

**THE DAILY NEWS**

THE LEADING NEWSPAPER IN NORTHERN BRITISH COLUMBIA  
Published Daily and Weekly  
Guaranteed Largest Circulation

HEAD OFFICE

Daily News Building, 3rd Ave, Prince Rupert, B.C. Telephone 98

TRANSIENT DISPLAY ADVERTISING—50 cents per inch. Contract rates on application.

DAILY EDITION

Thursday, May 17, 1917.

**THE DRAYTON-ACWORTH REPORT**

"There are some aspects of the report on the Canadian railway situation that tend to discredit the conclusions reached by Sir Henry Drayton and Mr. W. M. Acworth," the Montreal Daily Mail states. "The arrangement of the Grand Trunk Railway Co. is couched in terms of undue severity, while little or nothing is said about the position of the C. P. R., except that it should not be disturbed."

"It is difficult to follow a line of reasoning which demands the nationalization of the Grand Trunk, the Grand Trunk Pacific and the Canadian Northern Railway Co., without weighing the pros and cons of the inclusion of the C. P. R. in the nationalization programme. Let us accept the argument that the difficulties of the Grand Trunk, the Grand Trunk Pacific and the Canadian Northern Railroads can best be solved by the Government taking possession of them. The question at once arises, why not take the C. P. R. with them and to what extent will the exclusion of the C. P. R. from the large scheme of public ownership recommended by the Commission militate against its success. It is indeed extraordinary that Sir Henry Drayton and Mr. Acworth, who so easily reach the conclusion that all other roads shall be nationalized do not see fit to deal with the great danger involved in leaving a powerful company owned road to compete with the government owned system. Yet that is a very real and substantial danger. If a large measure of government ownership is necessary, it can be successfully carried out only by the absolute elimination of company owned railroads."

"We know what an influence the railways have been in the public life of the country. We know of their tremendous contributions to party campaign funds, of their parliamentary lobbies, and of their activity in elections. What will happen with the C. P. R. placed in competition with a powerful state owned system? Will it not make the C. P. R. a still more active influence in political affairs affecting alike the interests of the state owned railway and the general interests of the country?"

Only a few days ago the Toronto Globe gave expression to the same fear when discussing the possibility of a great railway merger under Government auspices; it said:

"But it would be an impossible proposition to operate such a system in competition with the Canadian Pacific as a private highway. The influence of gigantic corporations is too strong in comparison with the resistance of Governments. No evil or danger of Governmental operation would equal the menace of the powerful company seeking favors and seeking encroachments on the Govern-

mental system already in operation."

This argument assuredly carries some weight and it is difficult to understand why it has been entirely ignored by Sir Henry Drayton and Mr. Acworth, who in their consideration of other features of the railway situation are so candid and so thorough. The outstanding weakness in the recommendation of the majority members of the commission is their failure to show, or even attempt to show how public ownership of the Grand Trunk, Grand Trunk Pacific and Canadian Northern lines can succeed in competition with a powerful company owned road like the C. P. R.

Public ownership of railways in a country with Canada's political standards is difficult enough, under the most favorable circumstances. How is it to succeed with the fire of company competition left in its rear? That is a question that a good many students of our railway situation have asked themselves, and it is to be regretted that Sir Henry Drayton and Mr. Acworth have not deemed it worthy of consideration. They assume that a government owned system can be safely entrusted to a self-perpetuating commission, a somewhat fantastic proposal, but while means may be found to minimize political influence in the conduct of the government owned system, no amount of precaution can limit the political activities of the company owned system with which the government roads are in competition.

Giving Sir Henry Drayton and Mr. Acworth the fullest credit for honesty of purpose the conclusion can scarcely be resisted that they have not counted the cost of attempting to run a great national owned system in competition with a great company owned system.

If such a thing is to be seriously contemplated, a lot of preparatory work must be done. There must be publicity of campaign funds. There must be absolute elimination of railway influence from the boards of our chartered banks. If the government is prepared to consider these and other precautionary measures, it is conceivable that they may look upon the conclusions of Sir Henry Drayton and Mr. Acworth with favor but not otherwise.

