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DAILY EDITION.

FRIDAY, SEPT. 13

**Daily News on Daily Doings**

**OUR SENTIMENTS EXACTLY.**

Another of our visitors from the motherland has delivered himself of an interview in which he expresses his grave doubts of the loyalty of the Liberal party in Canada—oblivious apparently of the insufferable insolence of his action. Canadians are delighted to see English public men here as visitors, but they do not welcome oracular opinions from them upon Canadian political questions about which they know nothing.—Manitoba Free Press.

**BOARD OF TRADE BOOKLET.**

Comments by W. P. Hinton, general passenger agent of the Grand Trunk Pacific Railway, upon the Board of Trade's latest publicity book are quoted in this issue. Those who have studied the report of the Board of Trade in the pages of the booklet itself will note that the thought of publicity occurs right in that report, in which the retiring president, Alf. Morris, recommends that a committee be appointed to go into the matter. A small committee was appointed. The first step it took was to have President Morris' report printed and published in brochure form. The committee then went boldly into the bigger scheme, though they felt that finances were slender: They did their best with the powers they had at hand in Prince Rupert to help. Thrashing out their harvest of opinions, they reduced the whole matter to one kernel idea: "Contrast Rupert as it is, and tell the facts." Then they left the rest to The Daily News.

**HOW THE DAILY NEWS HELPED A BIT.**

The Daily News did its best, too. This office prides itself some on its powers to turn out good printing. The mere descriptive writing of so splendid a subject as Prince Rupert's progress is child's play to any sort of scribbler. But the typographical excellence of the booklet is worth noticing. Any printer or publisher will tell you, if your experience with such matters is not intimate, that the typographical perfec-

tion of the booklet is in itself one of the best advertisements possible for the City of Prince Rupert. The place where such good, clean printing can be done is not a backwoods camp, but a real rising city. The Daily News doesn't want to brag of its typesetting boys too loud, for they don't like it. But as for the printing of that booklet, as the old English critic said, "By God, 'tis good, an' if you like it you may!"

**WAGES AGAINST COST OF MATERIALS.**

While salaries and wages paid out by industrial establishments of Canada during 1910 were \$240,494,996, the materials employed cost \$600,822,791, making a total of \$841,317,787. As the value of the products was \$1,164,695,032, it follows that the returns to the owners of the industries amounted roughly to \$323,377,215, being upon an invested capital of \$1,245,018,881. This works out so that the gross rate of income is about 26 per cent., which, however, makes no allowance for depreciation. A decade ago the corresponding rate was a little under 23 per cent. Capital invested is well on to three times what it was a decade ago, but the number of employees has only increased 50 per cent.—indicating, among other factors, a greater relative use of specialized mechanical processes. The wage scale has risen from an average of \$330 per worker a decade ago to \$470 in 1910, which has pretty well kept pace with the rise in living expenses during the same period.—Canadian Finance.

**HEAR! HEAR!**

"If we are to be fools, at least let us do our own thinking, and be wifful, deliberate fools, in folly of our own choosing, instead of blindly jumping through the hole in the fashionable way just as all the other fool sheep have been doing for a couple of thousand years or more. If I am to be a fool, I'll be my own fool.—George Wharton James.

**HOW THEY PAY THEIR MAYORS OVER IN THE OLD COUNTRY**

**Some Receive Large Sums to Defray the Expenses of Maintaining the Dignity of Their High Office—Many Receive No Remuneration at All**

There has been discussion many times over the question of the Mayor's salary in Prince Rupert at present, and little has been gained by it. An idea exists amongst many old country men in the west and in Rupert that the mayors of old country cities do not receive salaries at all. This, however, is not quite the case. Some of them do.

An American municipality recently asked for a consular report on the salaries of mayors in British cities of moderate size, and the following information was elicited:

The English city nearest in population to the foregoing number, as far as my investigation went, is Newcastle, the mayor of which receives \$2,500 per annum. Additional remuneration is sometimes given to cover expenses on exceptional occa-

sions. There is also an annual allowance of \$750 for horses and carriages.

The population of Dublin (in each instance I am following the British census of 1901) is 290,000. The lord mayor of Dublin for some time received about \$18,000 a year, but in November, 1910, this salary was reduced to about \$8,000 a year.

Bradford, with a population of 280,000, makes no allowance for its lord mayor. On exceptional occasions appropriations are made, but no portion of the same is ever used personally by the lord mayor.

Bristol, with a population of 328,000, allows its mayor \$5,000 annually and \$600 toward defraying the expenses of a private secretary. The cost of the upkeep of the municipal coach, men's wages and livery are de-

frayed directly out of the public funds.

Edinburgh, having a population of 313,000, allows its lord provost, corresponding to a lord mayor of an English city, the sum of \$5,000 a year.

Sheffield, with 380,000 people, allows nothing whatever to its chief municipal executive. A special committee has recently been appointed to examine into this question and to report as to the desirability of providing some remuneration.

Leeds, with a population of 429,000, Belfast with 348,000 and Hull with 193,000, make no allowance for the remuneration of their mayors or lord mayors, as the case may be. In Hull, however, at the time of the coronation of Edward VII, an allowance was made to the lord mayor of \$10,000.

