

THE DAILY NEWS

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DAILY EDITION



Friday, August 10, 1917.

RAILROADS

The Government's railroad proposals reveal its characteristic timidity. The Toronto Globe says, in dealing with problems that require bold and courageous treatment. So far as it is a step towards public ownership, the acquisition of the Canadian Northern Railway is to be welcomed. The refusal to advance more public money so long as the road remains in private hands is also to be commended. But, continues the Globe, the plan is only a makeshift, a temporising expedient, which has more regard for the Government's difficulties than for the country's.

It may be taken for certain that the taking over by the nation of the C. N. R. intact, with all its appurtenances in the shape of hotels, ships, telegraphs and express, was not done by the present Government as a matter of principle, but rather as a matter of expediency. The principle of public ownership of public utilities is not one on which the Borden Government looks with favor. Yet, as it is the outcome and part and parcel of the principles of democracy, for which the world is at present under arms, its fuller application in the near future in a much greater measure, is one thing that, no matter which Government is in power, will have to be faced, and dealt with intelligently.

Discussing the railroad proposals of the Government, the Globe continues:—

The scheme embraces half the policy recommended by the majority (Drayton-Acworth) report of the Railway Inquiry Commission, a policy which, in The Globe's opinion, is itself a half-measure. That report urged the combination of the Canadian Northern, the Grand Trunk, Grand Trunk Pacific, Intercolonial, and the National Transcontinental Railways and their operation as a national system under Commission management. The Government proposes to acquire the Canadian Northern, to loan the Grand Trunk Pacific \$7,500,000 and to let the Grand Trunk "carry on" as at present.

The Drayton-Acworth report lays stress on the incomplete-

ness of each of these systems. It says that the Canadian Northern has not sufficient branch lines and feeders in the East; that the Grand Trunk Pacific and Grand Trunk are similarly handicapped in the West, and that the National Transcontinental, left on the Government's hands by the Grand Trunk Pacific, has no support, East or West, and is left to starve. The Government's plan leaves these conditions little changed for the better. The new Government line will lack the Eastern connections, especially in Ontario, which the Grand Trunk would have supplied. In fact Ontario will be affected less than any other province by the arrangement.

The Globe sees no reason to revise its view that the nationalization of all the great railways is the only adequate and permanent solution. Every argument for the amalgamation of five great railway lines is an argument for the inclusion of the sixth and most profitable, the Canadian Pacific. The Government proposes, as the Drayton-Acworth report proposes, to give the country a hybrid system, half private, half public, and all the resources of private ownership and organization working against public ownership and seeking to discredit it. With a homogenous system the country could make the most economical use of every mile of track, every locomotive, and every car, by coordinating all the railways which are now overlapping in service and expenditure.

Consider also the question of revenue. The Drayton-Acworth report estimates that a single system embracing the Canadian Northern, Grand Trunk, Grand Trunk Pacific, and National Transcontinental would entail an annual loss of \$12,500,000 for a period of years. The Canadian Pacific Railway had a surplus last year of over \$17,000,000. If all the railways were merged there would be a surplus of \$5,000,000 at the outset, accepting the Drayton-Acworth figures, even if the shareholders of the Canadian Pacific continued to draw their present dividends.

The country is missing a great opportunity for want of

Is Breakfast Ready?

The answer is easy in the home where Shredded Wheat Biscuit is the regular every day breakfast cereal. Being ready-cooked and ready-to-eat, Shredded Wheat Biscuit is the joy of the housekeeper in Summer. Served with sliced bananas, berries, or other fruit, they make a nourishing, satisfying meal at a cost of a few cents.



Made in Canada.

courage and statesmanship. The war is given as a reason for doing no more, but war time is a time for bold and constructive measures. If the brilliant talent which is now devoted to the service of the railway interests of Canada would dedicate itself as faithfully to the service of the country, in a spirit of patriotism, every obstacle to a national system of railways would disappear, and the nation would enter upon a new and wonderful period of material development.

