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GREEKS CAPTURE SUPPLY POINT FROM BULGARS

HUNDRED THOUSAND MEN ON FORTY-FIVE AMERICAN RAILWAYS THREATEN TO STRIKE

PRINCE RUPERT'S NEWEST NEIGHBOR ON RAILROAD

TRAINS WILL SOON BE RUNNING TO SMITHERS, THE NEXT GENERAL FREIGHT AND PASSENGER DIVISION POINT EAST OF HERE.

The Bulkley Valley Development Association is evidently imbued with a full measure of the youthful enthusiasm so essential in an institution of that character, as evidenced by the following article. In a letter accompanying it Clark Williams, the secretary, writes: "We expect the organization to be affiliated very soon with the Progress Club of Vancouver, and since the latter organization is planning an excursion this year to Prince Rupert and the Bulkley country I can send you considerable news on that subject."

As big an asset to Prince Rupert as the Fraser River valley to Vancouver, is the estimate of the Bulkley valley made by expert agriculturists after a careful inspection of this newest big farming section of British Columbia. Directly tributary to Prince Rupert, the Grand Trunk Pacific's western seaport, the rich farming lands and mines of the Bulkley will, in the future, send their soil products and mineral wealth to that market and receive in return supplies and merchandise of every description.

No great seaport can point alone to its excellent harbor and railway connections as reasons for its commercial supremacy. A position that gives distributive advantages to a wide tributary country is equally important. Prince Rupert, happily, can claim unequalled good fortune in its location in this respect. Lying at its back are the great watersheds of the Skeena and Bulkley rivers, with their tributaries, a country of very large extent and proved soil fertilities and mineral wealth.

As five years ago Prince Rupert was but a few tents on a sparsely inhabited island, while today it is a thriving modern city of nearly 10,000 people, just so is the Bulkley Valley, long a region only thinly populated by occasional pre-emptors on widely scattered ranches, coming into its own. The progress of the Grand Trunk Pacific across Northern British Columbia is bringing to this region, so recently an isolated frontier, large numbers of settlers who are securing the rich lands to be found there and the transformation of the idle virgin prairies of the

(Continued on page 4)

STRIKE THREATENS ON FORTY-FIVE RAILWAYS

One Hundred Thousand Employees Debate Whether to Strike for Higher Wages.

(Special to The Daily News.)

New York, July 9.—A gigantic strike threatens which may cripple transportation and injure business interests all over the country. The peace overtures between one hundred thousand railway employees and forty-five eastern railways have been discontinued. A meeting will be held on Sunday next to decide whether or not this whole body of employees will go on strike for higher wages.

Rev. Mr. Banks arrived on the steamer Prince George this morning. Mr. Banks will be in charge of the Anglican church at Porcher Island.

BASEBALL

Northwestern

Vancouver 8, Spokane 4.
Victoria 9, Seattle 6.
Portland 2, Tacoma 0.

Coast

Los Angeles 6, Oakland 5.
Portland 2, Venice 1.

National

Chicago 5, New York 6.
Cincinnati 2, Brooklyn 1.
Boston 6, St. Louis 2.
Pittsburg 5, Philadelphia 4.

American

No games.
Mr. and Mrs. Arthur Powis of Hamilton have announced the engagement of their daughter Monica to Mr. George H. Kohl, of the firm of Ritchie & Agnew.

TWO MEN DROWNED IN THE COLUMBIA RIVER

McLennan Plunged to Aid Hamlin, Who Clutched, and Both Were Drowned.

(Special to The Daily News.)

Invermere, B. C., July 9.—Two members of the crew of the steamer Nowilka were drowned yesterday in the Columbia River at Atholmere. The victims were resident of Golden, Frank Hamlin, a deckhand, and his attempted rescuer, Fireman John McLennan. Hamlin went for a swim, but became exhausted and gave out. McLennan plunged to his rescue, but Hamlin grabbed him in such a clutch that both sank. The bodies were recovered shortly after.

Panorium Pioneer Cleaners. Phone 4.

COAL COMMISSIONER BURNS IS HOLDING INVESTIGATION

HE IS HERE TAKING EVIDENCE OF GENERAL PUBLIC AND OF COAL MERCHANTS AS TO COST OF THE PRECIOUS COMMODITY.

W. E. Burns, commissioner of the Provincial government to inquire into the question of the supply and demand of coal, arrived here this morning on the steamer Prince George. He will sit in the court house this afternoon and all day tomorrow, after which he will return to hold sessions in New Westminster.

