

THE DAILY NEWS

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DAILY EDITION. Monday, May 27, 1918.

WHO SCORED?

Sir Robert Borden does not appear to be a very serious student of the Sir Sam Hughes regime in his war department. Yesterday when he was telling an inquirer about the many difficulties in the way of the formation of a Canadian flying corps, Sir Sam Hughes interposed by remarking "I know the difficulties, and I had them all removed!" "That fact was never brought to my knowledge," tartly replied the Premier. Now who scored—Sir Sam for removing the difficulties and then doing nothing, or Sir Robert for doing nothing because of difficulties which no longer existed?—Montreal Herald.

What Chance for Construction?

Sir Robert Borden informed Parliament last week that, having saddled the country with the obligations of Mackenzie & Mann, the Government are now carrying on negotiations with a view to also loading upon the public the consequences of Government ownership and operation of the Grand Trunk and Grand Trunk Pacific Railways.

By a curious coincidence, the same issue of the paper containing this announcement had also a Washington dispatch saying that in three months, under Government ownership, United States railways earned \$109,000,000 less than in the corresponding three months of last year. As under the agreement with the railway companies the United States Government has to pay dividends in proportion to the earnings of the roads last year, this \$109,000,000 will have to come out of the pockets of United States taxpayers, as the quarterly instalment of the cost of Government operation of the United States railways.

The record of the Borden Government forbids a supposition that it is more capable of managing the complicated business of a vast railway system than is the Wilson Government, or the companies who have hitherto been charged with that responsibility. And

the record of Government operation in Canada supplies convincing evidence that to multiply public responsibilities in that direction is to multiply the national debt and the taxes.

Western Canada has an interest at stake in this gigantic venture other than the interest common to the people of all Canada. Unless Canada develops a genius for Government operation of railways which has not hitherto been displayed, Government operation of the C. N. R., Grand Trunk and Grand Trunk Pacific will make the all-absorbing problem for generations to come to find money to meet the losses on these enterprises. With three of the four great railway systems in Canada losing money hand over fist, what chance or hope will there be of finding investors foolish enough to put money into future railway construction in Canada? And to paralyze railway construction is to stall the development of Western Canada indefinitely.—Edmonton Bulletin.

The Yukon Representative.

After a spasmodic effort to reform and lead a better life, the committee on privileges and elections at Ottawa has reverted to its old, evil ways. By a strictly party vote it has decided that the Yukon soldier ballots are to be counted as cast.

The practical effect is to make Dr. Alfred Thompson member of Parliament for the Yukon. Dr. Thompson, it perhaps need hardly be said, is of the same political stripe as the majority of the committee.

If this was the intention from the beginning, as it presumably was, why go through all the solemn flub-dub of holding an enquiry and pretending to form a judgment on the facts?

There would have been more courage and more honesty in acting on the established principle that a political minority is not entitled to anything that can be taken away from it.

Dr. Thompson's title will be



clouded. If he undertakes to speak on behalf of the Yukon, his utterances will be lacking in moral authority. He will feel the anomaly of his position and will be reduced to doing little but draw his sessional indemnity in silence.—Vancouver Sun.

There was a wise Spear-woman lived in a shoe
For her many children she knew what to do:
She made them most happy with Wrigley's for all—
It kept them in trim at a cost very small!

SHERIFF'S SALE OF MINING PROPERTY

IN THE SUPREME COURT OF BRITISH COLUMBIA.

By authority of three warrants of execution issued in the above Court, and directed to me at the instance of Louis Schulz, J. A. Quick and Albert Burger, Judgment Creditors, against North Columbia Gold Mining Company, Columbia Mines Company, O'Donnell Placers Company, and Pine Creek Power Company, Ltd., Judgment Debtors, I have seized all the interests of the defendant companies, situate on Pine and O'Donnell Creeks in the Atlin Mining District, consisting of mining leases, and mining equipment, hydraulic piping, monitors, tools, flumes, and goods.

All or sufficient to satisfy the claims and costs in the actions, I will offer for sale by public auction for cash at 2:30 in the afternoon on **Thursday, the 30th day of May, 1918** at my office in the Court House, Prince Rupert, B. C.
JOHN SHIRLEY,
Sheriff of the County of Atlin.
Dated at Prince Rupert, B. C., May 9th, 1918. 127



SALE OF GOVERNMENT PROPERTY PRINCE RUPERT DISTRICT.

SEALED TENDERS, endorsed "Tenders for Logging Engine," will be received by the undersigned up to 12:30 p.m., 1918, for the purchase of the following:—

One 10 x 12 Empire Logging Donkey Engine, complete with sled and water tank, together with all necessary operating equipment.
The above is now in use by, and can be seen at, the Kerr & Munn Logging Company's camp, Queen Charlotte Islands. Tenders are to be F.O.B. at the present site.
The highest or any tender not necessarily accepted.

JAMES PATTERSON,
Purchasing Agent.
Victoria, B. C., 3rd May, 1918. 15-25

MINERAL ACT

Certificate of Improvements

NOTICE

"LOUISE" Mineral Claim, situate in the Portland Canal Mining Division of Cassiar District. Where located.—On American Creek, about 4 miles from its mouth.
TAKE NOTICE that I, Robert Stewart, Free Miner's Certificate No. 9530-C, intend, 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 the above claim.

And further take notice that action, under section 85 must be commenced before the issue of such Certificate of Improvements.
Dated this 28th day of March, 1918.

SKENA 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 fore-shore between high-water and low-water. Dated April 4th, 1918.
THE GRAND TRUNK PACIFIC RAILWAY COMPANY, H. H. Hamard, solicitor.

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 p. m.

For Anxox:
Sundays 10 p. m.
Wednesdays 10 p. m.

From Anxox:
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.

Salvation Army.

Public meetings, Tuesdays, Thursdays and Saturdays at 8 p. m. Sundays at 7:30 p. m.

QUEENS HOTEL

FIRST CLASS ROOMS—
Hot and Cold Water.
50c per Night, and \$3 per Week.



Two Questions

With so many low-priced so-called anti-skids obtainable, would that great host of motorists pay more for Dunlop "Traction" Tread if they could get its merits elsewhere?

Also, would that other large list of car owners buy "SPECIAL" if tires which somewhat resemble it in appearance resembled it in efficiency?



Don't merely smother your cough

CURE IT—Mathieu's Syrup of Tar and Cod Liver Oil not only promptly arrests coughing, but thanks to its tonic and strengthening properties it helps the system to throw off the cold and thus effects a permanent cure. It is this quality which has won it the largest sale of any cough and cold remedy in Canada.

15c. large bottles, everywhere.
A. L. MATHIEU CO., PROP., SEASIDE, P. C.

Advertise In The Daily News

S. S. PRINCE RUPERT

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

S.S. PRINCE GEORGE

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

S. S. PRINCE JOHN and PRINCE ALBERT.

Alternating Weekly to Queen Charlotte Islands.

TRAIN SERVICE

Passenger Monday, Wednesday and Saturday at 11:20 a.m. for Smithers, Prince George, Edmonton and Winnipeg, making direct connections for all points east and south.

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

FOR VANCOUVER, VICTORIA AND SEATTLE

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

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

SS. PRINCESS MAY sails for Vancouver May 5th, 12th, 19th, and 26th; June 2nd, 9th, 16th, 23rd and 30th.

W. C. ORCHARD, General Agent.

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

"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.

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

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

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.)