TIMBER SALE X 942.

Sealed tenders will be received by the Minister of Lands not later than noon on the 16th day of August, 1917, for the purchase of Licence X 942, to cut 1,225,000 feet of Spruce, Cedar, Hemlock and Balsam on an area situated on the west shore of Ellerslie Channel, Range 3, Coast District.

Two (2) years will be allowed for removal of timber.

Further particulars of the Chief Forester, Victoria, B. C., or District Forester, Prince Rupert, B. C.

173.

Navigable Waters Protection Act.

R. S. C. Chapter 115.

The Grand Trunk Pacific Railway Company hereby gives notice that it has, under Section 7 of the said Act, deposited with the Minister of Public Works at Ottawa, and in the office of the District Registrar of the Land Registry Office, District of Prince Rupert, at Prince Rupert, a description of the site and plan of wharf and fish curing plant and other works proposed to be built in Prince Rupert harbor at Prince Rupert, British Columbia, in front of Waterfront Block "I," according to registered plan of the townsite of the said City of Prince Rupert registered in the aforesaid land registry office as No. 923, Section 7.

AND TAKE NOTICE that after the expiration of one month from the date of the first publication of this notice, the Grand Trunk Pacific Railway Company will, under Section 7 of the said Act, apply to the Minister of Public Works at his office in the City of Ottawa for approval of the said site and plan and for leave to construct the said works.

DATED at Prince Rupert, British Columbia, this 16th day of June, A.D. 1917.
THE GRAND TRUNK PACIFIC RAILWAY COMPANY, Patmore & Fulton, Solicitors.

MAIL SCHEDULE

For the East.
Mondays, Wednesdays and Fridays at 9:30 a.m.

From the East.
Sundays, Tuesdays and Fridays at 5:30 p.m.

For Vancouver.
Monday 7 a.m.
Tuesdays 5 p.m.
Saturdays 7 a.m. & 4 p.m.

From Vancouver.
Sundays 11 p.m.
Mondays 9 a.m.
Wednesdays 6:30 a.m.
Fridays 9 a.m.

For Anyox.
Sundays 10 p.m.
Fridays 10 a.m. & 8 p.m.

From Anyox.
Sundays, a.m.; Tuesdays, p.m. and Saturdays, a.m.

For Port Simpson and Naas River.
Saturdays, a.m.

For Queen Charlotte Islands.
10 p.m. July 18th, August 1st, 5th and 29th.

From Queen Charlotte Islands
July 22nd, August 5th, 19th; September 2nd.

For Stewart, Maple Bay and Swamp Point.
For—Wednesdays, 10 p.m.
From—Saturdays, p.m.

Alaska and Yukon Territory.
For—Mondays, 7 a.m.
From—Saturdays, p.m.



TIMBER SALE X 1018.

Sealed tenders will be received by the Minister of Lands not later than noon on the 23rd day of August, 1917, for the purchase of Licence X 1018, to cut 6,833,000 feet of Spruce, Balsam and Hemlock on an area situated on Link Lake, Range 3, Coast District.

Three (3) years will be allowed for removal of timber.

Further particulars of the Chief Forester, Victoria, B. C., or District Forester, Prince Rupert, B. C.

S22

TIMBER SALE X 1019.

Sealed tenders will be received by the Minister of Lands not later than noon on the 27th day of August, 1917, for the purchase of Licence X 1019, to cut 1,115,000 feet of Spruce, Balsam and Hemlock on an area adjoining Lot 505, Range 2, Coast District, situated on Kildala River.

Two (2) years will be allowed for removal of timber.

Further particulars of the Chief Forester, Victoria, B. C., or District Forester, Prince Rupert, B. C.

A25

MINERAL ACT

(R. S. B. C. 1911).

Holly Fraction, Birch, Crocus Fraction, and Plum mineral claims situate in the Queen Charlotte District, located at or near Ikeda Bay, Queen Charlotte Islands, Province of British Columbia, lawfully held by Ikeda Mines Limited (Non Personal Liability).

