

STEVENS + RAIN ENDS FIRE ELECTED : + throughout British Columbia + held. + over the week-end brought re- + Mr. Shelton, 41 years of age, was

Labor Candidate Against Minister of Trade and Commerce In

VICTORIA, Aug. 26:-Rain + intimated that no inquest would be

search is being instituted. He is out this theory. Coroner Campbell well known in Prince Rupert. HAZARD IN B. C. + advised on Tuesday morning that his inquiry is not yet completed but

League of Nations Commission

and Greenland, arrived here this

afternoon from Halifax.

Six Men Saved When Daring Lost B. C. Government Is Asked to Ap-

Near Ucluelet on West Coast

of Vanceuver Island

VICTORIA, Aug. 26:-Six men of

prove of Northern Alberta

Extension

VICTORIA, Aug. 26:-Approval





COLORED COLORE

ruesday, August 26, 1930.

THE DAILY NEWS PAGE THREE Give Your Children Was Constipated, Dinnerware, china, crockery, glassware. Heilbroner's Store. Local Items Bilious, Tired. Now Thomas Trotier sailed last ev-SEE-2ening on the Prince Charles to Well, New Woman Glasses fitted by registered make the round trip to Stewart, optometrist at Heilbroner's store. Anyox and Massett Inlet. hand & all and and all a state of and all Annette Fashion Show at Capi-Years of Misery Ended Miss Dorothy Shrubsall, who has Annette's and Build up Their tol Theatre August 27 and 28. 193 been visiting at Stewart for the by "FRUIT-A-TIVES" past month, returned home on the Union Oil Co.'s tanker Unacana Catala this morning from the Strength was in port on Sunday dischargnorth "Was always con-Fashion ing fuel at the company's local stipated, bilious, tanks. tired, out of sorts. Mr. and Mrs. Sam Goldbloom, Since taking 'Fruitafter visiting for a few days in the 126 2 a-tives' feel like new Dominion Constable E. G. Newncity, sailed yesterday afternoon by woman, perfect ham of Kincolith is a visitor in health. Constipation the Prince George on their return all gone." - Muriel the city, having arrived yesterday to Vancouver. Show McHendry, Montreal. SPECIAL! SPECIAL! by gasboat from the Naas River. Hosts of men and women write constipation and liver Mrs. M. M. McIlmoyle arrived in trouble ended overnight with "Fruit-Miss Louise Staples passed a-tives." Biliousness, indigestion, the city on the Catala this mornheartburn, gas vanish like magic through here last week en route to ing from Stewart and will proceed Kidney and bladder ills, pain in back her home in Winnipeg after a visit fade away quick. Nerves quiet, from here to Hazelton. She is now **One New Gillette Razor** sound sleep as once. Rheumatism, in Vancouver, Victoria and Seattle. a guest at the Royal Hotel. neuralgia, neuritis, sick headaches Wednesday and Thursday decamp in hurry. Complexion clears. **One New Gillette Blade** Dr. and Mrs. G. S. MacDonald Ten of nature's greatest remedies A. H. Carson, manager of the lo-