It is indeed doubtful if the most elaborate precautionary measures can circumvent the pernicious influences that would go hand in hand with competition between a state owned system and the C. P. R. The simple solution of the situation if the ills of the Grand Trunk and the Canadian Northern are incurable is to nationalize the entire Railway system of Canada. And why not? If Sir Henry Drayton and Mr. Acworth are so positive that they have devised a scheme of administering a government owned railway sys-



tem free from political influence, why should the charm of their discovery balk at administering the C. P. R. lines with the rest? Why should the Government take over the non-paying lines and leave the paying one to private interests? To take over the C. P. R. on the basis of the proposed acquisition of the Grand Trunk would not cost an additional dollar. The Government would guarantee average dividends to C. P. R. shareholders in precisely the same way it proposed to guarantee the shareholders of the Grand Trunk. And there would be the profits on the paying system to help meet the deficits on the losing roads.

Disappointment must be confessed with the Drayton-Ac-

**COAL NOTICES**

**SKEENA LAND RECORDING DISTRICT—**  
**DISTRICT OF QUEEN CHARLOTTE ISLANDS**

Take notice that James McNulty, of Prince Rupert, occupation merchant, intends to apply for permission to prospect for coal and petroleum on the west coast of Graham Island in the vicinity of West river.

Commencing at a post planted one mile south of southeast corner of C. L. 9967; thence south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to point of commencement.

JAMES McNULTY,  
March 31, 1917. Austin Brown, agent.

**SKEENA LAND RECORDING DISTRICT—**  
**DISTRICT OF QUEEN CHARLOTTE ISLANDS**

Take notice that Joseph Rowat, of Prince Rupert, B. C., occupation prospector, intends to apply for permission to prospect for coal and petroleum on the west coast of Graham Island, in the vicinity of West river.

Commencing from a post planted one mile south of the southwest corner of C. L. 9968; thence south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to point of commencement.

JOSEPH ROWAT,  
March 31, 1917. Austin Brown, agent.

**SKEENA LAND RECORDING DISTRICT—**  
**DISTRICT OF QUEEN CHARLOTTE ISLANDS**

Take notice that John William Goss, of Victoria, B. C., occupation merchant, intends to apply for permission to prospect for coal and petroleum on the west coast of Graham Island, in the vicinity of West river.

Commencing at a post planted two miles south of the southeast corner of C. L. 9967; thence west 80 chains, thence south 80 chains, thence east 80 chains, thence north 80 chains to point of commencement.

JOHN WILLIAM GOSS,  
March 31, 1917. Austin Brown, agent.

**SKEENA LAND RECORDING DISTRICT—**  
**DISTRICT OF QUEEN CHARLOTTE ISLANDS**

Take notice that Roslyn Duke, of Portland, Ore., occupation hotel proprietor, intends to apply for permission to prospect for coal and petroleum on the west coast of Graham Island, in the vicinity of West river.

Commencing at a post planted one mile south of the southeast corner of C. L. 9971; thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to point of commencement.

HOSLYN DUKE,  
March 31, 1917. Austin Brown, agent.

**SKEENA LAND RECORDING DISTRICT—**  
**DISTRICT OF QUEEN CHARLOTTE ISLANDS**

Take notice that Oliver Brown, of Victoria, B. C., occupation machinist, intends to apply for permission to prospect for coal and petroleum on the west coast of Graham Island in the vicinity of West river.

Commencing at a post planted two miles south of the southeast corner of C. L. 9971; thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to point of commencement.

OLIVER BROWN,  
March 31, 1917. Austin Brown, agent.

worth report. There is in it a sort of veiled assumption that taking over the C. P. R. would be like "firing on the guards." Yet no good reason is given for not doing so, and no discussion whatever of the peril of trying to operate a great government owned system with a powerful private corporation arrayed against it.

The Daily News delivered by carrier, 50 cents per month.

