounds of flat fish and two million pounds of other fish, making a grand total of forty-two million pounds of fish.

This industry commenced in 1914 with the opening of the Grand Trunk Pacific Railway, and has continued from that date until today, when it has reached its present proportions. Recognizing the value of northern fisheries, our company established in this port one of the largest cold storage plants in the world, and we have given to the railway system operating out of this port a volume of business that has produced a substantial portion of its revenue in British Columbia.

One would have thought that our production of tonnage would have entitled us to favorable consideration from the railways, but we have not found their co-operation expressed in any definite form. For instance, there is a freight rate from Seattle to New York of \$1.88. We enjoy the same rate from Prince Rupert to New York, but when we come to sell our commodity in Toronto or Montreal, although the distance is shorter, we are compelled to pay \$2.19, or 34c higher than the rate to New York. Frozen fish is not shipped from the East to British Columbia points, but smoked fish shipped in a frozen state is shipped from Hawksbury, Nova Scotia, and from Halifax, Nova Scotia, to this port.

When we ship our commodity to Eastern Canada, and such points as Montreal and Toronto, we pay a rate of \$2.19, but when the producer on the Atlantic seaboard in Hawksbury and Halifax ships to Prince Rupert, he gets a rate of \$1.79 and \$1.75, respectively.

Extraordinary Rates

It is rather extraordinary that our rates should be higher to Montreal and Toronto than they are to New York, and considerably higher to eastern points than the shipper of the same or similar commodity to Pacific Coast points.

It is difficult to understand the reason why Canadian railways are allowed to discriminate against western industries that are basic to the development of our national trade.

I do not want to go into detail as to our situation on the prairies, which has been reviewed extensively by the fish dealers of Vancouver, but I would ask your board to consider why the express rate on fish from Prince Rupert to Edmonton, a distance of 956 miles, should be \$3.35, when the man producing the same commodity in Halifax can ship it to Finlay, Ontario, a distance of 960 miles, for \$1.70. In the settlement and development of Alberta, we believe that the proximity of that section of the Dominion to the Pacific Coast is an advantage. We can supply the people of Alberta. (continued on page four)

KING REPLIES TO STEVENS

Deplores Tory Tactics and Points Out Unfairness of Their Campaign.

WINDSOR, July 31.—Hon. W. L. Mackenzie King, in a statement issued here yesterday afternoon, replied to Hon. H. H. Stevens' open letter saying: "With the Ferguson government in power in Ontario, will we make a new issue in the campaign on liquor smuggling? If I made that kind of an appeal it would be similar to the present Conservative campaign. The very point of my remarks was to make it clear that it is manifestly unfair to hold any government responsible in all particulars for smuggling and also to make it clear to the public mind just how unfair are the methods adopted by Hon. Stevens and other members of the Meighen cabinet in seeking to place the responsibility upon my colleagues and myself for certain smuggling which we are doing our utmost to suppress."

LOCAL MAN'S FATHER DIES

F. H. Worlock, Pioneer of Victoria and Once of Dawson, Passes Away in South

VICTORIA, July 31.—Fred H. Worlock, aged 78, resident of Victoria for the last forty years, died yesterday. He was in Dawson during the gold rush.

The late Mr. Worlock, who was well known here, having made frequent business visits to Prince Rupert, was the father of Ray Worlock, a member of the staff of F. G. Dawson, Ltd., of this city. The latter will arrive from Pacific and proceed by tonight's boat to Victoria to attend the funeral.

RESTORE FISH FRASER RIVER

J. P. Babcock Recommends Establishment of Commission to Control Situation.

VICTORIA, July 31.—In his annual report to Hon. William Sloan, J. P. Babcock, assistant commissioner of fisheries, makes public the details of a scheme providing for the restoration of the Fraser River salmon fisheries by the creation of a commission representing Canada and the United States similar to the international halibut commission to control the Fraser River fisheries and to enforce the necessary restrictions to overcome the alarming depletion the river has suffered in recent years.

LOG BOOK OF MARGARET TO BE INVESTIGATED

Meighen Instructs Drayton to Take Steps With This End in View

BATHURST, N.B., July 31.—The secrets of the log book of the customs steamer Margaret will be revealed, Premier Meighen having yesterday requested Sir Henry Drayton, acting prime minister, to take steps to have the whole matter investigated as quickly as possible.

BRISTOL BAY PACK THIS YEAR IS FAR AHEAD LAST SEASON

JUNEAU, July 31.—The United States Bureau of Fisheries is advised that the red salmon pack in the Bristol Bay district for the season which closed on July 23 was 1,445,879 cases as compared with 578,000 cases last year.

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THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

Published Every Afternoon, except Sunday, the Prince Rupert Daily News, Limited, Third Avenue, H. F. PULLEN, Managing Editor.

DAILY EDITION

Saturday, July 31, 1926.

PRINCE RUPERT'S PLEA FOR REDUCED RAILWAY RATES LAID BEFORE BOARD RAILWAY COMMISSIONERS YESTERDAY.

(Continued from Page One)

If this inequality were removed a much greater volume of business in that particular territory would be done.

In the territory contiguous to Prince Rupert there is an abundance of timber and mineral that is rapidly coming under actual development. It can be said, without any doubt, that the transportation costs now in vogue are seriously handicapping the development of these industries. For instance, at one time, in a spirit of co-operation, a rate was put into effect on coal of \$3.40 a ton. The Granby mine and local industries used considerable Alberta coal under that rate, and a substantial volume of business was given to the railways as a result. In 1922, for some reason, and without any notice to the users of coal here, the rate was increased to \$4.40 a ton. The direct result of that increase in rate was a loss of a substantial volume of this business to the railways. The Granby mines ceased using this coal in its entirety, and are now purchasing their coal in the State of Washington and barging it to Anxoy by boat. I cite this as an example of the fact that transportation costs, when increased, will have the result of depressing the volume of business that a railway can do.

Just why our rates should be higher than they are in Eastern Canada or on the prairies is a mystery to the people of this section of the country. We are aware that the cost of operating the railway along the line of the Grand Trunk Pacific in British Columbia is no greater than it is upon the prairies, and less, by a considerable amount, than it is in Eastern Canada. There are no mountain grades to contend with on the G.T.P.—the grades are even more favorable in British Columbia than they are upon the prairies. At the coast terminals there is no serious winter weather to contend with such as exists upon the prairies, nor is there such a thing as alkali water, and there are other advantages in the form of the suitable distribution of track-making materials such as ties, and ballast, that are more favorable to the road in British Columbia than they are in any other part of the country. Certainly, if we are going to settle and develop trade in and out of Prince Rupert, we need the co-operative assistance of the railways. In fact, we need all the co-operative assistance that we

can get. We are not in a position to carry the burden of unnecessary handicaps in the form of mountain grades. We are in direct and active competition with the Port of Vancouver, and unless it is the intention to divert all the prairie business to that port, we have got to secure a recognition of the fact that on all competitive business we must receive the same rates as Vancouver receives. We have secured the recognition of this principle in export rates.

Not a Concession

On which Prince Rupert, although the distance is greater, secures a rate from Edmonton and other competitive points that is the same as the rate to Vancouver. On the face of it, this might appear to be a concession to Prince Rupert on the part of the railways. It is, I believe, merely the adoption of a principle in rate-making that has universal application. For instance, the rates on grain to St. John, which is four hundred and seventy miles further in distance than Montreal, is only increased by one cent per hundred pounds over the rate to Montreal, and Halifax, where the distance is eight hundred miles further than Montreal, takes an increase of only two cents, but in view of the fact that by reason of superior grades and curves, the train can be operated in here from Red Pass Junction at a train mile cost that absorbs the two hundred extra miles. We contend that in asking for equalization with Vancouver from points west of Fort William that we are only asking what is ours by virtue of being a terminal in competition with Vancouver.