**PRESENCE OF COAL AND IRON ON PACIFIC COAST MEAN IMMENSE PROSPERITY SURE**

(Continued from Page 1.)

terial, which it manufactures cheaply by means of its cheap coal, markets the surplus and accumulates wealth.

The building of the Panama Canal will reduce substantially the cost on the carriage of raw materials to the Canadian west. It will also considerably enlarge the available markets for our western coals. By the first, manufacturing may become possible; by the second, a large surplus may be profitably mined for export. Mr. Greenwell sees no reason why the enormous coal resources of British Columbia and Alberta should not, "when the time arrives," be developed to an equal extent with those of the United States. The time is rapidly approaching. He, meanwhile, quotes Jevons to prove that it is a commercial impossibility for any country to secure or maintain a manufacturing supremacy on coal drawn from far distant fields and the manifest corollary to this conclusion is that there can be no real or lasting inducement to a country to develop its coal supplies in order to foster a manufacturing industry in another country, especially if it can organize such an industry itself. Eventually, as Mr. Greenwell states, competitive manufacturing industries must be carried on in the neighborhood of the coal supplies, and the surplus production of the latter employed for navigation purposes in fetching the raw materials and in distributing the manufactures.

The coal resources of the Canadian west are, therefore, destined to become one of the chief factors in the creation of new industrial domination on the Pacific. Such development will be of prodigious advantage to the British Empire. On the other hand, we can regard with less complacency the imminence of a competition that within the present century will at any rate make itself felt in the markets of the world, and may eventually be revolutionary in its effects, causing the pendulum of trade to swing in entirely different directions to that of today. According to Mr. Thomas T. Read, formerly professor of metallurgy at the Imperial Pei-Yang University at Tientsin, China not only possesses enormous resources of iron, but her coal resources in point of quantity are comparable with those of the United States, while in quality they are in general of higher grade. Thus the amount of lignite is comparatively small, and the proportion of anthracite to bituminous is relatively larger than in the United States.

while those of European nations have been largely drawn upon,—when she competes for the trade of the world and brings to bear therewith that shrewdness and untiring patient industry and skill that are racial characteristics, then, indeed, will the white race have difficulty in maintaining its own.—The Canadian Mining Journal.

What about the Comforters you feel you require soon? Hart can suit you; prices range from 95c to \$6.25. 116

Launch Alice B., W. J. Thomas. Phone Green 391. Govt. Wharf.

Silk should never be ironed on the right side, as it will be shiny wherever the iron has touched it.

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 Dancing School  
 Adults' Class Monday, Wednesday and Saturday Evening. Children daily.



**Prince Rupert Lodge, I.O.O.F. No. 63**

Meets in the Helgeson Block  
**Every Tuesday Evening**  
 All members of the order in the city are requested to visit the lodge.  
 A. H. ALLISON, N. G.  
 W. G. BARRIE, Sec.

**Lester W. David Co., Ltd.**  
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PHONE 25

Prince Rupert, B.C.

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**"PRINCE RUPERT" AND "PRINCE GEORGE"**  
 For Vancouver, Victoria and Seattle  
**MONDAYS AND FRIDAYS 8 a.m.**  
 Prince George sails for Stewart on Thursdays at 8 a.m.  
**"PRINCE JOMI"**  
 Weekly service to Port Simpson, Naas, Granby Bay and Queen Charlotte Islands  
**"PRINCE ALBERT"**  
 Regular sailings for Skeena River canneries, and all way points between Prince Rupert and Vancouver  
 Passenger service to Skeena Crossing from Prince Rupert Mondays, Wednesdays and Saturdays at 11 a.m., making connections for Hazelton.  
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 (The Double Track Route)  
 Between Chicago and all points East, connecting with all roads from the Pacific coast. Let us prepare itinerary for your trip EAST this summer.  
 Agency for all Atlantic Steamship Lines. For all information apply to  
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 Workingman's Home  
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**GEO. BRODERIUS, Proprietor.**

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Low round trip rates to all points in Canada and the United States. Call and let us tell you all about it.

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**UNION S.S. COMPANY OF B.C., Ltd**

The new steel Passenger Steamers  
**"Chelohsin"**  
 —AND—  
**"Camosun"**

Leave Prince Rupert for Vancouver as follows:  
**"Chelohsin" - Wednesdays at 10 p.m.**  
**"Camosun" - Saturdays at 10 p.m.**

Arriving at Vancouver Friday evening and Monday morning, respectively

None safer on the coast than these two fine passenger steamers

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 Magazines :: Periodicals :: Newspapers  
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 Meets 1st and 3rd Thursdays at 7 p.m., at 319 3rd ave. All Norwegians are welcome.

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 (SCANDINAVIAN SOCIETY)  
 Meets every 2nd and 4th Tuesday at 8 p.m. in the hall at 319 3rd Ave.

**Now Scoop Knows What Heavy "Lovin's" Are**

—Drawn for The Daily News by "Hop"