Points \$2.00	Co.'s cannery there.	marriage in Vancouver last week,	Stowart and har shildron are nos	rived in the city on the Catala	
Children half fare.	Mrs. William Oliver, wife of the	Prince Henry tomorrow morning	sengers aboard the Catala today	this morning from the north en- Mrs. William Kerr Hostess to W route back to the interior. Officers Who Attended Con	
Seattle and intermediate	veteran Queen Charlotte Island	returning south. Mrs. Kidd is a well	bound for Vancouver where the	gress Here This Week	
ports-Mondays, Wednesdays, Thursdays and Saturdays.			children will resume their school		
For Anyox and Stewart-Mondays and Fridays. For Alaska Ports-Wednesdays and Saturdays.		ley. They will make their home in		McLeod, court register, sailed yes- terday afternoon on the Prince of Adjutant William Kerr, 1 George for Occor Falls where they commandant man have been	local
Also regular sailings for Skeena and Naas River ports	spending a holiday, and sailed last		gaged as a police officer on the	George for Ocean Falls where they commandant, gave a luncheor have county court work to attend her home in the Citadel for C to. They will return to the city missioner and Mrs. Hoggard	com-
Passenger trains for Edmonton, Winnipeg and all points East leave daily except Sunday at 1 p.m. Low fares NOW.	their home at Sandspit.	of Mr. and Mrs. Wrathall, display- ed considerable valor for one so	ning season, returning to the city on the Catala this morning from	on the Prince George tomorrow Winnipeg, Staff Captain and I morning. Joseph Acton and other white	Mrs. e of-
Ask about our Triangle Tour.		young one day last week when she	Arrandale and will resume his du-	ficers at the Salvation Army of	con-
	TTOTC.	rescued Vic Houston who was		H. N. Brocklesby, who went south gress this week.	
Trad	U&I Cafe	nearly drowning while bathing in		yesterday afternoon with other Both Commissioner and i	Mrs.
' Inavel	Formerly the White Lunch	the Salt Lake. The school girl	Mu and Mus II I Chadwall and	members of the scientific staff of Hoggard addressed the gathe the Prince Rupert Fisheries Sta- at the table, speaking suitably.	ring
CANADIAN NATIONAL		towed Mr. Houston to a log to	family and Mr and Mrs. H. D.	tion to attend the conference of Commissioner and Mrs. Hogg	franci
TO EVERYWHERE IN CANADA	Is Now Open		Rochester and daughter who have	Pacific Coast workers of the Bio- sailed yesterday afternoon on	the
	Under new management	further aid was forthcoming.	been quests at Madame Rajaut's	logical Board of Canada at De- Prince George for Vancouver	and
For information call or write	NAMES OF TAXABLE PARTY OF TAXABLE PARTY OF TAXABLE PARTY OF TAXABLE PARTY.	arise Techel are shall be of the	summer resort at Tlell are expec-	parture Bay, Vancouver Islnd, was were given an enthusiastic send	l-off -
R. F. McNAUGHTON, District Passenger Agent.		Miss Isabel Montieth of Shang-	ted to return to the city from the	accompanied by Mrs. Brocklesby. as the steamer pulled out.	
Prince Rupert, B.C. W-101	HOTEL ARRIVALS	Devonshire, England, is now the	Queen Charlotte Islands on the		
AND		guest at Vanderhoof of her broth-	Prince Charles Thursday morning.		
		er-in-law and sister. Mr. and Mrs.			
AND THE OWNER AND	Central Hotel	E. W. Wynne-Heath. From Vander-	Mrs. Neil McLean, wife of the	12, 2	
TINHON OTTANDO LIMITUM		boof she will proceed to Powell	skipper of the steamer Prince	ALIAN IN LAND	
UNION STEAMSHIPS LIMITED	CADER SEN MANAGEMENT	River to visit with her mother and	George, and her three sons and	A MARTIN A DE MARTIN	
For VANCOUVER, VICTORIA, Butedale, Alert Bay, etc. Tuesday, 3.30 p.m	Steam Heated; Travellers' Sample	will make a stay in Vancouver be-	daughter, who have been spending		
For VANCOUVER, VICTORIA, Butedale, Alect Bay, etc., Friday midnight For ALICE ARM, ANYON, STEWART, Naas River, Port Simpson, Sun-	Rooms: Hot and Cold Water Free Bus Meets All Trains and	fore returning to China.	the summer here, will san Saturday	12 ALLA HE AND	
day, 8.00 p.m.	Boats		evening on their return to Van-	ALLAND A THE REAL AND A	
PORT SIMPSON and WALES ISLAND, Thursday p.m. 123 2nd Avenue R. M. SMITH Agent Prince Rupert, B.C.	Rates \$1.00 and Up	In the society section of the last	couver. While here they have been		
Through dickets and to Victoria and Seattle and baggage checked	SPECIAL MONTHLY RATES	Vancouver Sunday Sun appears a	residing in Miss Jessie Rothwell's	The second	
through to destination	C. R. BIGGART & A. DONALD	picture of Mrs. George Herrmann	THURSE UNI PILLI PLATINE DUIST.	Ine in and in a second	
The second s	Proprietors	of Vancouver, who recently made a		"MARRIAGE" OF	-
	PHONE 51	trip to Skagway aboard the steam -	Mrs. R. A. Marrithew, president		
THE OWNER AND ADDRESS OF THE OWNER ADDRESS OF THE O		er Prince Henry, standing on the	of the Rebekah Assembly of Bri-	WHITE HORSE	3
		bridge of the vessel with the skip-	tish Columbia, arrived in the city	WHISKY	
ANDIAN R C. Coast Steamshin Service	Savoy Hotel	per, Capt. A. J. Gilbert. Another	on the Catala this morning after having paid an official visit to the		
			AND TARGE DISAGAN AND AND AND AND AND AND AND AND AND A		



THE DAILY NEWS FAGE FOUR to the People of British Columbia

- Somewhat misleading statements and mistaken impressions concerning the recent fire at the Canadian National Railway pier in Vancouver are seriously threatening to injure British Columbia's basic industry at home and in the markets of the world. Timber is British Columbia's foremost industry.
 - One man in every four employed in the entire province is a timber worker.