Having these facts in mind, we do not think that we are asking too much. In fact, we are not asking for any special favor when we ask the board to recognize the competitive influence existing between Vancouver and Prince Rupert, and to direct the railways to recognize that if Prince Rupert is going to function as a port, it must receive the same opportunity for doing business that Vancouver secures in the matter of transportation costs. Our volume of business is not as great as the volume of business done out of the Port of Vancouver by any means, but in a statement that was filed by Sir Henry Thornton, a copy of which I have secured, it is interesting to note that, in 1924, the Canadian National Railways drew east out of Vancouver 104,083 tons of freight, while from Prince Rupert east the tonnage drawn was 181,978 tons. That is, the originating of tonnage on the branch Vancouver for the eastern movement was very much less than the originating tonnage on the Prince Rupert division

Centre of Northwest

There is no reason why Prince Rupert should not become, in addition to its activities as they are carried on here today, the commercial and industrial centre for a substantial portion of the northwest, but it is doubtful, for my way of thinking, unless sales are generally reduced, that we can look forward to any substantial measure of progress. Something is holding this northern country back. Something is preventing men from taking advantage of the opportunities to develop trade that exists in this section of the country. There is little or no inducement for the settler to take up our lands and until the railways, not only by reducing rates, but in other ways, show an active and a healthy desire to co-operate with the settler, the miner, the fisherman, and the manufacturer, we cannot expect, and in fact, we will not secure, anything like the development that should be taking place. If it were not for the fact of our very substantial fishing industry today there would be little justification for the existence of Prince Rupert in its present size. As an instance of discrimination against the pioneer farmer in this district compared to the treatment accorded those in the older sections, I respectfully refer you to the potato rate from Ashcroft on the Vancouver branch as compared with the rate from Moricetown on this division, the mileage in both instances being the same. Ashcroft pays 20c per hundred pounds, Moricetown pays 29 1/2c. This, to my mind, fully illustrates the failure of the railways to realize that it is the pioneer who needs the assistance and not he who is located in the established district. I believe it was the late Mr. Jim Hill who made the statement that every farmer he put along the line of his railway was worth to him in revenue a thousand dollars annually. Present day railway management would seem to think otherwise as their efforts would seem to encourage people to remain or come to the more settled parts of Canada.

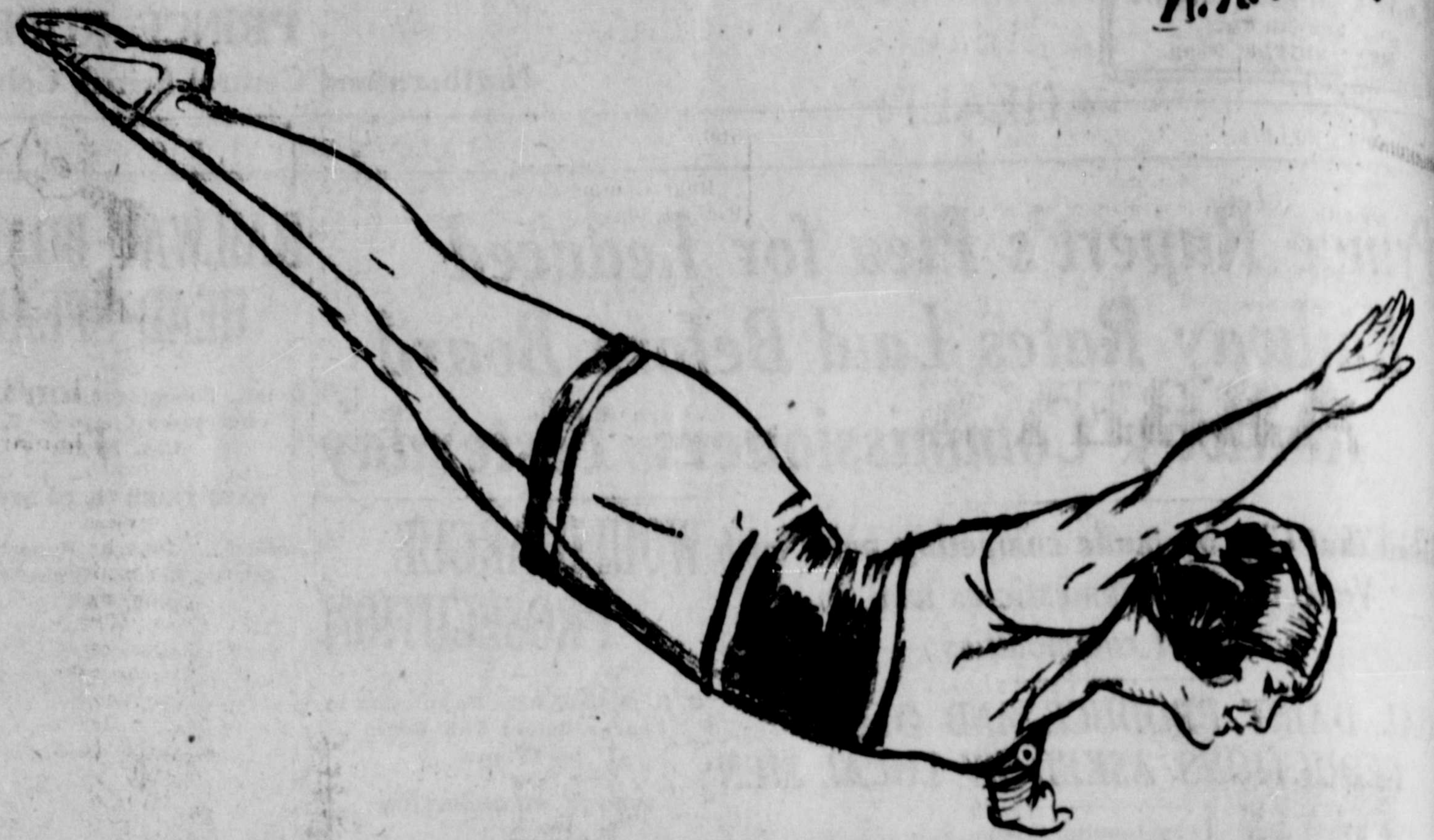
I am filing with your board a comparative statement of the rates charged on a number of commodities that are essential to the life of this community and showing the differences in the rates that we believe are a serious handicap to us. For instance, the rate on grain and flour from Edmonton to Prince Rupert is 50c as against an export rate of 21c, and as against a domestic rate to Vancouver of 41 1/2c. Forty tons of grain or flour moving from Edmonton to Vancouver gives to the railway a gross return of \$400, and I understand that the Canadian National Railways has admitted that its cost of handling a carload of grain from Edmonton to Vancouver is approximately \$125. If that is so, there can be no justification for a rate of 50c to Prince Rupert. We are at least entitled to the same rate as Vancouver receives if we are not entitled to the same rate that would be available to the man in Japan who uses Alberta grain or flour. Similarly, our rates on other commodities are out of line. For instance, Edmonton, a distance of 956 miles, with the same rate from Halifax to Findlay, Ontario, a distance of 960 miles. We pay \$3.35 where the man in Halifax pays \$1.76, or a difference of 97 per cent. That is on fresh or frozen fish. On smoked or cured fish, we pay \$3.60 as compared with the man in Halifax who pays \$2.10, or a difference of 71.4 per cent. It can hardly be said that it is because we lack density of tonnage in fish, because I think we provide a great deal more tonnage than do the cities of Halifax and St. John combined, and I do not believe the consumption of fish in Findlay, Ontario, can be any greater than the consumption of fish in the City of Edmonton.

Only Conclusion

Also, it can hardly be said that water competition in the East is the compelling force in this difference in rates. The only conclusion we can come to is that the railway companies have decided to put a rate on our business that prevents our doing the volume of business that we are entitled to participate in. It does not matter what line of endeavor we are in, when we compare our cost of transportation with the cost of transportation elsewhere, we find that our rates are very much higher than are the rates in other parts of Canada. The lumberman suffers, the farmer suffers, the miner suffers, and if it is the intention of the railways to continue their operations on the limited volume of

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business that they are doing today, one of the surest ways of their succeeding is to continue the exactions in rates that they are the present time taking from the people here. The country cannot develop and will not develop under our present system of transportation costs.

For these reasons, the Prince Rupert Board of Trade is supporting the government of British Columbia in its application to your board for a general revision of freight and express rates on all railways in this province. We believe the time has come when a general revision downward in our rates is not only essential to our own future progress and prosperity, but is necessary to give the railways that volume of business that is necessary for their own upkeep.

To Be Forgotten

To most people in Canada, Prince Rupert is looked upon as something to be forgotten, that there is not now or never was any justification for its birth, such conclusions are arrived at through ignorance, and while it is true that the construction of the Panama Canal had nullified some of the advantages that Prince Rupert as a terminus

joint would have enjoyed over any other Pacific point, the natural resources are still being waiting development. This is the only Canadian port where it is possible to centre a large amount of American goods for distribution, not only to American cities, but to the markets of the world. I refer to the trade of Alaska.

