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What Of The Future In Science And Invention?

H. G. Wells, the eminent author, discusses in a recent article the probabilities for the future in science and invention and he comes to the conclusion that the big changes will be rather in psychological or physiological science than in mechanical advancement. He cannot conceive of people flying more than about twice as fast as they do today. While railroads, he thinks, may be abolished he does not look for marked changes in transportation. He says: "Man having run all over his world from pole to pole, having learned how to fly around it in seven or eight days, and how to look or speak round it in a flash, will presently, I think, become introspective and turn his practical attention to himself."

Thinks Nothing In Spiritualism.

An interesting view of Wells is that given of spiritualism. He says: "For a third of a century since his college days the writer has watched the flow of necromancy, telepathic experiment, and pseudo-scientific inquiry; for some years he was a member of the English Society for Psychical Research; he has observed the exploits of clairvoyants, read occult books, so far as books are readable, heard the late W. T. Stead relate the adventures of his double, watched the careers of Sir Conan Doyle and Sir Oliver Lodge, endured the marvellous histories of many inferior story-tellers. And his growing conviction is that in this vast cloud of witnesses, in this fog of unprogressive assertions, there is no grain of any substantial reality, that there is nothing in it all beyond deliberate fraud, unconscious fraud, self-deception, the will to believe marvels, the craving to be marvellous, the suggestibility of unguarded minds, tricks of divided personalities, uncritical treatment of coincidences and resemblances, the obstinacy of men committed to a view, very ancient traditions about ghosts and magic, received as fables and then strengthening to belief, reinforcing legends from the East, hallucinations fostered and welcomed, and last but not least, the moral decay and imaginative excesses due to the use of drugs."

Change In Education And Literature.

Wells says he believes there will be changes in education and literature. He says: "The coming hundred years or so will be, I believe, essentially a century of applied psychology with which a considerable amount of physiological science respecting glands and nervous states, drugs and secretions, will be very closely involved. It will mark a revolution in human affairs altogether more profound and more intimate than that merely material revolution of which our great-grandparents saw the early beginings and amidst whose achievements we live."

"The new revolution of the coming days appears as a disturbance of the intellectual surface, as a new directness in art that makes much old achievement seem platitudinous, as a more penetrating curiosity in readers and an abandonment of many gracious conventions in literature, as a breach with many of the disciplines and restraints of the past in thought and act, as an increasing tendency to psychologize legal, political, financial and economic conceptions. It will presently be making more extensive contracts with the common life through the schools of the world. It is already stirring in many schools and in the minds of all the best of our young teachers."

Sprawling Scramble Of Business.

After discussing education at some length the author says: "The suggestion that presently there may be a sort of education and a sort of social and economic order in the world that will have the same relation to the schooling and politics and law and business of today that the Woolworth Building or an ocean liner has to the hut or the canoe of the savage is met by an incredulous resistance. They think that the school will be always the dull, tiresome place it is today; the teacher the same ineffective, underpaid weakling; business the same loud disingenuous and dangerous sprawling scramble; and employment the same distasteful drudgeries. They think there will always be the same amount of war, crime, and failure that there is today.

"It is ridiculous to suppose that these things will remain at their present level. It is ridiculous to suppose that with a growing armory of assured knowledge available, the constructive and generous motives latent in man will not presently set about this business of bringing law and the adjustment of human relations up to the level of contemporary science, with at least as much intelligence and resolution as they set about in bringing the methods of transport up to that level a century ago."

STORK SPEAKS IN EDMONTON

Addresses Liberals of That City in Regard to Political Matters

PRINCE RUPERT PORT

Advantages of This City for Grain Shipping Placed Before Alberta People

"Our present Liberal government at Ottawa is a great deal more sound than is the government of Great Britain or the republic to the south," declared Fred Stork, federal member for Skeena in an address to the Liberals of the city of Edmonton a few days ago, as reported in the Bulletin of that city, "and that is in answer to those who criticize the present administration." His address dealt with the report of the Liberal party in Canada and at the conclusion he furnished much fresh information for Edmontonians upon the central port of British Columbia, Prince Rupert.

"After thirty-five years in Western Canada, the present visit to this pioneer city has been an opportunity to meet friends of early days," remarked Mr. Stork in commencing his address.

The chief business in hand for the Liberal party today is the quieting of rumors and criticisms which have been largely started by the Tories. For one of the favorite tricks of Conservatives is to stir up suspicion and discontent.