\$1.00 out of every \$3.00 of total wages paid in this province goes to the timber worker. Consequently the majority of the citizens of this province are vitally interested in matters affecting this great industry. It is fit then that the following FACTS

be placed before the General Public.

Read these Facts

Canadian National Pier Fire

Whenever a fire of some magnitude occurs, whether in a marine structure or one built on land, there is raised a general hue and cry against the use of timber and in favor of using some so-called "permanent" construction, such as concrete.

Designing engineers, and the public generally, have been educated and propagandized by the very efficient cement industry organizations, to consider that concrete is the panacea for all ills. Concrete propaganda has been well organized and executed, and timber has suffered because the timber industry is not as strongly organized to advertise to the general public the merits of this important material for construction.

We have no wish to discredit concrete as a valuable construction material. It has its uses of maximum benefit, just as have timber and steel. We have the profoundest respect for the effective work of the propaganda bureaus of the cement industry; in fact, we wish our timber industry were as soundly organized for advertising the merits of our own timber products.

The recent Canadian National pier fire here has afforded an excellent opportunity for concrete propaganda. Immediately following this fire a general cry was raised throughout the city that reconstruction of this dock and the building of all future waterfront structures should be done with concrete.

Investment Must Pay Interest

The fire risk is only one of the more important features that must be taken into consideration by owners of structures, and provided for by the owners and engineers or designers. The principal point to consider is what money must be spent to permit the facility to pay a return on the capital invested. That must be the main and deciding consideration.

Fire Preventive Measures Essential in Concrete as Well as Timber Structures

Regardless, then, of what materials of construction are used, fire prevention measures are as necessary in the case of concrete construction, as with timber, and no concrete dock is considered safe unless a sprinkler system is installed, the same as with timber construction. Likewise, fire walls are required in concrete piers as well as in timber ones. Modern engineering science has evolved methods of very materially reducing fire risk in ALL structures.

PORT OF LONDON

In the port of LONDON many important timber structures have given excellent service for many years. With concrete structures, the same disintegration as noted on this continent is reported. After only 12 years' service, reinforced concrete jetties in the Thames estuary showed "serious deterioration." Other concrete jetties gave similar results.

UNITED STATES GOVERNMENT REPORTS

Coming to this continent and to the harbour of BOSTON we find numerous piers constructed of timber, notably Commonwealth Piers No. and No. 5. In the latter, timber piling, decking, shed walls and roof are of timber.

From late United States government reports we read the following regarding BOSTON harbour concrete structures:

"Practically all concrete structures reported upon show deterioration "and most of them severe damage, and while in the light of present "knowledge of concrete construction, improvements in the quality of "concrete could undoubtedly be made, it seems very questionable "whether Portland cement concrete without mechanical protection, "such as granite facing, and a binding medium which will better "resist chemical attack, could be expected to give long life."

Of other concrete structures along the coast of NEW ENGLAND, the same report reads:

"The service records of concrete structures which could be obtained, "do not show that these structures have been very satisfactory in "these waters, and long life should not be expected unless the surface "is protected from mechanical and chemical attack."

NEW YORK Prefers Timber

As to the world-famous NEW YORK harbour, this United States Government report states as follows:

"There are comparatively few concrete and almost no metallic "structures in this harbour in proportion to the total number of "structures. There are a number of concrete structures at the Navy "Yard built at various times and by various methods, and many of "them have deteriorated seriously, both on account of chemical action "and the action of ice. The record of concrete structures is not such "as justifies the drawing of conclusions regarding them."

Harbour Engineer Testifies to Long Life Service of Creosoted Douglas Fir Timbers

In a letter written in 1928 by the same Harbour Engineer, he says: "I am pleased to advise that creosoted Douglas fir piling have been "used under Harbour Department wharves and piers, founded in salt "water, at the port of Los Angeles for a period of approximately 17 "years, and are at this writing in an excellent state of preservation."

He further writes:

"There are several instances where creosoted Douglas fir piling "have been used under private wharves in Los Angeles harbour for "a period of 37 years."

The same Chief Engineer, in an address before the American Association of Port Authorities, and after having made a thorough personal investigation of port facilities throughout Europe and the United States, said the following:

"For the ports situated in a timber country, such as the Pacific "Northwest, it is the writer's opinion that the building of the creosoted "pile type of wharf structure and timber sheds is more advisable. "Such structures have a life of probably 30 years or more, which is "about the economical useful life of such a facility. On the other "hand, in that length of time, the concrete wharf, particularly the "shed, may become obsolete, since mechanical freight-handling equip-"ment for quick despatch of cargoes is constantly changing and may "demand a new design of facility altogether.

"The creosoted piles can always be replaced or changed at any time, "as well as any part of the transit shed, at a nominal expense.