The following memorandum was from M. Valentin, dairyman: Some years ago I came to Prince Rupert and decided that there was an opportunity to establish a dairy business. I recognized that there was little or no opportunity to maintain a dairy industry in the immediate vicinity of Prince Rupert in the form of a dairy farm and that our milk and cream must be brought from the agricultural sections of the community some considerable distance from this port.

Our supply of dairy products is not produced within two hundred miles of Prince Rupert, but it is produced within two hundred and thirty-five miles of our city. Strangely enough, the rates that are available to us on a production within two hundred miles of the city are 42.8% higher than those enjoyed in prairie territory. For instance, two hundred miles out of Prince Rupert the rate on a five-gallon can, which is the standard unit used, is 60c. On the prairie the rate is 42c, or a difference of 18c. If we were able to produce dairy products and cream within this area, our situation would not be nearly as bad as it is, although even at that, it would be had enough. The rate, as I have already pointed out, from two hundred miles out of Prince Rupert is 60c per five-gallon can. We do not enjoy this rate because nothing is produced

at that point or within that mileage. We get our cream from Telkwa and points further east. Telkwa is two hundred and thirty-five miles from Prince Rupert, and we pay a rate of \$1.30 per five-gallon can, or considerably more than 100% more than we would pay on the mileage basis within the two hundred mile zone.

There can be no justification, in my opinion, for the difference in these rates, unless it be an expression of an arbitrary attitude on the part of the railways to insist on taking what the traffic will bear, irrespective of whether the traffic moves or not.

Natural Centre

Prince Rupert is the natural centre for Northern British Columbia. We not only should be able to secure cream for our local requirements, but we should have established in Prince Rupert a dairy that would produce butter, not only for Prince Rupert, but for the whole of this northern coast area. If I could secure the prairie rate on cream to Prince Rupert, it would mean a rate of approximately 55c from Telkwa. I am satisfied that I could produce all the butter required in this city and that I could supply a substantial portion of the requirements of the surrounding country. I would provide a market for the dairy products of the farmer in the agricultural territory immediately contiguous to Prince Rupert, and I would provide the railways with a volume of business that they are not getting today.

At the present time, the dairy product producer in the agricultural lands contiguous to Prince Rupert is in direct competition with southern business, and he is also in direct competition with

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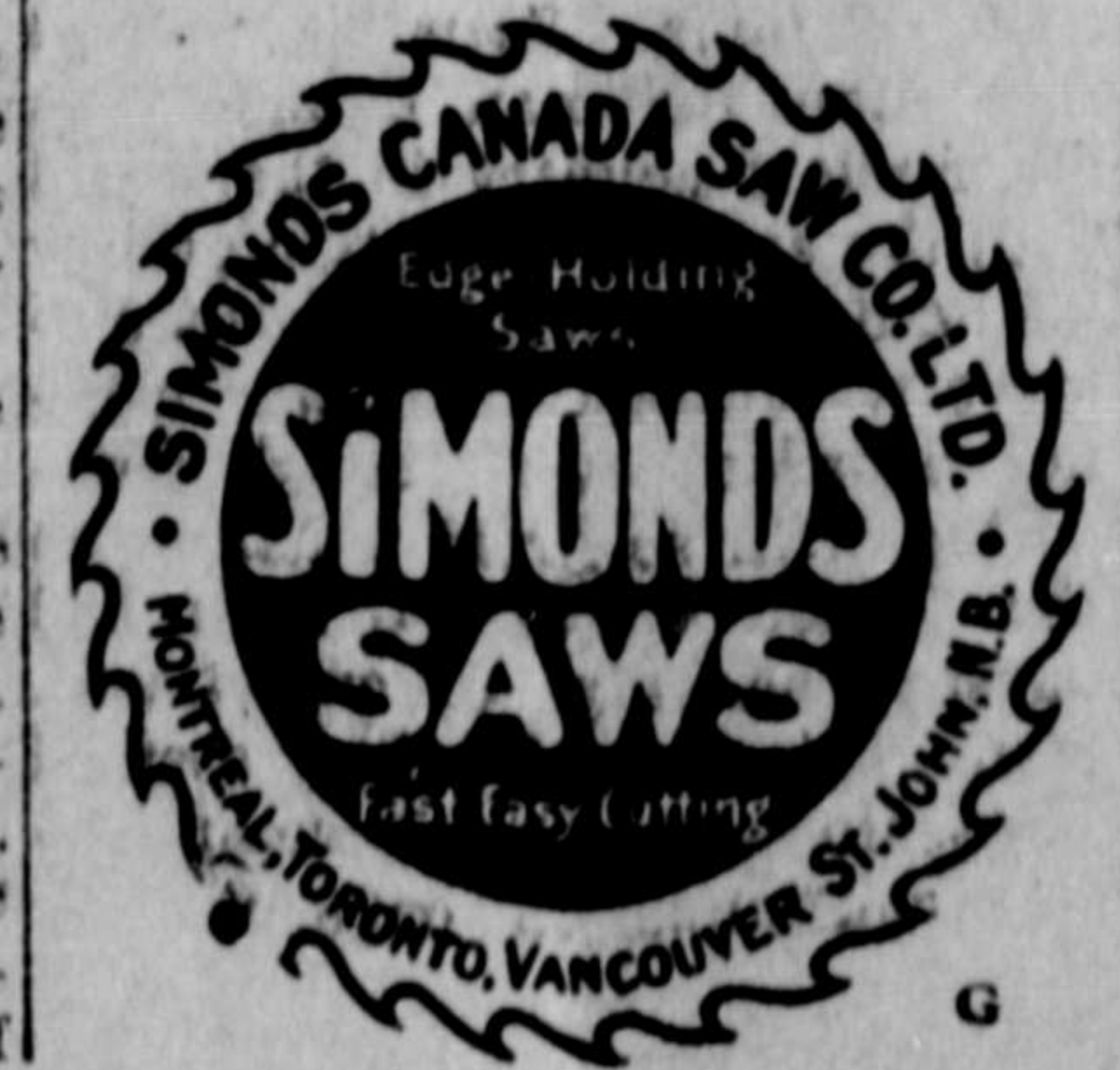
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Crystal Firefighters, 48 for \$1.00. Hyde Transfer. Phone 580.

Hear Commissioner and Mrs. Rich, Friday at 8 p.m. Salvation Army.

N. Mussallem is sailing on the steamer Prince Rupert tonight on a business trip to Vancouver.

Mrs. J. Randall of Powell River and Mrs. Hunter of Prince Rupert are camping at Nanoose Bay.—Victoria Colonist.

D. C. Paterson, manager of the Bank of Montreal, and Mrs. Paterson are sailing tonight on the steamer Prince Rupert for Vancouver and Victoria on a holiday trip.

Mr. and Mrs. J. F. Duthie, and daughter Helen, arrived in the city from Smithers on yesterday afternoon's train and will sail for Seattle on the steamer Prince Rupert tonight.

Mr. and Mrs. J. G. Steen, whose home was damaged by fire this week, are taking up residence for the time being with Mr. and Mrs. G. A. Hunter, 1425 Second Avenue, Westview.

Mrs. J. Carmichael of Los Angeles, who is visiting in Prince Rupert, left on this morning's train for Pacific where, for the next week, she will be the guest of Mrs. Thomas McCubbin.

Dr. and Mrs. J. A. West and daughter Joan, left on this morning's train on a holiday visit to Jasper Park Lodge. Before returning they will also visit at Calgary, Banff and Lake Louise.

D. W. McNabb, inspector for the Dominion bureau of explosives, who has been in the north during the past week on business, will sail for Vancouver on the steamer Prince Rupert tonight.

Dr. and Mrs. F. P. Kenny and family are sailing for Vancouver on the Prince Rupert tonight for Vancouver where Dr. Kenny, as Exalted Ruler of the local Elks, will represent the Prince Rupert Lodge at the convention to commence there on August 4. Afterwards, Mrs. Kenny will visit with Dr. Kenny's mother in Victoria before returning home.

C.P.R. steamer Princess Beatrice, Capt. S. K. Gray, docked at 9.45 o'clock this morning from Vancouver and sailed on her return south at 11 a.m. The steamer unloaded tarvia machinery for the city and loaded 9,000 cases of salmon in the Skeena River, 5,000 cases of which is destined for Bellingham from the Port Edward cannery.

