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LIBERAL SPEAKERS MAKE IT VERY CLEAR THAT FRED STORK IS LOGICAL MAN TO SUPPORT.

(Continued from Page one).

was at this session. The railway question had been suddenly introduced and the load had been placed on the people of Canada. The government had no mandate to do this particular piece of work, and should have consulted the people. This had been done after the ministers had solemnly stated that they would no longer continue to function after the peace. They had been guilty of a breach of faith and it was no wonder that their support was scarce now. Their excuse was that the system had been in financial difficulties but this would have not been the first time that the government would have had to come to its aid with a loan.

The opposition under Mr. King had protested against the acquisition of the road without first consulting the people and Mr. Fielding had moved an amendment that the matter be left over until a committee investigated it. This had been voted down and the government had said that it had been sufficiently investigated. The only investigation was that of the Drayton-Ackworth commission in 1917, two years before the acquisition. Guarantees as to stock had been made that offered great opportunities for speculation which, no doubt, had been taken advantage of. It was not government ownership of railways of which such a beautiful picture had been painted—it was government ownership of liabilities.

Rupert Blacklisted.

But the road had been acquired and now it must be efficiently managed. Had the present management been a success? All knew that, as far as the Grand Trunk Pacific and Prince Rupert were concerned, they had been blacklisted. The dry dock had lain idle for years and transportation had been diverted from Prince Rupert and given to other lines. A deliberate attempt had been made to handicap the G. T. P. and Prince Rupert.

The government said that the people had no right to information as to the operating of the road. When the opposition had asked for information as to the operating of the system they had been voted down. Directors of the Canadian National Railways had been allowed to continue their private businesses. All but two of them were big interest men and their duties and interests conflicted. Even the accounts of the system were not subject to the examination of the Auditor General and his department.

So far as British Columbia was concerned the G. T. P. must be re-established. There must be development of trade routes and Prince Rupert must get its

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The present government must be got rid of to bring that about.

"People must think of their own interests. There is no use of disguising that any more. The problems must be solved, and to do so British Columbia should have thirteen representatives in sympathy with the Government. It is better to have one in sympathy with the Government than to have one who would give but fifty or twenty-five per cent. representation."

Take Over P. G. E.

The province had a railway problem of its own in the Pacific Great Eastern. He would favor this becoming a part of the Canadian National system. They could succeed to this end, he thought, if they had solid representation. It had been taken up with Premier Meighen but he had refused to consider it despite that it had been done for the Valley Railroad in New Brunswick and a Quebec road. Perhaps in time the P.G.E. would pay, but it might be thirty years. As it was the burden was too large for the province. The line should be extended to the Peace River Valley.

Mr. Macdonald, in speaking of freight rates, said that the discrimination against B. C. must be discontinued and it could only be done by legislation. The large blocks of land in the Peace River Valley and other parts of the province should be restored to the people. The Government had been asked to do this two years ago, but again Premier Meighen, then Min-

ister of the Interior, had refused to consider in spite of the fact that all the premiers who met at that time with the Government had favored it. He had shown that he was no friend of British Columbia.

Oriental Exclusion.

Something would have to be done regarding the exclusion of Orientals unless the province was to become like the island of Hawaii, where ten per cent of voting strength was held by Orientals. The federal government had extended the franchise to returned Japanese soldiers, while the B. C. Legislature had refused it. Absolute exclusion should from now on be insisted upon and the East would have to be impressed. He recognized Japan and China as great trade markets and he did not wish to hurt the feelings of the people of those nations. There should be no attempt at assimilation, however; Japan would recognize that herself. He was not speaking as an alarmist, but he was convinced that the white race would not be able to hold its footing with the yellow if something was not done immediately towards their exclusion.

"If you believe that the Liberals are going to be returned and you wish to be represented with a strong voice in the front ranks of the Government and not with a whisper, then vote for Fred Stork on December 6," concluded the speaker.

F. G. Congdon

Mr. Congdon spoke in a pleasing, fluent and humorous vein, but his address was none the less forceful and convincing than Mr. Macdonald's. The ambition of Sir Wilfrid Laurier to make a great city of Prince Rupert had been shattered with the return of the Conservatives in 1911. If the Liberals were returned there would be a prosperous city here, a fitting memorial to the great Sir Wilfrid. It was necessary that the Liberals should be returned for the good of Canada.

"I do not understand a man who will stand between the two and call himself an independent. Col. Peck does not seem to care very much what you call him as long as you elect him. I would compare him to the Duke of Wellington. The Duke was a good general, but he was even a worse politician than Colonel Peck."

Everyone was deserting the Government. They were going to judgeships, the Senate, and even some were becoming independents. This was a sure sign that all was over with them. It was first a Tory government, then Conservative, then Liberal-Conservative, then National Liberal and Conservative. If it went on it might soon be calling itself an Independent government.

Likely Be Ashamed.

Col. Peck was doing politically what a man would be shot for in military life. The idea of going from one battalion and standing between two to see which one might win before joining it. When he reconsidered his position he would likely be ashamed of it.

Premier Meighen would have the people indict him on but one issue. This should not be done. The government should be judged on all issues. An attempt should be made at this election to obtain a better form of democracy. Democracy could not succeed when the government could not be trusted. This gov-



The Man of the Hour

In this hour of Canada's most acute national crisis, the country's greatest need is leadership—not class leadership, not sectional leadership, but NATIONAL leadership. A pilot must be chosen possessing the necessary courage, foresight, breadth of vision and determination to lead the nation safely out of the existing economic uncertainty.

And one man stands out head and shoulders above all others as pre-eminently fitted for the task.

Born on a farm near St. Mary's, Ontario, Arthur Meighen is a true son of the people, a toiler who has fought his way to eminence by sheer ability, and force of intellect. Entered Parliament in 1908; appointed Solicitor General in 1914; Minister of the Interior in 1917; and Prime Minister in 1920.

At the Imperial Conference he was acclaimed by the Press of Great Britain as a great statesman, as a strong, virile, vigorous personality—alert in mind, keen and far-seeing in judgment, and with a fearless determination to stand for the right.

Professor A. D. Skelton of Queen's University, and biographer of Sir Wilfrid Laurier, wrote of the present Prime Minister:—"He has already given proof of high administrative capacity. His personal integrity is beyond question."

Of himself Arthur Meighen said to his constituents the other day:—"You know where I stood on this issue in 1908, in 1911, and as in 1911 I stand today."

A Real Force A Real Leader

Canada Needs Meighen

The National Liberal and Conservative Party
Publicity Committee.

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ernment had violated the fundamental principles of British constitution and was not worthy of confidence. If there had not been an election in 1917 then why had they not waited until after the passing of redistribution? It was because they were afraid to go to the House on account of the disclosures that might be made in connection with railways. They were afraid that their power in Ontario would be gobbled up with the transferring of thirteen seats from the East to the West.

Back to Economy.

He had come to the conclusion that no government that had been in power during a war period should continue into peace times. It would undoubtedly be extravagant and autocratic. The country now wanted to get back to economy by turning the Meighen administration out. If ever there was a time for an Anti-Waste campaign it was now. No endeavor had been made by the government to economize.

Mr. Congdon dealt at length

with the tariff policies showing where protection was not to the best interests of the people. It had no tendency to reduce prices but had exactly the opposite effect. Free trade would bring about competition that would bring prices down. The people should not be fooled by this tariff cry.

If the people remembered the sins of the government they would vote it down solidly between here and Lake Superior. The railway question was also dealt with by Mr. Congdon. The Canadian National was run on (Continued on Page Six.)

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