After telling about the early history of Liberalism, Mr. Stork passed to present day problems.

Much Slandered Man

"I think that we have today in Premier King, a worthy leader," he declared with enthusiasm. "A statesman by heredity and by inclination, a gentleman and an able men. He is carying on nobly the work of the late lamented Sir Wilfred Laurier."

"Perhaps he is the most slandered man in the country today, but let anyone go to Ottawa and try to slip anything over and they will find a hand of steel within the velvet glove. He is a leader every inch.

Commenting upon the capital that was being made of Sir Lomer Gouin's resignation, he said that there was no ground for the allegations that he had been a power behind the scenes and was not wholly interested in the destinies of the Liberal Party but of some big financial interests. Forced to resign because of ill health, he had assured the premier and the House of his good intentions but such was unnecessary for the members of the House knew without his saying of his loyalty to the Liberal Party at all times.

In pasing he paid a tribute to the polish, courtesy and thoughtfulness of members from the province of Quebec, who never were heard to utter an unkind word. Premier King had no difficulty in bringing the two races together in good terms and those who say otherwise might well take a lesson from the courteous French-Canadians, he suggested.

Canadian National

Although there had been attempts to bring the Canadian National Railways into politics, the Liberals were not responsible. In securing Sir Henry Thornton, the premier had a railway statesman at its head and he would undoubtedly make good his promise to pull it out of debt.

The civil service is a law unto itself. At last session when the government tried to start an investigation, the Conservative members and some of the Progressives had said in effect, "Hands off." There is a clean-up coming—it is badly needed he averred.

Many protests were being made against the heavy taxes as the result of the big national debt Payments must be met, whether or no the country received the full value for the money when it was spent. Peculiarly enough, he added those who were responsible are making the most of the objections.

One form taken by criticisms was "The Whisper of Death," but there was no pessimism in the Liberal ranks. Now it has taken another form, he declared, "The Carnival of Expenditure." In most of the attacks details are usually avoided so as to make the issue general but on figures for the department of customs, the Hon. Jacques Bureau had recently replied to an attack calling attention that it was one million dollars in one item alone.

Have Great Hopes

The Conservatives have inspired this movement for the cutting down of expenditures so that they might deal the cards Premier King holds. By trying to prevent the Liberals from spending they hope to be in a position, when the next election comes, to ask the Liberals what they did for the country.

One of the eastern newspapers had carried such a campaign of economy in one column, while in another there was a statement that this session would see a request which they would support, for another twenty million dollar grant to the good roads of the various provinces. Such expenditures got away from the provisions of the B.N.A. Act, he reminded his hearers. In such cases the Dominion government had the work of raising the money, while the provinces spent it. "It is high time to call a halt to such expenditures," said Mr. Stork, and he intimated that such would probably be the case this session.

Dr. Tolmie had travelled from coast to coast to drum up the Conservative organization. While he went on his way he whistled the Carnival of Expenditure, yet was the government spending six million dollars upon a dry dock in Victoria to secure his own election. Yet as silent as Babylon the dry dock at Prince Rupert had lain as Sir Wilfred had started it all during that war period. He cited other instances of extravagances along the Pacific coast.

Prince Rupert Trade

"I would call attention of the audience to the fact that 1,500 cars of halibut from Prince Rupert pass through here annually, each paying to the Canadian National Railways tolls of $800 to $1,000 per car. The output was 29½ million pounds annually. In this connection, I wish to draw attention to the approval given by the Imperial conference to the signature of the Hon. Ernest Lapointe to the fisheries treaty, which authority had been questioned on various hands."

"The conditions in Canada are good. Our currency is healthy. Our loans are over-subscribed. The Liberal Party has always stood for the common people and the common people should rally to the Liberal Party today," said Mr. Stork in closing his political address.

Mr. Stork had expected to be able, while in the city to say something about the port of Prince Rupert, and to be assisted by F. G. Dawson, a director of the Canadian National Railway, who, however, was called east, so he spoke about grain shipments and the port.

Canadian National Port

Speaking of Pacific ports, he mentioned that Vancouver shared its trade with both the C.P.R. and the C.N.R., while Prince Rupert was exclusively a Canadian National port as far as rail shipment from the prairies was concerned. The opening of the Panama Canal had placed the western ports on a par with the Atlantic ports. Prince Rupert was a central port for, he reminded his hearers that only three miles from Vanderhoof was the central stake of the province of British Columbia.