Mrs. H. A. McKeown, Mrs. G. G. McGeer and ladies of the executive of the Women's Canadian Club, were entertained at tea yesterday afternoon at the residence of Mrs. J. C. McLennan, Borden Street, Mrs. S. K. Campbell poured, assisted by ladies of the club. Prior to tea being served the visiting ladies were taken for a motor drive around the city.

FUNERAL NOTICE
The funeral of the late Mrs. Nelly Mork and baby who passed away on Tuesday, July 27, will take place from the chapel of the B.C. Undertakers at 2.30 p.m. on Monday, August 2.

TOO LATE TO CLASSIFY

FOR SALE—152 acres, partly cleared, with house 20x24, in Kispiox Valley, 20 miles from Hazelton. Close to school and post office. Apply Box 313, Daily News Office.

DR. WATSON'S TONIC ALE and STOUT
The Health Beverage
Nothing else on the market has its tonic qualities. 75c Packet Makes 3 Gals.
M. ALLEN AND CO.
Bond Building Toronto

Don't Be Deceived

You'll find the casual, inexperienced or unprincipled dealer here and there who will give you an inferior imitation of Orange-CRUSH if you let him. This type of buccaneer palms off an imitation drink for the sake of a fraction of a cent more profit per bottle. Don't let this type of buccaneer fool your boys and girls!

But most dealers are honest. Most dealers hand out Orange-CRUSH when you ask for it. Although Orange-CRUSH costs them more than they pay for inferior imitations, yet a larger volume of sales brings in steady, increasing profits. Patronize the honest dealer who not only stocks this genuine, fruit drink, but gives you Orange-CRUSH when you ask for it.

Every Season Helps to Make It— Every Season Makes You Want It

ORANGE-CRUSH—Fresh as a Spring breeze in April— Enriched by the radiance of August—Sparkling like frost in November—Pure as new snow in December.

Enjoyed in 47 different countries of the world, and here's the reason why: To healthful, carbonated water is added the juice of luscious oranges—the delicate flavor of their peel—the zestful tang of the fruit acid found in oranges, lemons and limes—a pure food color, such as you use in your cakes and candies—pure cane sugar. Nutritious, wholesome—a delightful thirst-quencher!

And always—identify the genuine by the name Orange-CRUSH blown right into the Krinkly Bottle.

At mealtime in your own home, and when friends drop in for a visit, you can always have delicious Orange-CRUSH at a moment's notice by ordering it by the case of 24 bottles from your dealer. Phone him today.

Orange-CRUSH
Lemon-CRUSH **Lime-CRUSH**

Just Arrived
Another shipment of the
Orthophonic Consolettes
\$115.00

GRANADA	\$200.00
CREDENZA	\$265.00

Music—perfect music—is part of one's life. It affords pleasure for the grown up and is an essential part of the child's training.
At your service—so are we. Come. We wish you to hear them.

McRae Bros. Ltd

SEND IT TO THE LAUNDRY

ALL CLASSES OF LAUNDRY WORK
Including three distinct services for Family Work, viz: **SOFT FINISH, THRIFT-SERVICE and WET WASH** at most reasonable prices.
DRY CLEANING, PRESSING AND REPAIRING

Pioneer Laundry and Dry Cleaners
Phone 118—and we will do the rest.

Circus in town

THE TWISTUM CIRCUS NOW SHOWING
Elephants, Lions, Tigers, Bears, Giraffes, Wolves, Etc.
SEE OUR WINDOW

The Newest Thing in Toys—Durable and Washable. If not abused, will last for years.

Bull Dog, Wolf, Rabbit, Cat, Pig, Bear, each	\$1.00
Lions and Tigers, each	\$1.25
Wampus Cats, each	\$1.85 and \$1.50
Elephants and Camels, each	\$1.85
Dinosaurs, each	\$2.25
Giraffes, each	\$3.00

Ormes Ltd.
The BEXALL STORE — The PIONEER DRUGGISTS
3rd Avenue and 6th Street Phones 82 and 200

UNION STEAMSHIPS LIMITED
Sailings from Prince Rupert:
For VANCOUVER, VICTORIA, Swanton Bay, and Albert Bay, Tuesday, 5 P.M.
For VANCOUVER, VICTORIA, Alsea Bay, and Swanton Bay, Saturday, 10 A.M.
For PORT SIMPSON and Haida River Canneries, Thursday p.m.
For PORT SIMPSON, ANVOX, ALICE ARM, STEWART, Sunday, 8 p.m.
J. Barnetley, Agent Prince Rupert, B.C.

advertise in "The Daily News"

Fines in the city police court for the month of July totalled \$1,782.50.

St. Andrew's Society Picnic to Digby Island tomorrow has been called off.

Major Carruthers of the Salvation Army left for Edmonton on this morning's train on departmental duty.

Major Carruthers of the Salvation Army passed through the city today on his way from his post in Alaska to Wetaskiwin to attend the funeral of his father, who was one of Alberta's pioneers.

Union steamer Catala, Capt. A. Johnstone, sailed for Vancouver and waypoints at noon today. Passengers embarking here for the south included I. Ishida, Dr. A. I. Lamb, Mr. and Mrs. J. R. Davidson and Mrs. N. Keown.

Word has been received in Vancouver of the arrival in London of Walter Owen, son of Mr. and Mrs. Walter Owen, who with fifteen other youths from Canada, is going to Heisingfors, Norway, to attend a Y.M.C.A. conference.

H. A. McKeown, chairman of the Board of Railway Commissioners, accompanied by Mrs. McKeown and R. Richardson, secretary of the commission, who have been attending a session of the board in the city, will return to Vancouver on the steamer Prince Rupert tonight.

The fire department responded to six calls during the month of July. The Steen residence, Westview, suffered the most damage as the result of fires on July 26 and 27. This outbreak was covered by insurance. A small loss was suffered by fire at the Westera Rooms, Fraser Street, on July 8, and a small loss at 649 Fifth Ave, East on July 12 as the result of a roof fire.

Commissioner and Mrs. C. Rich of the Salvation Army are expected in the city next Friday on their way to Port Essington to conduct the annual summer native congress, where some two to three hundred native soldiers will gather for special meeting. The commissioner will also hold meetings with native envoys and sergeant-majors in charge of the Army work. Colonel McLean, territorial revivalist and Major W. Carruthers, divisional commander, will assist.

Church Notices

Christian Science Society
Service every Sunday morning in the Hays' Block, 245 Second Avenue. Subject on Sunday: "Love." Testimony meeting on Wednesday evening at 8 o'clock.
United Church
Bright and brief services for the vacation season, Sunday morning at 11 o'clock. Sermon topic: "Queer Judson, a Man of Honor." Sunday evening at 7.30. Sermon topic: "Covenants." Rev. Geo. G. Hacker will be the speaker at both services.

St. Andrew's Cathedral (Church of England)
Sunday Services
Morning 11.00 a.m.
Evening 7.30 p.m.
Preacher: Rev. A. W. R. Ashley, of Stewart, B.C.

Lutheran Church
St. Paul's English Lutheran Church, Metropole Hall, Third Avenue. Rev. Thos. D. Rinde, pastor. Morning service at 10 o'clock. Sermon theme, "Everyday Religion." Special music, everyone cordially invited.

Salvation Army
A Sabbath well spent brings a week of content. Service on Sunday at 11 o'clock. Subject, "The Uplifted Face." Sunday School at 2.30. Evening service at 7.30. Subject: "The Wrath of God." A soul stirring message. Come and enjoy the singing. Everybody welcome. Let the Army serve you. Meetings every Saturday at 8.15.

Baptist Church
Sunday school at 10 a.m. Morning service at 11. Subject: "The Seats of the Mighty." Evening worship at 7.30. Subject: "The Perils of Peter." Selection by choir. It is true that, "unless we learn the supremacy of spiritual forces, the pall bearers that have carried out other dead civilisations wait at our door," and that is one reason why we give you a very cordial invitation to these services.

Presbyterian Church
There will be no services tomorrow in the Presbyterian Church or Sunday School.

GOING TO ALASKA
SEATTLE, July 31.—Secretary of the Navy Wilbur arrived here last night from Washington on his way to Alaska.

Misses Hazel and Alice Nicholson of Stewart are proceeding south on a holiday aboard the Prince Rupert this evening.

