

THE DAILY NEWS

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DAILY EDITION.

Monday, June 3, 1918.

THE POT AND THE KETTLE

The Toronto Globe recently urged that Toronto be made the headquarters of all the state railroads. "Montreal," it said, "will remain the headquarters of the privately-owned Canadian Pacific. It is a conservative city in which public ownership has relatively few friends. In Toronto, in Ontario and in the West public ownership has hosts of powerful friends who could be depended upon to see that in its operations the State railway system has a square deal. The concentration of all railway executive power in Canada in the city of Montreal has not been a good thing. There is an opportunity of starting right in the administration of the national railways by locating the executive heads of these railways in the centre of the public ownership sentiment of the Dominion."

This drew from the Montreal Herald the following retort:

"Isn't Toronto trying to rob Hamilton of its title as 'Canada's Ambitious City'? Toronto is not a bad little place in its way, but it is not the whole of Canada. It is not even the metropolis of Canada. It is the capital of the prosperous province of Ontario and is in the heart of what, for Canada, is a populous district. Montreal is still on the map and remains Canada's first city. Toronto never sees a ripe plum hanging on a tree without crying for it. Let it dry its tears. Toronto stands just as much chance of getting the proud distinction of being 'the headquarters of all the state railways in Canada' as it has of becoming the headquarters of the Baghdad Railway."

Breaking into this controversy, the Victoria Times, one of the most progressive newspapers in this province, even if it is located in Victoria, gives both of these eastern metropolises a little jolt, which may give them something to think about. It says:

If the place of the head office of those railroads were determined by the atmosphere favorable to government ownership of public utilities and similar progressive policies, as the Toronto Globe suggests it should be, neither

Toronto nor Montreal would have a ghost of a chance. They are now the headquarters of monopoly in Canada. They divide between them pretty evenly the control of practically all the industrial and financial power of the country. The high priests of a tariff as "high as Haman's gallows" have their temple in Toronto, while from 1911 to 1917 Toronto, not Montreal, pulled most of the strings at Ottawa for special privileges. The Canadian Northern and associate interests, not the C. P. R., had the Government's ear trumpet, and for a few years it was always "cherry-blossom time" at the capital for the Toronto magnates. Indeed, the Government of the day went out of its way to give one Montreal product, the G. T. P. and National Transcontinental, a hard slam just as soon as it could.

Hence, if sympathetic atmosphere is a factor in the selection of the headquarters of the state-owned railroads of Canada, the Government will have to leave both Montreal and Toronto out of the reckoning and turn westward, beyond the Great Lakes. The West is the home of progressive ideas. It is the bulwark of the government ownership, tariff reduction and other democratic policies. And it is out for its full industrial and financial autonomy, while working in friendly cooperation with the East as units in the Canadian confederation. Wherefore, dearly beloved brethren of Toronto and Montreal, the headquarters of the Government roads should be, say, at Winnipeg or some other important western railroad centre.

TORONTO GETS THE CASH

The supplementary estimates contain an item of \$153,000 for harbor improvements at Toronto. Ten days ago Sir Robert Borden informed a Toronto delegation that the war required all the money Canada could raise, and that harbor improvements would have to stand over for future consideration.

The country evidently is to be congratulated that in ten days the financial situation has so cleared that the Premier's refusal to weaken the sinews of war has relaxed, and the supplementary es-

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ADDRESS

E. W. Gillett Co. Ltd.
TORONTO, CANADA

timates carry a promise to put the country in debt for the amount required to improve Toronto's harbor in war time.

Toronto, it may be assumed, will stay in the war.—Edmonton Bulletin.

ALIENS MUST LABOR FOR U. S. SOLDIERS

Washington, May 31.—Provost Marshal General Crowder's work-order has been applied to interned enemy aliens by the government and many Germans formerly engaged in business in the large cities of the country will soon be plying hoes, rakes and other farm implements in gardens at troop camps, raising vegetables for the soldiers.

A 400-acre farm will be cultivated at Camp Dix, N. J. Each 100 aliens will be looked after by twenty-five soldiers.

One, two—it's good to chew.
Three, four—they all want more.
Five, six—it comes in sticks.
Seven, eight—the flavor's great.
Nine, ten—come again
—with Wrigley's!

A Clergyman's Wife Wants Women to Know Advantages of Internal Bathing

If women could only see the thousands of letters Dr. Tyrrell has received from grateful women in all parts of the world, thanking him for his wonderful invention for Internal Bathing, they would soon discard the medicine bottle and look to the cause of their trouble. 95 per cent. of all human ills are due to accumulated waste in the Colon or Large Intestine. Warm water, properly used with the "J. B. L. Cascade," will relieve the cause of your troubles and perfect health will follow.

A Winnipeg clergyman writes: "My wife is naturally sensitive about having her name appear in public print, yet is anxious that others should know what the 'J. B. L. Cascade' has done for her. It has really given her a new lease of life. For years she had been doctoring for Constipation, which became worse every year. Since using the 'J. B. L. Cascade', first about 4 years ago, she has not been sick a day, and has become robust and strong again. Should any person wish this letter confirmed, you are at liberty to give my name in private."