The growth in grain shipments was shown by the figures for Vancouver, which jumped from 1,500,000 bushels in 1922, to 2,500,000 bushels in 1923. Inside of ten years, fifty per cent of the prairie crop will be marketed by way of the Pacific, in the opinion of Mr. Stork.

Rupert's Advantages

"Compare the two routes. Grain from Edmonton goes over the Canadian National Railway to either port. That to Vancouver stops at Port Mann, where Great Northern engines take it over the big bridge, and C.P.R. engines haul the cars to the elevator. Grain cars to Prince Rupert go direct to the warehouses or elevator on government owned docks, for the ten-mile water-front is the property of Canada and sites can be leased at low rentals.

"The freight rates to either Vancouver or Prince Rupert from here are the same, and the ocean rates from those ports to the Orient are the same, but there are no harbor tolls or dues at Prince Rupert. There is no harbor commission at Prince Rupert. There is no fog or ice to bother the harbor, which is but 30 miles from the open sea, so no pilot dues are needed.

"Along with that, compare the Vancouver harbor tax of three cents per ton net registry, which means for a 10,000 ton ship, $300, or $1,500 for a season of five trips. The proposed increase in the grain rates is from one to six cents per ton, at Vancouver. Other increased rates are: Gasoline, from 10 to 28; fish, 5 to 15; general merchandise, from 5 to 15 cents; coal 5 to 10.

"It is to be hoped that fast trans-Pacific service will soon be established from the central port of British Columbia," declared Mr. Stork, "especially as it is 250 miles nearer the Orient.

"Alberta is looking for an outlet for her coal. At present both Pacific ports get what they need from Nanaimo, but Vancouver is only 40 miles from that source, while Prince Rupert is seven hundred miles. It should be clear which port offers the best advantage for a market for Alberta coal.

THIS LADY SAYS THERE'S NOTHING TO EQUAL

"Dr. Wood's" Norway Pine Syrup For Coughs and Colds

Mrs. David Thompson, West River St., Paris, Ont., writes:—"I cannot speak too highly of Dr. Wood's Norway Pine Syrup. For myself and children I use nothing else.

My little girl, five years old, has had bronchial trouble ever since she had the "flu" a few years ago, and, now, whenever she gets a slight cold she develops a very nasty cough, but all I have to do is give her a few doses of Dr. Wood's Norway Pine Syrup.

Also for myself, and the other children, can find nothing to equal it, in fact, it was only a short time ago that I gave it to my ten months old baby, and could immediately see the difference it made in her. Now, I always keep Norway Pine Syrup in the house, as I feel there is nothing to equal it."

Price 35c a bottle; the large family size 60c; put up only by The T. Milburn Co., Limited, Toronto, Ont.

Western Mothers Declare Vicks Wonderful for Cold Troubles

In the columns adjoining are given the actual experiences of a number of British Columbia families who have adopted the use of Vicks Vapoltub since it was introduced here last winter.

Though new here, Vicks is old in the States, where over 17 million jars are used yearly—for croup, children's colds, babies' colds, adults' colds, catarrh, sore throat, bronchitis and all other such troubles down to incipient pneumonia.

A Vapor Lamp in Salve Form

Vicks is an ingenious combination in salve form, of the world's best remedies for congestion and inflammation. It contains Camphor, Menthol, Eucalyptus, Thyme, Oil of Turpentine and other volatile oils, which are released as vapors when the salve is acted upon by the heat of the body. These vapors are taken with each breath, into the nose, throat and lungs, clearing the passages, loosening phlegm and relieving the congestion.

At the same time, the application acts like a liniment, poultice or plaster, drawing the blood away from the congested parts and relieving that soreness and tightness.

Double Direct Action Brings Quick Results

This treatment often gives amazingly quick results. Colds vanish over night. Croup is relieved inside of 15 minutes. Or one application at bedtime may keep croup away altogether. For deep chest colds, bordering on bronchitis or pneumonia, it is unexcelled. Melted in a spoon and inhaled, Vicks clears the head instantly. Fine for nasal catarrh and mouth-breathing at night.

Vicks is especially favored in homes where there are young children. Its use does away with dosing for colds—saves their delicate stomachs. It is not necessary, as with vapor lamps, to close the windows at night.

Vicks is equally good for cuts, burns, sores, bruises, bites, stings and skin itchings. Thus it is useful every day in the home.