TAKE NOTICE that I, John A. MacInnes, Solicitor for Ikeda Mines Limited (Non Personal Liability) Free Miner's Certificate No. 15485C intend, after the expiration of sixty days from the date hereof to apply on behalf of the said Company to the Mining Recorder of the said District for a Certificate of Improvements for each of the above claims for the purpose of obtaining crown grant thereof.

AND FURTHER TAKE NOTICE that action under Section 85 of the Mineral Act must be commenced before the issuance of such Certificate of Improvements.

Dated this 12th day of June, A.D. 1917.

J. A. MacInnes,
Solicitor for Ikeda Mines Limited (Non Personal Liability). S10.

IN THE ESTATE OF CHRISTIE GIBSON (DECEASED)

NOTICE IS HEREBY GIVEN that all persons having claim upon the Estate of the late Christie Gibson who died on or about the 8th day of November, A. D. 1916, while on active service overseas, are required to send to J. H. McMullin, Official Administrator for the county of St. John, on or before the 30th day of September, 1917, a full statement of their claims, or any security held by them, duly verified, and after that date the undersigned will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which notice has been filed with him.

DATED at Prince Rupert, B. C., this 12th day of July, A. D. 1917.
J. H. McMullin,
Official Administrator. S14



S. S. PRINCE RUPERT

PRINCE GEORGE

SOUTHBOUND

Monday 9 a.m. for Swanson Bay, Vancouver, Victoria and Seattle.
Saturday 8 a.m. for Ocean Falls, Vancouver, Victoria and Seattle.

NORTHBOUND

Wednesday 12 noon for Ketchikan, Wrangell, Juneau and Skagway.
Friday 12 noon for Anyox.

TRAIN SERVICE

Passenger for Smithers, Prince George, Edmonton and Winnipeg. Direct connections for all points East and South.
Mixed Tuesday 4 a.m. for Smithers and all intermediate points.

Agency All Ocean Steamship Lines.

For information and reservations apply to
City Ticket Office, 526 Third Avenue. PHONE 260



CANADIAN PACIFIC RAILWAY

Lowest Rates to all Eastern Points via Steamer to Vancouver and the CANADIAN PACIFIC RAILWAY
Meals and Berth included on Steamer

Princess may for Granby Bay and Alice Arm 11 p.m. Friday
Princess May southbound via Ocean Falls 6 p.m. Sunday
Princess Sophia for the south Saturday, August 11th.
Princess Alice for the north Monday, August 13th.

J. I. PETERS, General Agent

Corner Fourth Street and Third Avenue. Prince Rupert, B.C.



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You Can Make Excellent Cake With Fewer Eggs

Just use an additional quantity of Dr. Price's Cream Baking Powder, about a teaspoon, in place of each egg omitted.

This applies equally well to nearly all baked foods. Try the following recipe according to the new way:

CREAM LAYER CAKE

Old Way

1 cup sugar
1/2 cup milk
2 cups flour
2 teaspoons Dr. Price's Baking Powder
3 eggs
1/2 cup shortening
1 teaspoon flavoring

New Way

1 cup sugar
1 cup milk
2 cups flour
4 teaspoons Dr. Price's Baking Powder
1 egg
2 tablespoons shortening
1 teaspoon flavoring

Makes 1 Large 2-Layer Cake

DIRECTIONS—Cream the sugar and shortening together, then mix in the egg. After sifting the flour and Dr. Price's Baking Powder together, two or three times, add it all to the mixture. Gradually add the milk and beat with spoon until you have a smooth pour batter. Add the flavoring. Pour into greased layer cake tins and bake in a moderately hot oven for twenty minutes. This cake is best baked in two layers. Put together with cream filling and spread with white icing.

Dr. PRICE'S CREAM BAKING POWDER

Made from Cream of Tartar, derived from Grapes
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