The "J. B. L. Cascade" is shown and explained by Cyril H. Orme, Third Avenue, Prince Rupert, B.C.

The "J. B. L. Cascade" is an invention, perfected by Dr. Chas. A. Tyrrell of New York, and has done more during the past few years to restore health and lessen disease than all other means combined. Ask for booklet explaining all about Internal Bathing and what it has done for others." It is free.

MINERAL ACT

Certificate of Improvements

NOTICE

"LOUISE" Mineral Claim, situated 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.

PRINCE RUPERT LAND DISTRICT—DISTRICT OF QUEEN CHARLOTTE ISLANDS.

TAKE NOTICE that we, The Aeroplane Spruce Lumber Co., Ltd., of Port Clements, occupation lumbermen, intend to apply for permission to lease the following described lands:—

Commencing at a post planted at the northeast corner of Lot 8, Block 45, part of subdivision of District lot 746, thence north 8 chains, thence west 30 degrees south to the approach to the Government Wharf, Port Clements, thence southerly along said approach to the northwest corner of Lot 1, said block 45, thence easterly along the waterfront of lots 1, 2, 3, 4, 5, 6, 7, and 8, said block 45 to point of commencement, and containing seven and one-half acres more or less.

AEROPLANE SPRUCE LUMBER CO., LTD.
S. T. Lewis, President.
April 2nd, 1918.

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 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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DENTISTRY

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DENTIST

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with splendid results in your baking. Test for yourself the nourishing qualities, and palatable flavor of 75 per cent. "Royal Standard Wheat Flour" with 25 per cent. of "Royal Standard Rye Flour" or "Royal Standard Oatmeal" allied in the same loaf.

"Give the food you are asked to—it is only the spirit of Vimy Ridge—obedience."—Canada Food Board.

WATER NOTICE (Use and Storage).

TAKE NOTICE that George H. Boulton, as agent for Massett Inlet Lumber Co., Ltd., Graham Island Spruce and Cedar Co., Ltd., and Aeroplane Spruce and Cedar Lumber Co., Ltd., whose address is Port Clements, B. C., will apply for a licence to take and use 30,000 gallons and to store one-ninth acre feet of water out of Coho Creek, which flows northerly, and drains into the Yakoun River, Massett Inlet.

The storage dam will be located at about 600 yards from the mouth of said creek. The capacity of the reservoir to be created is about one-ninth acre feet and it will flood about 0.29 acres of land. The water will be diverted from the stream at a point near the dam, and will be used for domestic and steam purposes upon the land described as Lot 746, Block 35.

This notice was posted on the ground on the 29th day of May, 1918. A copy of this notice and an application pursuant thereto and to the "Water Act, 1914," will be filed at the office of the Water Recorder at Prince Rupert, B. C.

Objections to the application may be filed with the said Water Recorder, or with the Comptroller of Water Rights, Parliament Buildings, Victoria, B. C., within thirty days after the first appearance of this notice in a local newspaper. The date of the first publication of this notice is June 1, 1918.

MASSETT INLET LUMBER CO., LTD., AEROPLANE SPRUCE AND CEDAR LUMBER CO., LTD., GRAHAM ISLAND SPRUCE AND CEDAR COMPANY LIMITED.
G. H. Boulton, Agent.

Cock-a-doodle dum!
My dame has lost her gum,
My Master's gone to get her some,
She'll be all right when he has come—with Wrigley's!

Advertise in the Daily News.

WATER NOTICE (Use and Storage).

TAKE NOTICE that George H. Boulton, whose address is Port Clements, B. C., will apply for a licence to take and use 30,000 gallons and to store one-ninth acre feet of water out of an unnamed creek which flows northerly and drains into Ferguson Bay, Massett Inlet.

The storage dam will be located at a point about 500 yards from the mouth of the creek. The capacity of the reservoir to be created is about 30,000 gallons and it will flood about 0.65 acres of land. The water will be diverted from the stream at a point near the dam and will be used for steam purposes upon the land described as Block 35, Lot 746.

This notice was posted on the ground on the 29th day of May, 1918. A copy of this notice and an application pursuant thereto and to the "Water Act, 1914," will be filed at the office of the Water Recorder at Prince Rupert, B. C.

Objections to the application may be filed with the said Water Recorder, or with the Comptroller of Water Rights, Parliament Buildings, Victoria, B. C., within thirty days after the first appearance of this notice in a local newspaper. The date of the first publication of this notice is June 1, 1918.

G. H. Boulton, Applicant.

SKENA LAND DISTRICT—DISTRICT OF COAST, RANGE 1.

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 or about northerly point of Lot 587 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 the shoreline between high-water and low-water. Dated April 4th, 1918.

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



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W. C. ORCHARD, General Agent.

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