Bus and Taxi Meets all Trains and Boats.
ROYAL HOTEL
J. ZARELLI, Proprietor.
Phone 34 P.O. Box 196
Simmon's Steel Beds, Springs, and Ostermoor Mattresses in every room.
52 Rooms, Hot and Cold Water, Baths and Showers. Steam Heated, Electric Light.
Corner of Third Ave and Sixth St.
PRINCE RUPERT, B.C.

Steve King
Third Avenue
Great Overstocked SALE
Now in Full Swing
SAVE! SAVE!!
ON MEN'S SUITS AND OVERCOATS

M. McArthur
Monster
Creditors' Compulsion SALE
of Men's Shoes, Ladies' Shoes, Children's Shoes.
NOW! NOW! NOW! NOW!

The EASY Electric Vacuum Washer

Will not wear or tear the daintiest garment.
FOR SALE BY
Thompson Hardware Co.
Phone 101 255 3rd Ave.

SUMMER SUGGESTIONS FOR WOOD
Dry Jack Pine, Cedar, Birch and Spruce
Per load \$6.50
Per half load 3.50
Per sack50
Burn Wood and Keep Cool!
Hyde Transfer
139 Second Avenue
Phone 580 Night or Day
WE BUY BOTTLES.

BOYS' BAND TO GIVE CONCERT TOMORROW

Interesting Program Will Be Rendered at Tolem Pole Hill Sunday Afternoon.

- The Boys' Band will give a public concert at Tolem Pole Hill Sunday afternoon at 3 o'clock, weather permitting. The program will be as follows: March, The Summit, Bennett. March, S. I. B. A., R. B. Hall. Waltz, Matzavel, W. Huff. March, Military Escort, Bennett. Serenade, Idle Fancy, A. N. Other. March, Stanley, Noel. Waltz, Flower Queen, Weis. March, The Matinee, W. Huff. God Save the King. Conductor, Thomas Wilson.

EXPANSION OF PRINCE RUPERT FISH BUSINESS

(continued from page one)

beria with sea food from the Pacific Ocean efficiently and economically. Years ago this was recognized as an advantage to the prairie settlement, and the Dominion government co-operated with the railways and the fish producers here paid part of the cost. The result was that a very substantial industry developed in the capture of what is commonly known as flat fish for consumption in prairie markets. This co-operation has been taken away, and as a result the cost of this particular class of fish has risen to a point where it is no longer practical to produce it for prairie consumption.

Could Increase Business

I am of the opinion that if rates were reduced on sea foods from this port to prairie points, we could increase the volume of business that we are doing today to the general advantage of the prairie settler, very substantially. Under the present rates, the sea food area of the Pacific Ocean is of little or no advantage to the prairie settler.

What little fish we put in to the prairies is put in on a luxury basis, and is only available to those who can satisfy their tastes almost irrespective of cost. If we could get from the railways a sympathetic co-operative support, there is no doubt but that we could very substantially increase our own industrial activities, and I am satisfied that they would not only be a benefit to us, but would be a benefit to the railways and to the settlers upon the plains.

In The Letter Box

GARBAGE QUESTION

Editor, Daily News: Aid, Stephens in a letter to your paper last night mentioned my name and I would like to say a few words in reply thereto, if I may trespass upon your space.

First as to Mr. Stephens' statement that he considers a charge to those citizens not on the city maintained sewer for the necessary collection of night-soil, etc., as being as fair as a charge for light, telephone and water services. Mr. Stephens seems to be a little out in his argument. If I do not wish for light, telephone, or water, I do not have to pay for same and nobody suffers but myself—all these services are entirely optional to the consumer, but the night-soil collection is absolutely necessary and has to be done for the good and health of the city in general.

Using the same argument as Mr. Stephens but on another necessary his argument is. For instance, Mr. Moody has no children, and pays on the \$22,000 assessment mentioned in Mr. Stephens' letter \$264, school taxes, both Aldermen Stephens and Casey have children—therefore Mr. S. argument why should Moody pay \$264 for service he does not receive? Why should Stephens and Casey not pay for the service they do receive?

The answer is the same in this case as in the case under discussion—"because the service is necessary and vital to the community as a whole."

This, I think, will show the fallacy of Mr. Stephens' argument.

A Comparison

Again, Mr. Stephens states that the collection of garbage and night-soil costs equal a 2 mill rate—I venture to think that the garbage alone from Mr. Moody's

BRINGING UP FATHER



By George McManus



big business block is more than 20 times as much as my garbage and night-soil combined. My June garbage was about ten empty milk cans for which I paid the city .25. Would Mr. Moody pay for the removal of my garbage at the same rate, viz., 10 cans for .25—I think not.

Again, Mr. S.: Who pays for the maintenance of the sewers on 6th ave., McBride St., 2nd and 3rd Aves?

Has not the city paid maintenance on the 4th Ave. sewer since Mr. Leveridge connected thereto?

Who paid for repairing the sewer at the back of Max Helbroner's block last winter?

Is not the "private" sewer that Bro. Moody connects to also maintained by the city?

Mr. Stephens has gone on record as being opposed to even putting this question before the city papers as a plebiscite.

Very well, registration time is coming and it behooves every resident in the outlying and discriminated-against districts to get on the voters' list and show this would-be Mussolini of Prince Rupert—Alderman Stephens and his satellites, Brown, J. Greer and Casey—by our vote that the poorer people are to be considered.

Of course, Stephens and J. Greer are safely ensconced until 1928 but, remember—the men who purposed to be labor members and got the support of the Trades and Labor Council to elect them in 1925—Aldermen Brown and Casey—have in selection or back out and when election day comes let a little men—not real estate dealers and big business men—go together and put them where they belong—in the discard.

Thank you, Mr. Editor. FREDK. E. WERMIG.

PRINCE RUPERT'S PLEA FOR REDUCED RAILWAY RATES LAID BEFORE BOARD RAILWAY COMMISSIONERS YESTERDAY.

(continued from page two)

the canned milk producers. There must be some measure of reciprocity between the City of Prince Rupert and the agricultural area, and if I could secure the co-operation of the railways in making a rate for cream for the points where it is produced on the line of the railway, I am satisfied that I could establish a successful industry here that would be a benefit to the farmer in the interior and the railway at the same time.

Thos. Trotter The following was a memorandum for Thomas Trotter, coal dealer:

I have been in the coal business in the City of Prince Rupert for a good many years. During my experience we had developed a considerable volume of business between the mines of Alberta and Prince Rupert. Coal was brought from the Rocky Mountains for local consumption and was supplied in volume to the Grassy mines for their smelting purposes. Many years ago, in a spirit of co-operation, the Grand Trunk Pacific put in a rate on coal from the Cadomin and Luxor Mines of \$2.50 per ton. Under this rate

Advertisement for Dr. Chase's Nerve Food, featuring a portrait of a man and the text 'DR. CHASE'S NERVE FOOD'.

DAILY NEWS CLASSIFIED ADS. Articles Lost and Found, &c. 2c per word in advance. No Advertisement taken for less than 50c.

WANTED: STOCK ISSUE. WANTED: TO RENT: HOUSES for Rent. AGENTS WANTED: A Man for an Unusual Agency.

FOR RENT: Lansen building at 421 Third Avenue East. FOR RENT: Two first class modern flats. HOUSES for Rent: Some are furnished.

FOR RENT: Pianos, phonographs and sewing machines. Walker's Music Store. FOR RENT: Four room suite, hot water heated.

FOR RENT: Modern house for rent—Five rooms and bath. SUMMER RESORTS: LAKELOE LODGE, near Terrace.

FOR RENT: Board optional, 420 Third Avenue. LOST: BOARD: The Islander, 630 Second Avenue.

FOR SALE: Hotel Massett, a good bargain. FURNITURE FOR SALE: Chestfield suite, dining room, suite, rug, bedroom furniture.

FOR SALE: Twenty-two foot launch, 14 h.p. engine, speed 14 knots. FURNITURE FOR SALE: Chestfield suite, dining room, suite, rug, bedroom furniture.

FOR SALE: Bargain, Two beds and bedding, range, heater. FURNITURE FOR SALE: Chestfield suite, dining room, suite, rug, bedroom furniture.

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Expert Jewellery Repairing

Perhaps you have a valuable keepsake which has been damaged. We can make it as good as new in most cases. It is our hobby to have the machines and equipment to roll out gold and otherwise work with precious metals and we can manufacture almost any little special gift you may need.