High Cost of Concrete Piers Not Justified

"It has not been demonstrated that concrete is permanent in salt "water, in which case the added cost is in no way justified. If it "does prove permanent then the physical life of the wharf would "exceed its useful life, which is not economical. Also, a given amount "of money can be made to produce more terminal facilities to handle "new business than could be provided if a more expensive type of "construction were adopted."

The Assistant Harbour Engineer in SAN FRANCISCO, wrote in a

It is admitted that a timber pier is more likely to catch fire than a concrete one, and the increased risk is fully considered by the fire underwriters, who make their rates accordingly, such rates being included by the owners and engineers in arriving at the cost per year of life of the structure.

For timber pier construction most cities require timber fire walls extending below the pier deck and down to low water. Solid bridging should be used between stringers every third bent in order to eliminate "flue action."

Fire Boats Demanded for Years

In every harbour half the size of Vancouver there is at least one fire boat. Seattle has five.

In the case of the recent fire the fire walls and curtains below the deck and the sprinkler system were not completed and there was no fireboat protection.

Creosoted Timber Reduces Fire Hazard

The American Railway Engineering Association published a report of their committee on wooden bridges and trestles, and specifically state that in treated timber the fire hazard is somewhat reduced over untreated timber.

Concerning fire risks in wooden structures and to emphasize that these risks are not hazardous when proper precautions are taken, we have only to instance the fact that in the Hastings Sawmill and wharves built largely on wooden piles and with wood plank roadways and with lumber constructed buildings and hundreds of thousands of feet of lumber stored in its yards, no fires occurred over a period of better than one-quarter of a century in spite of the open fire that continuously blazed at that plant.

We have only to look about our harbour for other proofs of the scant fire risk there is in timber construction when normal fire preventive measures have been taken.

Absence of Harbour Fire Prevention Regulations

It has been rumored that there is no local authority to dictate to owners of waterfront property fire preventive measures to be used in connection with their marine structures. If this is a fact, it is a serious affair, and should not longer be tolerated, and certainly our timber as a construction material and the backbone of the wealth of this province, is being seriously discountenanced and is in a position of being discriminated against, because there is no fire boat protection.

TO CONCLUDE THIS SECTION OF THIS STATEMENT OF FACTS, ALL MUST AGREE THAT TIMBER CONSTRUCTION DOES NOT PROVIDE ANY UNDUE FIRE RISK THAT MODERN SCIENCE CANNOT EFFECTIVELY TAKE CARE OF, AND THERE IS NO EVIDENCE WHATEVER THAT IT IS ONLY BECAUSE OF TIMBER CONSTRUCTION THAT THE CANA-DIAN NATIONAL RAILWAY PIER BURNED.

CONCRETE NOT PERMANENT

Of approximately 275 wharves in the BALTIMORE harbour, less than 1% are on concrete foundations. Due to Baltimore's experience with concrete, water and frost causing disintegration, all public work along Baltimore waterfront is being done with timber.

Along the CAROLINA COAST 32 reinforced concrete lighthouse structures were built by the United States Government in 1912 and 1913. Five years later, inspection reports indicated, where the water is salt, the cracks in the reinforced concrete piles are more serious and the reinforcing rods are exposed and rusted away in places. Pieces of concrete have cracked off in places.

Creosoted Piling Replaces Concrete

"Three of these lighthouse structures were destroyed about five "years after they were built and creosoted piles were used in preference "to reinforced concrete piles. The reasons for the change to creosoted "piles were:

"(a) Lower first cost.

"(b) Quicker erection.

"(c) Better ability to withstand the shock of collision when struck "by floating objects including vessels navigating the river, and "(d) Sufficient durability to meet requirements."

Timber Predominates in GULF PORTS Construction

In NEW ORLEANS, of a total wharf frontage of 62,000 feet. 75% is of creosoted piling with wooden decking and only 5% of reinforced concrete, and that has badly disintegrated.

The New Orleans port authorities are now building creosoted wharves with fire walls about every 500 feet, from low water to four feet above the shed roof.

· Of 37 piers in GALVESTON harbour, five only are on concrete foundations. All others are creosoted timber construction, some having 30 years' service and still sound.