VICKS VAPORUB
OVER 17 MILLION JARS USED YEARLY

Vicks has met severe tests in these British Columbia Homes

CHILDREN'S COLDS

Mr. H. Thomas of 1827 Quadra Street, Victoria, B.C., writes: "I have used Vicks Vapoltub for chest trouble of the worst kind, as I was severely gassed overseas. We have three young children with severe colds, and Vicks is doing wonders for them. We would not like to be without it. I can honestly recommend Vicks to anyone."

BRONCHITIS

Mrs. H. Runnrey of 322 15th Street, North Vancouver, B.C., says: "I have tried Vicks Vapoltub and find it very good. I have bronchitis about every winter, but Vicks helped me. It will do all you claim for it."

HEAD COLDS

Mrs. Gertrude V. Milton of Revelstoke, B.C., writes: "I have used Vicks Vapoltub and found it just as represented. I heated it in a spoon and inhaled it for a cold in the head and found it a beneficial remedy for colds and catarrh. Vicks sure speaks for itself."

CROUP

Mr. W. S. Stevenson of Birch Hills, Sask., says: "Our little four-year old girl had a dry couph all day and croup at night. Two applications of Vicks Vapoltub relieved her. We rubbed it on her chest and back and it did the trick where other remedies failed. We would not be without Vicks."

CATARRH

Mrs. William Clarkson of Lawton, Alberta, writes: "I have given Vicks Vapoltub a thorough trial and find it a most valuable remedy. We used it for catarrh and head colds and got almost instant relief. We will never be without Vicks Vapoltub in the house."

SORE THROAT

Mr. John McGregor of Grenfell, Sask., says: "I had a sore throat and chest cold so I rubbed Vicks well on my throat and chest and went to bed. I was much relieved in the morning."

COUGHS

Miss Florence Howell of 151 Superior Street, Selkirk, Manitoba, says: "Vicks is a valuable remedy for coughs and colds and we have never been without it in our home since first using it. When inhaled it gives immediate relief. It is also good when applied externally and will give good results. I can highly recommend Vicks."

INFLUENZA

Mr. A. E. Ireland, Secretary-Treasurer of the City School Board, Portage La Prairie, Manitoba, writes: "Vicks Vapoltub is a ready and beneficial remedy. One of the school janitors was off duty with a virulent attack of influenza and was in a bad way. I had him use a jar of Vicks Vapoltub and it did what I knew it would—soothed and healed him in short order."

CHEST COLDS

Miss Ada Ashton of 129 4th Avenue N.E., Moose Jaw, Sask., writes: "I have used Vicks Vapoltub for chest colds by inhaling it and rubbing it on my chest and obtained great relief. I want you to know how highly I think of Vicks Vapoltub."

50c A Jar At Drug Stores.

If you prefer to test Vicks before purchasing, clip this coupon, mail it to the Vick Chemical Co., 345 St. Paul St., W., Montreal, P.Q., and a free test size package will be sent you promptly.

SEALED TENDERS addressed to the undersigned and endorsed "Tender for public building, Kamloops, B.C." will be received until **12 o'clock noon, Thursday, March 13, 1924,** for the construction of a public building at Kamloops, B.C.

Plans and Specification can be seen and forms of tender obtained at the offices of the Chief Architect, Department of Public Works, Victoria, B.C., the Clerk of Works, Department of Public Works, Vancouver, B.C., and the Caretaker, Post Office Building, Kamloops, B.C.

Tenders will not be considered unless made on the forms supplied by the Department and in accordance with the conditions set forth therein.

Each tender must be accompanied by an accepted cheque on a chartered bank payable to the order of the Minister of Public Works, equal to 10 p.c. of the amount of the tender. War Loan Bonds of the Dominion will also be accepted as security, or war bonds and cheques, if required to make up an odd amount.

By order.
L. H. COLMAN,
Secretary.

Department of Public Works,
Ottawa, February 9, 1924.

LAND ACT.

Notice of Intention to Apply to Lease Land

In Range 4, Skeena Land District, Recording District of Coast.

Take Notice that Charles S. Murphy, of Prince Rupert, B.C., occupation Engineer, intends to apply for permission to lease the following described lands: Commencing at a post planted at the most southeasterly point on Channel Island, near the mouth of Gardner Canal; thence following the sinuosities of the shore line at high water mark around the island, returning to point of commencement, and containing seven hundred acres, more or less.

CHARLES S. MURPHY,
Name of Applicant.
J. SAM JOHNSON,
Agent.

Dated November 27th, 1923.