JOHN BULGER JEWELLERS THE STORE WITH THE CLOCK

BULKLEY Market

311 Third Avenue, has been taken over from George Kerr by J. Preece with Sealy and Doodson Fresh Meats Living Twice Weekly from the Bulkley Valley Phone 178

Dr. Alexander

Smith Block Phone 575 DENTIST

BUGBOATS

Phone 423, 539, Green 238, Black 735. Light Phones—687, 539, Green 238, Black 735. PRUPERT MARINE PRODUCTS, LTD. E. G. BUSHBY, Man. Dir.

MILK

From Bulkley Valley FRESH MILK AND WHIPPING CREAM We specially recommend our Table Cream at 15c for half pint. Quality and Service Special Ice Delivery Service Valentin Dairy Phone 657

LINDSAY'S

Cartage and Storage Phone 68. Cartage, Warehousing, and Distributing Team or Motor Service. Coal, Sand and Gravel. We specialize in Piano and Furniture Moving.

Fur Coats & Jacques

An Exquisite Stock of Fur Trimmings at low prices B. C. FUR Co. Next G.W.V.A. Third Ave

WATERFRONT WHIFFS

Good week in fishing generally---salmon coming strong---general doings along waterfront

The fishermen and fish buyers have experienced another satisfactory week of business insofar as the amount of halibut landed and the prices obtained have been concerned. A good volume of fish has been offered and prices have kept up well, averaging around 16c and 9c for American caught fish and around 15c and 8c for Canadian fish while, in some cases, the latter boats have been successful in picking off the higher price for second class catches.

The waterfront shipways have been fully occupied with both fish boats and general utility boats up for repair. At this season it is usual for boat owners to give their charges a coat of copper paint and a general once-over in order that their crafts may be kept up to standard and equal to the tasks imposed upon them during the intensive part of the season.

While weather conditions have not been of the best for working on boats, the rain has not greatly interfered with the operations. Incoming boats have not reported any great inconvenience caused by the element on the fishing banks nor has it retarded the fishing in any particular.

While reports from the salmon fishing grounds vary as to the nature of the run up to date, it is the general consensus of opinion that it is steadily improving, although it is yet rather early in the season to come to any fast and abiding decision, and the final results at the termination of the season are as yet problematical. According to the fisheries department the run of spring salmon for the month of July has greatly improved, especially on the Skeena River, where it has been greater than at this time last year. Judging from the manner in which the various canneries are chartering boats and the preparations already made, it is a safe bet that the season will be a banner one before the last can is filled.

New Seiner The power boat Azurite, recently purchased from the Granby Consolidated Mining & Power Co., Anyox, by Messrs. Capt. A. Swanson and Capt. Ole Skog, has been transformed into a seine boat at the dry dock and is now being used for the Port Edward cannery. The Azurite was formerly used as a passenger boat in local waters around the smelter town, but she now looks like a first class fishing boat. The boat measures some 65 feet long and is powered with a 55 h.p. Imperial gas engine.

The halibut schooner Selma, Capt. Lars Voge, has recently been chartered for cannery work by the Namu cannery and left for that point early in the week.

The Balmoral cannery tender, Mike O., Capt. Stuart Donaldson, arrived in port on Tuesday with an official of the cannery aboard

WATER NOTICE

Diversion and Use TAKE NOTICE that Somerville Cannery Company Limited, whose address is 1090 Avenue Ward, Vancouver, B. C., will apply for a license to take and use 50 gallons per minute of water out of an unnamed stream, which flows northerly and drains into Ferguson Bay, Masset Inlet, about 30 chains west from N. E. corner Lot 1571, Q. C. District. The water will be diverted from the stream at a point about 6 chains from mouth of stream and will be used for industrial and domestic purposes upon the land described as Block A, Lot 1571, Queen Charlotte District. This notice is posted on the ground on the 14th day of July, 1926. A copy of this notice and an application pursuant thereto and to the "Water Act" will be filed in the office of the Water Recorder at Prince Rupert, B. C. Objections to the application may be filed with the said Water Recorder or with the Controller of Water Rights, Parliament Buildings, Victoria, B. C., within thirty days after the first appearance of this notice in a local newspaper. The date of the first publication of this notice is July 29, 1926.

SOMERVILLE CANNERY COMPANY, LTD. Applicant. By E. D. MATHERS, Agent.

LAND ACT.

Cassiar Land District, Land Recording District of Prince Rupert and situated on Taku Arm, about 3 miles southwest of mouth of Atlin River.

TAKE NOTICE that Francis Richard Dunlop of Atlin, B.C., occupation mill manager, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the south shore of Taku Arm about 2 miles southwest from the mouth of Atlin River and running thence 20 chains west; thence 20 chains south; thence 20 chains east; and thence 20 chains north to point of commencement, containing 40 acres, more or less.

FRANCIS RICHARD DUNLOP, Applicant. Date, Atlin, May 20, 1926.

LAND ACT.

Cassiar Land District, Land Recording District of Prince Rupert, and situate on Atlin Lake, about 35 miles southwest of Atlin Township.

TAKE NOTICE that Edwin Jules Egery, of Atlin, in the Province of British Columbia, occupation operating tourist launch, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the southeast corner of Glacier Bay, in Atlin Lake, situated as above; thence following the shore line west 20 chains; thence south 20 chains; thence east 20 chains; thence north 20 chains, to point of commencement.

EDWIN JULES EGERY, Applicant. Dated May 10, 1926.

and returned to the Skeena on the same day.

A new spring-board has been installed at the Salt Lakes to replace the spring-board recently broken. The new board measures some 20 feet long, and was transported across the lakes on Thursday by the Launch 23, skippered by Lorrie Lambly. "Brick" Skinner did the technical work voluntarily, and judging from Brick's past efforts along these lines, the job has been well done. Brick reports it is a jimdandy.

Taming Jelly Fish

If you have a few odd moments to spare in this busy life, just take a stroll to the P. R. Boat-house and take a glance at the emerald waters as they glide beneath the wharf and, above all, note the different species of jelly fish and their shimmying antics. The writer stood for some moments on Thursday afternoon with that waterfront celebrity of the rising generation, Billy Bacon. Billy fishes for the jelly fish with his hands, while you wait, and puts them through several peculiar movements, in fact they look as they may be suffering from convulsions. At any rate Billy claims he can tame the wildest jellyfish on the Pacific Coast with just a turn of the wrist and, from the look of the jelly fish when he has finished with it, the writer is inclined to believe him.

With the details of plans settled for the erection of the new biological station on the provincial dock, Mitchell & Currie, the contractors for the superstructure, are making great strides with the erection thereof. The building has already reached a decided stage in construction.

The new building for the Bacon Fisheries, alongside the biological station is nearly completed and Jim Bacon will soon be losing himself on the spacious floor.

Bill is Amusing

Bill Beasley, of Canadian National fame, has been working overtime during the past week trying to think up a new design for the Siriner's fez. As to whether he is a Shriner or not the Whiff Man does not know. After several attempts Bill managed to get hold of an old lid, formerly the property of that certain party, and with a few heaves and grunts transformed the female dome coverer into a magical looking contrivance. Donning the high towered cap which resembled something between a coneratina in a fit and a yard of pump water, Billy gaily sported himself on the dock, much to the joy of the onlookers. Perhaps Bill missed his calling after all.

Bob Thomas, the genial soul around the P.R. Boat-house, otherwise known as the guy who put the time in the clock, nearly overdid things on Thursday afternoon and may, as a result, suffer from an overstrained heart. Yes, sir, Bob, without a moment's warning, grabbed one of the green boats and hit for Albert-McCaffery dock, saying he was going for a load of grief. Upon his return the onlookers were surprised to see that Bob

When The Children Are Troubled With Summer Complaints GIVE THEM



And you will be agreeably surprised to find out how quickly they will become relieved of their troubles. This preparation has been on the market for the past eighty years. Put up only by the T. Millburn Co., Limited, Toronto, Ont.

had actually loaded up about half a ton of sacked coal. He was calling for reinforcements, when about twenty feet from the boat-house, to help him unload it. Judging from the look of consternation of Bob's face he had two loads of grief in one. It's doubtful whether he'll ever do that again by himself.

H. W. Chambers, of the Inverness cannery staff, arrived in the city on Thursday afternoon's train on business, Jimmy Lee graciously granted him an interview on Thursday afternoon so that Mr. Chambers' visit has not been in vain.