SAN FRANCISCO Creosoted Piling Still Sound After 38 Years' Service

In SAN FRANCISCO and LOS ANGELES there are a great many creosoted timber structures, and it was in OAKLAND harbour that the Southern Pacific Railway built its famous Long Wharf of creosoted Douglas fir piling and decking, the oldest of which had been in service 29 years when the whari was dismantled to allow for a new barbour development, and 75% of these piles, after 29 years' service, were found so sound that they were re-driven, so that up to date they have had 38 years' service

Of the concrete structures in LOS ANGELES and SAN FRANCISCO harbours there has been a continuous record of deterioration and failure. in spite of probably more experimentation and a greater variety of designs for concrete structures than have been tested anywhere else on this conpaper toward the end of last year the following:

"Assurance cannot be expressed in regard to the durability of "reinforced concrete. A great deal remains to be effected by the "engineer. First, in frankly acknowledging the limitations of concrete "in protecting steel exposed to the electro-lites of the sea; and then, "in educating the owners to the necessity of maintaining these struc-"tures by periodic painting and occasional repairs."

Vancouver's Competitor Ports

In SEATTLE and TACOMA and PORTLAND, our nearest competitors in shipping, not one reinforced concrete harbour facility has been erected. The latest report of Portland's Commission of Public Docks shows three terminals, two drydocks, eight general cargo docks, eight grain and flour docks, four grain elevator docks, seven lumber docks and eight oil docks, all of timber construction.

That tells its own story. This port must so use its funds as to provide sufficient port facilities, varied as to type for the different uses required, to place the port of Vancouver in a favorable competing position, especially with its immediate neighbors,

Too costly wharves and piers cannot be made to pay even interest on the capital invested, let alone a premium.

Of New York's 578 Miles of Waterfront Construction, 549 Miles Are of Timber

Further, with reference to the harbour of NEW YORK, the Chief Engineer of New York's Department of Docks, advises that between 95% and 98% of New York's 578 miles of waterfront structure are of wood construction. Standard construction details during the past 15 years have called for 6-inch cutoff walls every 300 feet, extending from low water to the under side of the deck of piers to prevent the spread of under-deck fires, also frequent manboles in the deck to give firemen access. NEW YORK harbour has had no serious fires for years, and the Chief Engineer favors timber construction as compared with concrete because of the lower cost, greater resilience and obsolescence.

The Chief Engineer of NEW YORK'S Department of Docks and Ferries, in the transactions of the American Society of Civil Engineers, stated:

"IT IS REPEATED THAT THE WOODEN PIER AS BUILT "IN NEW YORK HARBOUR BECAUSE IT WAS EASILY "REMOVED AND RECONSTRUCTED WAS ONE OF THE "GREATEST FACTORS IN DEVELOPING THE HARBOR "FACILITIES. Instead of the shipping being compelled to adapt "itself to the crection and operation of massive permanent structures "located along the waterfront, as in English and Continental harbors "where there are stone quays and piers, the structures for berthing "vessels and taking care of cargoes in New York harbour were erected "to meet conditions of shipping as these conditions developed, and "increased facilities were required.

We come now to the consideration of whether or not concrete, as opposed to timber, really affords "permanent" construction. The word "permanent" here is a misnomer. To begin with, there is a mass of evidence that reinforced concrete in sea water is very, very far from being permanent; in fact, it has proven no more permanent than has creosoted timber.

On the other hand, should a marine structure be built of something that really is permanent, such as solid masonry wharves and quays, faced with granite blocks, then history indicates that the very permanence of such a structure in about 25 or 30 years after construction, is a mighty expensive thing, because obsolescence in marine structures has been very rapid during the past half-century, and there is every reason to believe that it will continue at the same rate during the next halfcentury, and who of us can tell what width and length and height of piers our shipping is going to require 25 years hence?

OLD COUNTRY Persists in Timber Construction

England, being without timbers of large structural sizes and of necessity importing them at high cost from a distance, frequently used construction materials close at hand, namely stone and some concrete; although in England today there are as many timber waterfront structures as there are of concrete, stone or other so-called permanent types.

The port of BELFAST has in the past month bought over 3,000,000 feet of British Columbia Douglas fir for waterfront development in that harbour. It will be creosoted in Belfast.

Annually for five years the local creosoting company has shipped to the Falmouth Drydocks and Engineering Company in England about one half million feet of creosoted Douglas fir for extensions to its docks and wharves.

LIVERPOOL, NEWCASTLE, MIDDLESBROUGH, PLY-MOUTH, GARSTON, and other United Kingdom ports annually purchase millions of feet of American yellow pine and Douglas fir from Oregon, Washington and British Columbia for their waterfront improvements.

tinent.

Today the Harbour Commission of LOS ANGELES will not use reinforced concrete piles unless they are treated in huge steel cylinders with hot asphalt, impregnating the porous concrete up to an inch or 11/2 inches.

LOS ANGELES Harbour Engineer States Concrete Disintegrates Within 11 Years

As far back as December, 1926, the Harbour Engineer of Los Angeles wrote in the Engineering News Record, the principal engineering periodical in the United States, the following:

"The untreated reinforced concrete piling made both carefully and "scientifically, as in the case of some of the best piling in Los Angeles "harbour, deteriorates within 11 years to the extent that in some "instances one-third of the cross-section is affected and it is realized "that it will be a practical impossibility to stop this disintegration."