Mr. Burns has been holding sittings in Vancouver and Victoria from time to time since last March. So far he has been taking the evidence of the general public as to the cost of coal and its quality, and the evidence of coal merchants as to the price paid by the middlemen, the cost of transportation and the degrees of difficulty experienced in getting coal. He expects shortly to start taking the evidence of the producers as to the cost of mining coal and the factors determining it, such as scarcity of labor and the like. At present, however, he is solely concerned with the cost to the middleman and to the consumer.

Mr. Burns is the only member of the coal commission and bears the whole burden of the investigation on his own shoulders. He has found that the most satisfactory method of procedure is to take oral evidence only in the leading cities of the province. From the smaller towns he has found it possible to get a sufficient supply of information by correspondence from the merchants. He expects to have collected the whole body of necessary information by the fall and to make his report to the government in September or October.

While here Mr. Burns will question representatives of the city council and of the board of trade, local coal merchants and business men. He may find it necessary to hold an evening session tonight as he wishes to complete the investigation here by tomorrow evening.

Mr. Burns is the senior member of the firm of Burns & Walkem, barristers and solicitors, of Vancouver. He was born in Milton, Ont., in 1874, the son of Nelson Burns. He received his education at the Toronto Collegiate Institute and at the University of Toronto, from which institution he graduated in 1895. He was called to the Ontario bar in 1900, came to British Columbia in 1901 and practiced alone. He then became senior partner of the firm of Burns & Daly in 1902 and of his present firm in 1905.

TALE OF SEELEY'S DESERTION IS DENIED BY THE BRUNELLS

Skipper of Launch Davie Tells His Side of Story---Indignant at Report That He Had Cut Seeley Adrift on Wright Sound

The story that Reginald Seeley of Vancouver had been cut adrift during a fog in Wright Sound by his companions is denied by the latter, who were in Prince Rupert this morning. The account of Seeley's alleged experiences was published a fortnight ago in this paper on the authority of Mr. Chapple of this city. Mr. Chapple had just returned from Lowe Inlet, where Seeley was said to have been taken in a condition of extreme exhaustion from hunger.

The whole story appears both ridiculous and preposterous to the skipper of the launch Lavie and his mates, Messrs. W. and G. Brunnell. They are highly indignant that such an action should be implied to them as cutting adrift a helpless man and sailing off with a boat in which he was reputed to have an interest.

Seeley had, by their account, no interest whatever in the launch Lavie. He had been, when they last had seen him, getting along well in his scow, the Cliff Patrol, which was going under her own power. He had had, however, practically the whole of the Messrs. Brunnell's stores in his boat, as this had been found more convenient for cooking in. These should have been sufficient to keep him for six weeks. Moreover, he had had an ample supply of water aboard.

Seeley had been anxious to take his scow up to the northern coast, as he was advised by the Messrs. Brunnell that he could find a better market for her there. He had been towed by them as far as Swanson Bay and he had tanked up with gasoline there. After that he had run the scow by his own power, said Skipper Brunnell.

"From Swanson Bay we ran up to Wark Island and eased down there to give him a chance to follow without mistake. We have to again at Kingcome Point and waited till he had rounded the point. A little later we hailed the boat of the Pacific & Oriental Fish Company, which had sighted him. We hove to again about the middle of Wright Sound to see if he was coming out of Mackay Reach. We met three forestry

boats there and spoke them. One hove to and replied in answer to our question that they had passed a gas boat in Mackay Reach coming along without apparent difficulty. This was at 8 o'clock in the evening and the weather was clear. We were waiting for him at these points to make sure he had not got off the course. We couldn't afford to lose sight of him as he had most of our supplies, clothes and gasoline aboard his boat.

"We laid to off the end of Promise Island until 4 o'clock in the morning and then ran back to about five miles south of Kingcome River. We spoke there two Indian boats and left word in case they saw him to say that we had gone to Port Essington. We then went up to Lowe Inlet, replenished our gasoline tanks, which were nearly empty, and after leaving the same word for Seeley as we had given the Indians, with a request to put him on the right course, we proceeded to Port Essington.

"The story of Seeley's subsequent sufferings and of his drifting for several days in a powerless boat appears remarkably absurd. He had plenty of food, water and gasoline aboard, and a small sail which he might have used had his engine broken down. We were the people who had to go for a couple of days on short supplies, as he had our provisions. We saw him up here later and he was looking in decidedly good health. How he can have drifted for five days in a narrow channel which is traversed by numerous vessels is a thing strange enough to puzzle anybody. At any rate, the yarn about our deserting him is absolutely false.