McLean Activities

The fishing schooner Nautilus has been up on the McLean ways for cleaning and painting this week.

Capt. H. Seig, skipper of the schooner Gnah, was forced to return to port on Tuesday having lost the rudder from the boat while in neceate Straits. Port was made safely with the use of a jury rudder which, in this particular case, consisted of two buoy kegs strung out behind the vessel. For port or starboard turns the required buoy kegs was nailed in and -hal did the trick. The schooner is now on the McLean ways for necessary repairs.

The power boat Hannah of Kitkatla was also in the yards this week for the installation of a seme turntable on the stern. The Tearline A, a seimer owned by the Wallace Fisheries, arrived from the Claxton cannery early in the week for general overhaul and repainting.

Two scow loads of lumber arrived in port for the Big Bay Lumber Company from George town on Thursday in tow of the Bushby tug P.R.T., Capt. Harris Kerr. One scowload comprised a shipment of two carloads for the east and the second scow contained box lumber for the Atlin Fisheries.

The Bushby tug boats are up to the decks in work these days and there is a constant procession to and from the various canneries as the boats tow down the ofal for the Rupert Marine fertilizer plant at Tucks Inlet. The M.T.B., Capt. R. Green, is towing to and from the Skeena, and the Hanaco, Capt. "Handsome" Jim Morrison, and the Cumshewa, Capt. Church, are on the same run. The Tide Rip, Capt. Chris Eyclfson, has been under the weather for the past week with engine trouble. However, this has been remedied and she will be rushed into commission forthwith.

How is it Done?

How is it done? That is the burning question of the hour

"DEMERS"

Special Announcement

Owing to so many requests from our customers for us to continue

Our Public Sale

a short while longer, we have decided to keep selling at cut sale prices

One Week Longer

But Our Sale positively closes on Saturday, August 7

Everything for the Builder

LUMBER—We have the most complete stock of timbers, dimensions, shiplap, fir finish, flooring, V joint, veneers, etc., in Northern B.C.

We can supply everything in a building from the foundation to the last piece of finish.

Before buying inspect our stock. It will pay you. Our prices are right.

Albert & McCaffery, Ltd.

Phones 116 and 117

Steamship and Train

Service

Sailings from PRINCE RUPERT for VANCOUVER, VICTORIA, SEATTLE, each MONDAY and THURSDAY 4.00 p.m., SATURDAY, 6.00 p.m. For ANYOX and STEWART—MONDAY, FRIDAY, 4.00 p.m. For ALASKA—WEDNESDAY, 4.00 p.m. For MASSETT INLET—MONDAY, 4.00 p.m. For SKIDEGATE INLET and SOUTH QUEEN CHARLOTTE ISLANDS, fortnightly.

PASSENGER TRAINS LEAVE PRINCE RUPERT daily except Sunday at 11.30 a.m. for PRINCE GEORGE, EDMONTON, WINNIPEG, all points Eastern Canada, United States.

Agency all Ocean Steamship Lines. Use Canadian National Express for Money Orders, Foreign Cheques, etc., also for your next shipment. City Ticket Office, 528 Third Ave., Prince Rupert. Phone 200.

Canadian Pacific Railway B. C. Coast Services

Sailings from Prince Rupert

To Ketchikan, Wrangell, Juneau and Skagway—August 2, 6, 9, 10, 27, 30. To Vancouver, Victoria and Seattle—August 4, 7, 11, 14, 21, 25.

PRINCE GEORGE BEATRICE. Campbell River, and Vancouver every Saturday 11 a.m. For Butedale, East Belle Bellis, Ocean Falls, Nanaimo, Alport Bay.

Agency for all Steamship Lines. Full information from—W. C. ORCHARD General Agent. Corner of 4th Street and 3rd Avenue, Prince Rupert, B.C.

WICHMANN OIL ENGINES

We Supply WICHMANN in sizes from 7 to 20 H.P. To assure early delivery order your WICHMANN now.

Distributors for B. C. ENGINEERING CORPORATION LTD. Marine Department, Mt. G. TELLEFSAN. BRANVILLE ISLAND VANCOUVER, B. C.

Residence Phone, Black 617 P. O. Box 247

ANGER, The Tailor

Fine Imported Serge and Scotch Tweed Suits made to order in our shop in Prince Rupert as low as \$50.00

I. ANGER, Cutter 223 Sixth Street Prince Rupert, B. C.

French Velvets

The newest novelty Velvets for Dresses Kimonas or Coats, in over thirty shades and patterns, etc. A special purchase enables us to sell these values \$4 a yard for

\$1.50
PER YARD

WEST of ENGLAND STORE

Third Avenue Phone 753

AUDITORIUM

Dances

EVERY WEDNESDAY AND SATURDAY EVENING
Beginning at 9 o'clock
Floor in the Finest Shape
MISS CURRIE'S ORCHESTRA
Ladies 25c Gentlemen 50c
The Hall is now equipped to take care of Dances, Concerts and Meetings of any kind.

The building is 50x100 feet, maple floor, newly plastered. Clear title to property.
IT'S FOR SALE

Phone Black 449
L. J. MARREN, Proprietor.

AUDITORIUM

Take Home a Box

of

Rochon's Chocolates

or ALMOND CRISP

\$1.00

A POUND

Rupert Pharmacy

Prescription Specialists
Phone 94. We deliver.

CLEARANCE SALE

Ladies' Nightgowns, prices to \$1.75 for 75c
Ladies' Silk Vests, reg. \$1.50 for \$1.00
Ladies' Cotton Vests, reg. 25c, 2 for 25c
Ladies' Silk Hose, reg. \$1.25 for 75c
Ladies' Silk Bloomers, Lusia \$1.75
Ladies' Silk Bloomers, Moodies \$1.25
Ginghams, in all patterns, stripes and shades, yard 20c
Crepe, in four shades, per yard 25c

Mussallem Grocery

Co. Ltd.
Phones 18 and 84
417-423 5th Avenue East

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DENTIST
Helgerson Block, Prince Rupert, B.C.
Office Hours—9 to 6.
X-Ray Service
Phone 686.
Open Tuesday and Thursday Evenings
Saturdays 9 to 12 noon

GYROS WON IN BATTING ORGY

In a loose game of Senior League baseball last night the Gyros took the Grand Terminals into camp to the tune of 18 runs to 5. The severe defeat of the Terminals was, in a measure, due to the fact that they were unable to field a very strong team and, in addition to that, the Gyros were in tip-top batting form. The terminals did, however, tighten up in the latter part of the game, but the lead of the Gyros was then beyond them.

In the first inning the Gyros scored seven runs, ten in the second inning, and one later. The Terminals got three runs in the first inning and two in the third. Loose fielding and unlucky breaks in the field marred the play of the Terminals throughout the game.

Batteries—Grand Terminals: Gordon and Astoria; Gyros: Schenkler and McKeown.

Pete LaPorte umpired balls and strikes and Dave Balfour took care of the bases.

RESULTS OF GRADE XII EXAMINATIONS

Results of Grade XII examinations in the local High School were as follows:

Passed Grade XII—Perry E. Baisler (S.), Netta Clark, Lillian Cross, Margaret Kergin (S.), Robert Matheson.

Three granted partial standing.

C.G.M.M. freighter Canadian Prospector, arrived in port at 8 o'clock this morning from Vancouver and proceeded direct to the dry dock to undergo repairs to hull, cleaning and painting. The work on the boat will take some seven or eight days to complete. Captain Duncan Macenzie piloted the vessel up the coast.

G. G. McGeer, F.C., counsel for British Columbia in the freight rates case, who attended the session of the Railway Commission yesterday, left for the east on this morning's train en route to Vancouver.