He further states:

"Marked deterioration has developed in concrete used in the Pacific "Coast ports. Disintegration evidently began a short time after the "concrete was placed, and although the progress was apparently slow "for the first few years, yet there appears to have been a more rapid "advance in the rate of decomposition after the age of approximately "7 or 8 years had been attained.

"In LOS ANGELES, plain pre-cast concrete piling, both untreated "and painted, and also the same type of piling, containing different "admixtures and compounds for producing as dense a concrete as "possible, have shown a serious disintegration. This was noticeable "at the age of approximately 8 years, but has progressed much more "rapidly during the past three to five years, some of the concrete "piling being 11 years in place, while others have seen 14 years of "service. These results indicate the need of pressure treating of "piling with asphalt or other agents to seal the pores of the concrete."

Many Advantages in Timber Construction

There are many advantages in the use of timber waterfront utilities. among them being:

- (1) Lowest initial cost.
- (2) Lowest cost per year of useful life.
- (3) Quickest erection.
- (4) Ease of modification and alteration to suit changing conditions of shipping.
- (5) Salvage value of creosoted timber and piling at the end of useful life.
- (6) The pile structure does not affect materially the currents and eddies about a wharf, as would solid construction.
- (7) Timber pile wharves are more elastic. Ships will shun a wharf that puts all the destructive force of impact on the ship.

THIS GROWING PORT OF VANCOUVER SHOULD FOLLOW THE FRUITFUL POLICY OF THE GREAT PORT OF NEW YORK, AND BUILD SO IT CAN QUICKLY AND ECONOM-ICALLY ADAPT ITS WATERFRONT FACILITIES TO THE CHANGING CONDITIONS OF SHIPPING; AND, LOCATED AS IT IS. IN ONE OF THE WORLD'S GREATEST TIMBER STANDS. SHOULD UTILIZE ITS NATIVE WOOD TO THIS END.

MANY IMPORTANT VISITORS ANNUALLY INSPECT OUR HARBOUR AND IF WE CANNOT SHOW FAITH IN OUR OWN TIMBER BY USING IT OURSELVES, HOW CAN WE EXPECT TO MARKET IT ABROAD?

OUR HARBOUR SHOULD BE OUR BEST SHOW WINDOW FOR THE TIMBER WE WISH TO SELL.

BRITISH COLUMBIA LUMBER and SHINGLE MANUFACTURERS ASSOCIATION

and

BRITISH COLUMBIA LOGGERS ASSOCIATION

Tuesday, August 26, 1930.		THE DAILY NEWS					
Steamship Sailings For Vancouver— Monday—ss. Prince Rupert4 p.m. Tuesday—ss. Catala 3.30 p.m. Wednesday—ss. Pr. Henry, 9 a.m. Wednesday—ss. Pr. Henry, 9 a.m. Ss. Princess Alice, 5 p.m.	CLASSIFIED ADVERTISEMENTS - FOR SALE, FOR RENT, LOST & FOUND THIS IS THE PAGE WHICH MOST PEOPLE READ BECAUSE IT IS FULL OF HUMAN BUSINESS INTEREST TO YOUNG AND OLD.						
Thursday—ss. Pr. Charles, 4 p.m. : Friday—ss. Princess Mary, 10 p.m. ss. Cardena, 12 midnight Saturday—ss. Pr.Charlotte, 5 p.m.	Holiday Resorts	FOR RENT	FOR SALE	AGENTS WANTED	CORPORATION OF THE CITY OF PRINCE RUPERT	RANGE 3 COAST DISTRICT Recording District of Prince Rupert.	
ss. Prince George, 7 p.m From Vancouver-	RAINBOW TROUT		FOR SALE— Household furniture. Phone Blue 714. 201	EXCEPTIONAL OPPORTUNITY for a real live man to take over the	The Council of the Corporation of the City of Prince Rupert intends to	TAKE NOTICE that Frederic Clare Un- derhill of Vancouver, B. C. Land Sur- veyor, intends to apply for permission	
Sunday—ss. Catala 4 p.m. Monday—ss. Princess Alice a.m. ss. Princess Charles, 11.30 a.m. Wed'dy—ss.Pr. George, 11.30 a.m. Thursday—ss. Cardena p.m. Friday—ss. Princess Louise, a.m. ss. Prince George 11.30 a.m. ss. Princess Mary 4 p.m. Saturday—ss. Pr. Henry 11.30 a.m.	Are plentiful this season in the Stuart Lake district, they take either fly or spoon. In this wide virgin country there are hundreds of miles of waterways in ake and stream with many pleasant bays and wooded isles, unexplored by white men. Now that really good ac- commodation is provided and modern camping equipment is obtainable, many are taking fishing trips.	nished. Phone Blue 345. tf FOR RENT—Furnished apartment by day, week or month. Phone Red 607. tf FOR RENT—Furnished suite, two rooms. Phone Mussallem Grocery.	FOR SALE—Piano, McClary range, Viking heater, day bed, tables, chairs, etc. Apply 1028 Second Avenue West between 7 and 9	pert, serving hundreds of satis- fied customers. For further in- formation apply The J. R. Wat- kins Company, 876 Hornby St., Vancouver, B.C. 199 SITUATIONS WANTED	to lease the following described fore- shore lands:-Commencing at a post planted on the South shore of small bay on North End of Price Island about 2 miles south and 1 mile east of the south east corner of Lot 336, Schooner Passage, thence North 10 chains to op- posite shore, thence westerly, southerly and Easterly along High Water Mark to point of commencement and enclos- ing the bay and containing 12 acres		