The Brunells are taking their launch Lavie now to Port Simpson.

THE SUCCESSOR OF MR. M'MASTER CHOSEN

Fred Davidson the General Agent Here of the Grand Trunk Pacific.

(Special to The Daily News.)

Winnipeg, July 9.—Further changes in the Grand Trunk Pacific have been announced. Among them is that of the appointment of Fred Davidson, contracting freight agent at Vancouver, to Prince Rupert. He will succeed A. E. McMaster as general agent there on the transfer of Mr. McMaster to Regina. Mr. Davidson is to be succeeded in Vancouver by R. N. Card, the present clerk there.

Mr. Davidson has been with the Grand Trunk since the inauguration of their steamship service in 1910. Before that he was a travelling freight agent on the C. P. R. He is a popular young man who has many friends in Prince Rupert.

DIED IN MAINE

A wire addressed to M. P. McCaffery reached the city today stating that his brother had died quite unexpectedly at Millinocket, Maine. Mr. McCaffery left the city Monday morning on the Prince Rupert for the purpose of visiting his mother at Millinocket. The telegram with the sad intelligence has been forwarded to him at Seattle.

William J. O'Neill and A. J. Costello, representing an insurance company recently incorporated in Canada, were arrivals by the steamer Prince George this morning. They are looking over the city, no doubt, with a view of establishing an agency here.

UNCLE SAMMY WINS THREE OUT OF FOUR OF CENTURY CLAIMS

CLAIM OF BRITISH SUBJECT FOR COMPENSATION FOR DESTRUCTION OF PROPERTY DURING THE CUBAN WAR IS DISALLOWED.

(Special to The Daily News.)

Washington, July 9.—The United States wins three out of the first four cases of claims so far submitted to the American-British tribunal.

The claim of William Harran, British subject, for compensation for the destruction of his property during the war in Cuba between the United States and Spain was disallowed.

The claim against the United States for crown fees amounting to \$4,000 for timber purchased by the war department from a contractor for the building of a fort in Alaska was disallowed. A British claimant secures \$450 compensation for loss sustained by a steamer collision between a warship and a passenger boat in New York harbor.

CENTRE OF BULGAR SUPPLIES IS CAPTURED BY THE GREEKS

DORIRAN IS REPORTED TO HAVE BEEN TAKEN BY GREEKS—SERVIA MAKES FORMAL DECLARATION OF WAR AGAINST BULGARIA.

(Special to The Daily News.)

London, July 9.—The Balkan war is now regularized by formal declarations. The great powers are making an attempt to mediate. Serbia today has proclaimed formal declaration of war against Bulgaria. News from the front is lacking. The Bulgarians invaded Serbia yesterday at Konagrevath. There has been an outbreak of cholera in Belgrade, carried in by the wounded. The Greeks claim a great victory over the Bulgarians at Doriran and assert that a whole division of Bulgars has been destroyed. As Doriran is a provisioning point, the centre of the Bulgars' supplies is in the hands of the Greeks.

Constantinople, July 8.—Turkey is already preparing to take

advantage of the situation that has developed in the Balkans, where the allies are at war with one another. The Ottoman Empire will attempt to regain the territory lost to the allies during the war.

OLDEST FREEMASON

Hundred and Four Years Old and Attends Wedding.

(Special to The Daily News.)

London, Ont., July 9.—Joseph Mantle, the oldest Mason of Canada, who is in his 104th year, is here from Toronto to attend the wedding of his niece to Arthur Essery of Vancouver.

HAS TO PAY A FORFEIT

Halifax Dredging Company Falls to Proceed with Contract.

(Special to The Daily News.)

Ottawa, July 9.—The Halifax Dredging Company has forfeited a cheque for \$75,000 for failure to proceed with the contract for Prince Edward Island terminals.

A PIANO BARGAIN
For Sale—Gernard Heintzman Upright Grand, nearly new, cost \$600.00. For quick sale, cash only, \$355.00.
GEO. WERNER
Westholme Theatre or P. O. Box 165

NEXT MAILS

From South
Prince George...Wednesday, 9 a.m.
For South
Chelohsin...Wednesday, 9 p.m.

THE WEATHER.

The weather report at 5 o'clock this morning read: Barometer, 29.687; maximum temperature, 62; minimum temperature, 51; precipitation, .08 inch.