CUNARD ANCHOR ANCHOR-DONALDSON

CANADIAN SERVICE
FROM MONTREAL
TO PLYMOUTH-CHESTER-LONDON.
Aurania ... Aug. 7, 21, 28, Oct. 1, 14, 21, 28
TO LIVERPOOL
Aurania ... Aug. 27, Sept. 24, Oct. 22
TO BELFAST AND GLASGOW
Aurania ... Aug. 27, Sept. 24, Oct. 22
FROM NEW YORK
TO QUEENSTOWN AND LIVERPOOL
Sarnia ... Aug. 7, 14, 21, 28, Sept. 4, 11, 18, 25, Oct. 2, 9, 16, 23, 30
TO CHESTER AND SOUTHAMPTON
Sarnia ... Aug. 11, Sept. 1, Sept. 22, 29
TO LONDON AND GLASGOW
Sarnia ... Aug. 11, Sept. 1, Sept. 22, 29
PLYMOUTH-HAVRE-LONDON
Carnegie ... Aug. 14, Transvaal Aug. 21
FROM BOSTON
TO QUEENSTOWN AND LIVERPOOL
Sarnia ... Aug. 8, 15, 22, 29
Sarnia ... Aug. 8, 15, 22, 29

Ask for Tourist 3rd Class Literature and see List of Special Tours
Money orders, drafts and travellers' cheques at lowest rates. Full information from local Agents or Company's Offices, 622 Hastings St. W., Vancouver, B.C. Phone 3648.

OPENING DAY

CASH & CARRY GROCERY

Sealy & Doodson Stand
Best Bulk Black Tea, per lb. 58c
Fresh Ground Coffee, per lb. 48c
Matches, large boxes 13c
Granulated Sugar, 5 lbs. for 35c
Rice, good quality, per lb. 8c
Bulk Creamery Butter, per lb. 42c
Fresh Eggs, per dozen 35c
3 dozen for \$1.00
Ontario Cheese, per lb. 29c
Extra Value Prunes, per lb. 10c
White Navy Beans, 4 lbs. for 25c
Canned Tomatoes, large 15c
Small, 2 for 25c
New Potatoes, 9 lbs. for 25c
Seedless Raisins, per lb. 15c
Sun-kist Oranges, per doz. ... 20c
Classic Laundry Soap, per bar 50
Toilet Rolls, each 5c
Good Dry Onions, per lb. 5c
Sliced Pineapple, large tin ... 15c
Peanut Butter, one lb. tin ... 20c
Campbell's Tomato Soup, tin 12c

COME IN AND LOOK OVER OUR STOCK AND SAVE MONEY

Waterfront Whiffs

(continued from page five)
was only five minutes to five a.m. Now supposing any unsuspecting person had run into Doc in that vivid suit of pyjamas, why it might have scared them to death.

Halibut arrivals at this port during the past week (Saturday to Friday inclusive) amounted to a total of 867,100 pounds. Of



CANCELLATION OF RESERVE
NOTICE IS HEREBY GIVEN that the reserve existing over Lot 4507, Cassiar District, is cancelled.
Deputy Minister of Lands, Victoria, B. C., 29th June, 1926.
G. R. SAGEN,

LAND ACT.
Notice of Intention to Apply to Lease Land
In Prince Rupert Land Recording District of Prince Rupert, and situate a Massett, B.C.
TAKE NOTICE that Eugene H. Simpson of Massett, occupation farmer, intends to apply for a lease of the following described lands:

Commencing at a post planted at the northeast corner of Block 10, Massett Township, thence easterly 150 feet; thence southerly 1,000 feet; thence westerly 150 feet; thence northerly 1,000 feet to point of commencement, and containing 3 acres, more or less.
EUGENE H. SIMPSON, Applicant.
Dated June 5, 1926.

CANADIAN PACIFIC

SAILINGS TO EUROPE

MAKE RESERVATIONS NOW
FROM MONTREAL
To Liverpool
AUG. 6, Sept. 3, 17, 31, Oct. 4, 18, 31, Nov. 4, 18, 31
AUG. 20, Sept. 17, 31, Oct. 4, 18, 31, Nov. 4, 18, 31
AUG. 27, Sept. 24, Oct. 18, 31, Nov. 4, 18, 31
TO CHESTER-SOUTHAMPTON-ANTWERP
AUG. 11, Sept. 8, 22, 30, Oct. 6, 27
AUG. 25, Sept. 22, 30, Oct. 6, 27
TO BELFAST-GLASGOW
AUG. 12, Sept. 9, 23, 31, Oct. 7, 24, 31
FROM QUEBEC
To Liverpool
Sept. 10, Oct. 8, 22, 30, Nov. 5, 19, 26, 31
To Gouberbourg-Southampton-Hamburg
AUG. 15, Sept. 12, 26, 30, Oct. 7, 21, 28, 31, Nov. 4, 18, 25, 31
To Cherbourg-Southampton-Antwerp
Sept. 1, Sept. 29, Oct. 6, 20, 27, 31, Nov. 4, 18, 25, 31
To Belfast-Glasgow
Sept. 15, Oct. 7, 21, 28, 31, Nov. 4, 18, 25, 31
Apply to Agents everywhere or
J. J. FORSTER, Gen. Agt.,
C.P.R. Station, Vancouver,
Telephone Seymour 2630,
Can. Pac. Ry.,
Traffic Agents.

LARGE INCREASE IN VALUE OF FISHERIES

Landings for Whole of Canada During June of This Year Greater Than Same Month 1925

OTTAWA, July 31—The quantity of seafood landed in Canada during June last on both Atlantic and Pacific coasts totalled 106,380,200 pounds valued at \$3,688,468 as compared with 96,238,400 pounds valued at \$3,297,812 in June of last year.

RAILWAY BOARD HEAD SPEAKER

(continued from page one)

ed. There was nothing that other nations had done which might not be done here. Southern cities grew and ripened more quickly, but the northern nations would always hold the balance of power. He found that the people of this western country were impressed with the importance of the posi-

Peace River Outlet

Very soon the Peace River country would be seeking a natural outlet here. This western gateway would carry the agricultural products overseas. As far as the consumption of foodstuffs was concerned they could look for no new markets in Europe, but the innumerable millions of the Orient were turning from rice to wheat for food and if this continued the demand for terminal facilities for shipping to the Orient through a port such as Prince Rupert was assured. On one side of the ocean were the consumers and on the other the producers. He wished he could vision the position which this port would occupy 25 years from now. He looked forward to an era of great prosperity for Prince Rupert so that in looking back people would say that the present was a step of a child compared with the manhood of that time.

LAND ACT.

Notice of Intention to Apply to Lease Land.
In Stikine Division, Cassiar, Land Recording District of Cassiar, and situate at Grand Rapids, on the Stikine River and to the west of surveyed Lot No. 479.
TAKE NOTICE that I, Walter Scott Simpson, of Telegraph Creek, B. C., occupation rancher, intends to apply for a lease of the following described lands:

Commencing at a post planted on the Northwest corner of Lot 174, thence south to chains; thence West 10 chains; thence North 40 chains; thence East 10 chains, and containing Forty acres, more or less.
WALTER SCOTT SIMPSON, Applicant.

LAND ACT.

Notice of Intention to Apply to Lease Land.
In Prince Rupert Land Recording District of Range 4, Coast Land District, and situate on Passage Island.
TAKE NOTICE that J. B. Francis, of Ponoka, Alberta, occupation Minister, intends to apply for a lease of the following described lands:

Commencing at a post planted at the North West end of Passage Island, near Coast Triangulation Sta. 4142; thence around the island at high water mark and containing 1000 acres, more or less.
JOSEPH BRITLAND FRANCIS, Applicant.
June 24th, 1926.

HANDBAGS

The latest designs, a large assortment, at moderate prices.
SUITCASES AND CLUB BAGS
in our basement store at basement prices.
UMBRELLAS
A fine range of all colors at all prices for men women and children.

Max Heilbronner

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at 7 and 9

"The Iron Horse"

A photoplay depicting the blazing of the trail of love and civilization. A complete screen visualization of the building of the first transcontinental railroad. A picture containing a romantic story with many stirring scenes and incidents. A production which took three years to make. Every one should see this historical, educational achievement. Many spectacular scenes in which will be seen a regiment of U. S. troops, 3,000 railway workmen, 1,000 Chinese laborers, 800 Sioux, Pawnee, Cheyenne and Plain Indians, 2,000 horses, 1,200 buffaloes and 10,000 Texas steers. Huge cast of principals.
George O'Brien, Madge Bellamy, Cyril Chadwick, J. Farrell MacDonald, Charles Edward Bull, Gladys Hulette, Frances Teague and many others.
Eleven Big Reels
AESOP'S FILM FABLES 50c and 25c

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"THE DAINTIEST BREAKFAST FOOD."
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FISH LINES, HOOKS, ROPES, TWINES,
FISH NETTING AND TROLLING GEAR,
OIL AND RUBBER CLOTHING, GROCERIES.
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