rope, from which a wonderful picture

Eas Nane River and

Port Simpson Sunday—ss. Catala	Apply to C.N.R. or by wire or letter	piano in your home. Walker's Music Store.	FOR SALE—New clinker built ce- dar rowboats \$30 up. Lindsay's Boat Works, 842 Powell Street, Vancouver.	THOROUGHLY experienced Bind- ery Girl seeks position. Box 34, Daily News. 202	3. Persons desiring to petition against undertaking the work must do so on or before the 29th day of Sep- temper, A.D. 1930.	Frederic Clare Underhill, James T. Underhill, Agent. RANGE 3 COAST DISTRICT
Prom mans and and Port Simpson Tuesday—ss. Catala 11.30 a.m. Friday—ss. Prince William, p.m. For Stewart and Anyox— Sunday—ss. Catala, 8 p.m. Monday—ss. Pr. Charles, 8 p.m.	Lakelse Lodge on the	FOR RENT-by September 1, mod- ern three-roomed house. Apply 225 Second Avenue. Phone 767. FOR RENT-Partly surnished mo- dern house, all newly decorated	FOR SALE Launch "Gwen", 19 feet long, wide beam, 4 h.p. 4- cycle engine, canvas cover. Good 1 condition. Apply Pullen, Daily News. tf	EARN money now taking orders	Dated this 23rd day of August. 1930. CORPORATION OF THE CITY OF PRINCE RUPERT	Recording District of Prince Rupert, TAKE NOTICE that Frederick Russell Bartlett of Vancouver, B.C., Secretary, intends to apply for permission to lease the following described foreshore lands - Commencing at a post planted on the south shore of Swindle Island
Friday—ss. Pr. George, 2.30 p.m. For Stewart and Anyox— Tuesday—ss. Catala 11.30 a.m. Thurs.—ss. Pr. Charles, 10.30 a.m. Saturday—ss. Pr. George, 6 pm.	open to guests. Fine Fly Fishing On the lake and river.	inside. Close to two schools. Ap- ply S. C. Thomson, Phone 150. 197	FOR SALE An 8-roomed house with 6 bed- rooms, in live town and doing good boarding house business. Ill-health	lars. Regal Art Co., 310 Spadina Ave., Toronto. tf	The Council of the Corporation of the City of Prince Rupert intends to construct an asphaltic sidewalk on cra- osoted lumber base with concrete cuth twelve feet wide on the north side of Third Avenue from McBride Street to Second Street, as a local improvement.	weat of the south west corner of Lot 335, thence easterly and northerly along High Water Mark to the south west corner of Lot 335, thence to Low Wa- ter Mark, thence southerly and west-
Saturday—ss. Pr. George, 6 p.m. For Ocean Falls— Monday—ss. Pr. Rupert, 4 p.m. Friday—ss. Pr. Mary,10 p.m.	Lithia Pool Springs (Largest in Canada) Good for rheumatism. Phone connecting with	BOARD and Room. Phone Black	compels owner to sell for \$1100.00 cash as going concern 16 boarders. M. M. STEPHENS & Co. LTD. To Whom it may concern:	WANTED—Girl or woman to help in house. Apply Mrs. J. O. Wil- liamson, 233 Fourth Avenue W. 200	and intends to specially assess the cost upon the land abutting directly on the work, except such pertion of the cost as is incurred at street intersections. 2. The estimated cost of the work is \$4,580.40, of which \$356.40 is to be paid by the Corporation, and the esti-	ment, and enclosing all tidal flats and lagoons, and containing 80 acres more or less. Dated July 6th, 1930. Frederick Russell Bartlett. James T. Underhill, Agent.
Sat.—ss. Prince George, 7 p.m. From Ocean Falls— Wed.—ss. Pr. George, 11.30 a.m. Friday—ss. Pr. George, 11.30 a.m. —Princess Mary, 4 p.m.	Fare from train to Lodge and return—\$2.50 Manager	for terms apply The Inlander, Phone 137. Im-j5		FOR EXCHANGE	mated annual special rate per foot frontage is \$0.5634. The special assess- ment is to be paid in 20 annual instal- ments. 3. Persons desiring to petition against undertaking the work must do	RANGE 3 COAST DISTRICT Recording District of Prince Rupert
Sat.—ss. Prince Henry, 11.30 a.m. For North Queen Charlotte Islands— Monday—ss. Pr. Charles, 8 p.m.		LOST Brown linen covered 375 S.	Prince Rupert, B.C., that they will have to deal direct with the owner H. H. Hogan, Bella Bella, B.C. The authority of any agent to sell or	WANTED-Woman for light house- work, 3 hours daily. Apply 703	temper, A.D. 1930. E. F. JONES, City Clerk, Dated this 23rd day of August, 1930.	lands :- Commencing at a post planted
From North Queen Charlotte Islands— Thurs.—ss. Pr. Charles, 10.30 a.m. For South Queen	QUEEN CHARLOTTE ISLANDS	with penciled notes and sketches. Finder please return to Daily News Office. Reward. 199	charter said gasoline launch has this day been withdrawn. H. HOGAN,	SALVAGE AND TOWING	TAKE NOTICE THAT: // Corporation of	at High Water Mark about 1-2 mile south and 1-2 mile east of the south east corner of Lot 336. Swindle Island. thence south 5 chains to island, thence east 7 chains to shore, thence north- erly westerly and southerly along High
Charlotte Islands— Monday—ss. Pr. William, 8 p.m. From North Queen Queen Charlotte Islands	Children's playgrounds. Salmon and Trout Fishing River and Sea Bathing	SECOND-HAND DEALERS New and Second-Hand Goods	CHIROPRACTIC	do it." Pacific Salvage Co. Ltd. Fully Equipped for Diving and	construct an asphaltic sidewalk on cre-	ment and containing 20 acres more or less. Dated July 5th, 1930. Richard Walter Underhill.
Thurs.—ss. Prince William, a.m. For Alaska— Monday—ss. Princess Alice a.m.	Parties can be met at Skidegate or Port Clements. Wireless for Reservations	Bought, Sold or Exchanged		Boats and Scows of all descrip-	upon the land abutting directly on the	RANGE 3 COAST DISTRICT



