

THE DAILY NEWS

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DAILY EDITION.

Friday, May 17, 1918.

BEAUTY—AND THE BEAST

It is begun. Hun cannon are finding the Cathedral of Amiens. Perry Robinson's cable to The Globe of yesterday tells the tragic story. Six shells have either hit the matchless structure or exploded in immediate contact with it. Already the eastern end is badly damaged.

Amiens Cathedral is—or was—one of the world's glories.

In Christian architecture it holds, according to Ruskin in "The Bible of Amiens," the place held by the Parthenon in Greek. It was built in the thirteenth century, the central years of mediaeval Christianity, the age of its finest art and highest influence. Its construction took sixty-eight years of arduous and exquisite work by the original Master Robert, surnamed De Luzarches, and two other master builders, father and son, who succeeded him. Later, centuries added details, including the marvelous wood carving of the choir, wrought in native oak, morticed without nails and so skilfully that the joints have never moved and are still imperceptible.

With the Teuton beast scarce eight miles from such beauty it was too much to expect that this matchless structure—the pride not alone of France, but of all humankind—would be spared. The Hohenzollern ruffians are not merely waging war. They are seeking to destroy civilization, and to inflict wounds that cannot be healed. Amiens Cathedral stands alone among the world's edifices. It is the essence of majesty and beauty. Its equal has not been created by human hands. If destroyed it can never be replaced. The Germans know this. They know that every shell that crashes through the nave or transept of Amiens is inflicting a death wound.

Amiens stands for something that cannot be measured in terms of brute power, and is consequently an object of scorn in the vision of the beast-men of Brandenburg. It stands for something beyond the ken of

the Prussian. The part of Prussianism is to destroy everything that is not gross and strong. To the Prussian, blutwurst and beer are far more inspiring than cathedrals. So the shelling of Amiens was to be expected. The cathedral may be destroyed, and more women may be killed. This is quite in accord with the "grand strategy" of Prussianism in its effort to make sauerkraut-fed force dominant all over the world.

Beauty and beast do not belong to the same atmosphere. The triumph of one means the exclusion of the other. Bestial Teuton and bestial Turk are fittingly allied in world war upon all that is worthy, and elevating and beautiful in human existence. Barbarism glories in grossness and force. Civilization counts its treasures in the greater and grander things that lift and ennoble mankind. There is no common ground for a patched-up peace between these ideals and aspirations. The fate of historic Rheims, the tragedy of beautiful Amiens, are, after all, but cruel clarions to liberty-loving men and women the world over to adhere to their righteousness resolution that our heroic dead shall not have died in vain; and that the sword will not be sheathed until the menace of mankind is crushed and the scarred and devastated Old Earth is made safe for their descendants.

WILL RAFT LOGS TO AUSTRALIA FROM U. S.

Word of one of the most audacious proposals ever made was received recently from Sydney, N. S. W., to the effect that an Australian syndicate intends to overcome the shortage of tonnage for carrying lumber; to the Antipodes by rafting together 60,000 tons of Oregon timber and floating the mass to the southern continent in this manner.

It is proposed that the power for driving the huge raft be supplied by the aid of powerful Diesel engines and large sails. How the boom will be steered across the stormy seas or how many years



is expected to pass before the voyage to the land of the Southern Cross is completed has either not been reckoned or is yet a dark secret with the ingenious originator of the scheme. It is reasonable to believe that, if a crew is found who will brave the perils of the deep on the rickety craft proposed, that they will be doomed to a certainty, for if they do not come to grief during a squall they certainly will die of old age before the timbers get to their destination.

This is possibly the most original scheme that has ever been advanced to solve the tonnage shortage problem.—Victoria Colonist.

Appendicitis Operations Not Always Necessary

Internal Bathing Relieves the Cause
Your physician will tell you that Appendicitis is an inflamed condition of the little sack called the Appendix at the lower right-hand corner of the Colon or large intestine. By cleansing this Colon with purified warm water by the "J. B. L. Cascade" this sack is cleansed and the inflammation subsides. Hundreds of operations have been avoided by using the warm water cure for Appendicitis. Mr. Jas. McLaughlin, 91 Evanston street, Winnipeg, writes:—

"I had spent over fifty dollars with doctors trying to cure Appendicitis. Finally the doctor said I must go to the hospital at once for an operation. Your advertisement interested me. I bought a 'J. B. L. Cascade,' which relieved me at once, and am now completely cured. Never felt better in my life; all pain and soreness gone, and I eat and sleep like a boy. I am grateful to Dr. Tyrrell for this wonderful health-giving invention."

95 per cent. of all human ills are caused by accumulated waste in the Colon. Internal Bathing with the "J. B. L. Cascade" keeps this large intestine as free from all waste and as clean as nature demands it should be for perfect health. Ask Cyril H. Orme, Druggist, corner 3rd Ave. and 6th st., for booklet called "Why Man of Today is Only 50 Per Cent. Efficient." It is free. He will also be pleased to show and explain the "J. B. L. Cascade" to you.

SKEENA LAND DISTRICT—DISTRICT OF COAST, RANGE 5.