**MINERAL ACT**

**NOTICE TO DELINQUENT PARTNER**

To C. W. Calhoun:  
Take notice, whereas I have done and caused to be done assessment work on the Midnight Fraction mineral claim, situated on the Illiance river, about fourteen miles from the head of Alice Arm, in the Skeena mining division of Skeena district, assessment work for 1914, 1915, and 1916, and have paid for said work and recording same the sum of \$307.50. Unless you pay me the sum of \$109.50, for your share of the said assessment work, together with the cost of this advertisement, I shall, at the expiration of ninety (90) days from the date hereof apply to the mining recorder at Prince Rupert, B. C., to have your interests in the Midnight Fraction mineral claim vested in me, in pursuance of the provisions of the mineral act.  
Dated at Prince Rupert, B. C., this 11th day of April, 1917. Jy 11  
H. C. PHILLIPS.

**COAL NOTICES**

**SKEENA LAND RECORDING DISTRICT—**  
**DISTRICT OF QUEEN CHARLOTTE ISLANDS**

Take notice that William Dixon, of Victoria, B. C., occupation accountant, intends to apply for permission to prospect for coal and petroleum on the west coast of Graham Island, in the vicinity of West river.

Commencing at a post planted one mile south of the southeast corner of C. L. 9971; thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

WILLIAM DIXON,  
March 31, 1917. Austin Brown, agent.

**SKEENA LAND RECORDING DISTRICT—**  
**DISTRICT OF QUEEN CHARLOTTE ISLANDS**

Take notice that Turner Rothwell Mullen, of Victoria, B. C., occupation merchant, intends to apply for permission to prospect for coal and petroleum on the west coast of Graham Island, in the vicinity of West river.

Commencing at a post planted one mile south of the southeast corner of C. L. 9971; thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to point of commencement.

TURNER ROTHWELL MULLEN,  
March 31, 1917. Austin Brown, agent.

**SKEENA LAND RECORDING DISTRICT—**  
**DISTRICT OF QUEEN CHARLOTTE ISLANDS**

Take notice that Agnes Brown, of Victoria, B. C., occupation widow, intends to apply for permission to prospect for coal and petroleum on west coast of Graham Island, in the vicinity of West river.

Commencing at a post planted two miles south of the southeast corner of C. L. 10028; thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains, to point of commencement.

AGNES BROWN,  
March 31, 1917. Austin Brown, agent.

**SKEENA LAND RECORDING DISTRICT—**  
**DISTRICT OF QUEEN CHARLOTTE ISLANDS**

Take notice that Edward Pickard, of Los Angeles, occupation engineer, intends to apply for permission to prospect for coal and petroleum on the west coast of Graham Island, in the vicinity of West river.

Commencing at a post planted one mile south of the southeast corner of C. L. 9967; thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to point of commencement.

EDWARD PICKARD,  
March 31, 1917. Austin Brown, agent.

**SKEENA LAND RECORDING DISTRICT—**  
**DISTRICT OF QUEEN CHARLOTTE ISLANDS**

Take notice that James Ray, of Victoria, B. C., occupation hotel proprietor, intends to apply for permission to prospect for coal and petroleum on the west coast of Graham Island, in the vicinity of West river.

Commencing at a post planted at the southwest corner of C. L. 9968; thence west 80 chains, thence south 80 chains, thence east 80 chains, thence north 80 chains to point of commencement.

JAMES RAY,  
March 31, 1917. Austin Brown, agent.

**SKEENA LAND RECORDING DISTRICT—**  
**DISTRICT OF QUEEN CHARLOTTE ISLANDS**

Take notice that Frederick Moersch, of Victoria, B. C., occupation salesman, intends to apply for permission to prospect for coal and petroleum on the west coast of Graham Island, in the vicinity of West river.

Commencing at a post planted two miles south of the southeast corner of C. L. 9971; thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to point of commencement.

FREDERICK MOERSCH,  
March 31, 1917. Austin Brown, agent.

**SKEENA LAND RECORDING DISTRICT—**  
**DISTRICT OF QUEEN CHARLOTTE ISLANDS**

Take notice that John Booth, of Los Angeles, occupation contractor, intends to apply for permission to prospect for coal and petroleum on the west coast of Graham Island, in the vicinity of West river.

Commencing at a post planted two miles south of the southeast corner of C. L. 9971; thence east 80 chains, thence north 80 chains, thence west 80 chains, thence south 80 chains to point of commencement.

JOHN BOOTH,  
March 31, 1917. Austin Brown, agent.

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