PAGE SIX

here's to

the great Canadian grain in its most delicious form! Made into Kellogg's Corn Flakes and enjoyed by more than 12,000,000 people every day, Here's to wholesome

corn



CONCLUSION **OF CONGRESS**

Salvation Army Gathering Came to **Close Last Night**

The last of a most successful series of meetings was held at the Salvation Army Citadel last night. This took the form of a musical program interspersed with a variety of other items. Staff Captain Acton, diviing, Glen Vowell, Hazelton, Cedarvale, Kitselas, Metlakatla, Canyon City, Port Simpson, Prince Rupert, as well as Ketchikan and Metlakatla, Alaska.

CONTRACTOR STATISTICS OF STATI

A banner was presented to the look upon this as the most important discovery upon the property. corps which gave the most to the



THE DAILY NEWS

This season's work on the Black Bear group, which adjoins the Red Top near the headwaters of Bear River, has disclosed some very fine ore. Copper assays as high as 12.1 per cent with \$8 in gold and galena assays giving 82 per sional commander from Wrangeil, cent lead, 32 ounces silver and \$4 in gold have been ob- land, both members of the Mount Alaska, was in the chair. Many tained. The owners, Messrs. Bolen, Garner and Gillof, are Everest expedition and Terris places at which the Army is at work well pleased with these very encouraging results and are in this district were represented busy prosecuting surface development on the property. A well mineralized vein of quartz porphyry, eight feet wide, has also been located during"



Many Attempts, Peak Is After **Reached For First Time** This Year



It was in a lone attempt to climb Mount Robson, 12,972 feet high, the highest peak in the Canadian Rockies, that Newman D. Waffl of Orange, N.J., lost his life two weeks



Tuesday, August 26

BUDDY ROGERS In



A Great All Talking Comedy With Many New Song Hits COMEDY-

"THE FAMILY NEXT DOOR" NOVELTY-

"DRESDEN DOLLS" PARAMOUNT SOUND NEWS Admission - - - 20c & 65e Feature Starts at 7:40 and 9:40