TAKE NOTICE that the Grand Trunk Pacific Railway Company of Winnipeg, Manitoba, intends to apply for permission to lease the following described lands:—Commencing at a post planted at the most northerly point of Lot 507 at or about high-water mark, thence northerly, easterly, southerly and westerly, following the sinuosities of the shore line to a point of commencement, including all that foreshore between high-water and low-water. Dated April 4th, 1918.

THE GRAND TRUNK PACIFIC RAILWAY COMPANY, H. H. Hansard, solicitor.

SKEENA LAND DISTRICT—DISTRICT OF QUEEN CHARLOTTE ISLANDS

TAKE NOTICE that I, James P. Reid, of Prince Rupert, B. C., Prospector, intend to apply for a licence to prospect for coal and petroleum over the following described lands on the West Coast of Moresby Island. Commencing at a post planted about 1/4 of a mile southeasterly from a post located on the shore of a small Bay opening out of Canoe Pass between Morsby and Chastell Islands, about 3 miles northerly along the Morsby Island side of Canoe Pass from Buck Point; thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains to the point of commencement.

JAMES P. REID, applicant.
Located November 9th, 1917.

MINERAL ACT

CERTIFICATE OF IMPROVEMENTS

NOTICE

"Molybdenum" and "Success" Mineral claims, situate in the Skeena Mining Division of Cassiar District.

Where located:—About 4 miles Westerly from the head of Alie Arm, and about mile from the Beach.

TAKE NOTICE that Lewis W. Patmore, Free Miner's certificate No. 14232-C, as agent of The Molybdenum Mining and Reduction Company, Limited, (Non Personal Liability) Free Miner's Certificate No. 10322-C, intends sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of each of the above claims.

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

MAIL SCHEDULE

For the East.

Mondays, Wednesdays and Saturdays at 9:30 a.m.

From the East.

Sundays, Tuesdays and Thursdays at 5:30 p.m.

For Vancouver:

Tuesdays 5 p.m.
Wednesdays 7 a.m.
Thursdays 10 p.m.

From Vancouver

Sundays 10 p.m.
Wednesdays 10:30 a.m.
Saturdays 10 p.m.

For Anyox:

Sundays 10 p.m.
Wednesdays 10 p.m.

From Anyox:

Tuesdays a.m.
Thursdays p.m.

For Port Simpson and Naas River points:

Sundays 10 p.m.

From Port Simpson and Naas River Points:

Tuesdays a.m.

Queen Charlotte Islands:

For Massett, Port Clements and Upper Island points:

Saturdays 8 a.m.

From Massett, Port Clements and Upper Island points:

Tuesdays a.m.

For Skidegate, Queen Charlotte City and Lower Island points:

Wednesdays 6 p.m.

From Skidegate, Queen Charlotte City and Lower Island points:

Saturdays p.m.

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A Soldier's offering to his sweetheart is naturally the sweetmeat that gave him most refreshment and greatest enjoyment when on duty.

The Flavour Lasts



Advertise In The Daily News

"The food crisis is grave and urgent, beyond possibility of exaggeration."—Sir Robert Borden

City and Town Labor Must Save The Food Situation

THE heart of the food production problem is labor, and the heart of the labor problem is the city dweller. City people must produce food if Canada is to do her full duty in support of our soldiers and Allies.

Men who are needed on farms must come from the cities and towns—there is no other source. The Provincial Departments of Agriculture co-operating with the Canada Food Board, can place thousands of men on good farms in this Province. They are needed at once.

Those who remain at home must also Grow Food

A War Garden will not excuse the man whose rightful place this year is on a farm. But War Garden service is needed from those who can do no more.

Every pound of home-grown vegetables, produced on city land by city labor, will be a positive addition to the food supply. Home Garden

and Vacant Lot cultivation will leave the farmers free to grow more food for export.

The vegetable garden offers an opportunity for service to men whose circumstances make it impossible for them to work on a farm, to women, to boys and girls—to city people generally.

Be a Food Producer This Year

If there is a garden or vacant lot movement in your community, associate yourself with it. If no organization exists, do what you can to interest your neighbours in the War Garden campaign. Write to your Provincial Department of Agriculture for pamphlets on gardening and additional information.

CANADA FOOD BOARD



Director of Production

Director of Agricultural Labor

Chairman

(In Co-operation with the Provincial Departments of Agriculture.)



S. S. PRINCE RUPERT

—sailing—

Wednesday 9.00 a.m. for Swanson Bay and Vancouver.

S.S. PRINCE GEORGE

Wednesday Midnight to Anyox.

Thursday Midnight for Swanson Bay, Ocean Falls, Vancouver, Victoria and Seattle.

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Alternating Weekly to Queen Charlotte Islands.

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Passenger Monday, Wednesday and Saturday at 11:30 a.m. for Smithers, Prince George, Edmonton and Winnipeg, making direct connections for all points east and south.

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Lowest Rates to all Eastern Points via Steamer to Vancouver and the Canadian Pacific Railway

Meals and Berth included on Steamer

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S.S. SOPHIA sails from Prince Rupert May 3rd, 14th, 24th; June 4th, 15th and 25th.

S.S. PRINCESS ALICE sails for Vancouver June 22nd and July 6th.

S.S. PRINCESS MAY sails for Vancouver May 5th, 15th, 25th and 30th; June 2nd, 9th, 16th, 23rd and 30th.

W. C. ORCHARD, General Agent.

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