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Prince Rupert Coal Co.
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THORNTON TO RY. EMPLOYEES

Sir Henry Gives Interesting Address Over Radiophone and Makes Request

WINNIPEG, April 30.—"Resolve to make a friend a day for your company. Believe in the future of Canada and in the early success of the company, and above all exert every effort to secure more business for the company and keep smiling." These were the admonitions placed before Western Canada employees of the Canadian National Railways in a speech broadcast through radio station CKY at Winnipeg last night by Sir Henry Thornton, K.B., chairman and president of the Canadian National system.

Sir Henry expressed his pleasure at being again in Western Canada and having the opportunity of speaking to his fellow workers. He reminded them that so far as the west was concerned, the business of the company was dependent upon a good crop. Last year the company had had a very satisfactory increase in gross earnings, so that it was only by the greatest efforts that this year's gross earnings could reach the \$30,000,000 objective which had been set. That everyone was making that effort was evident from the returns to date, but there was a possibility of a falling off in business in the United States lines due to unsettled business conditions generally found in a presidential election year. Also the manufacturing districts of Canada might not have so much activity this year as last.

Increase Receipts
 The Canadian National Railways had only one problem Sir Henry stated, and that was to increase gross receipts. In one autumn month last year gross earnings had reached \$25,000,000 and net earnings were over \$5,000,000. If this could be continued throughout the year the National system would be meeting all its fixed charges and capital obligations. Individual and collective effort by every employee of the system would bring about the wanted increase, however, and only by this means could the objective be reached.

In January and February said the National president, the system had shown net earnings of \$2,620,000 as compared with a deficit of approximately \$3,270,000 in the same months of last year. With the approaching tourist season, it was necessary that every employee of the system use his utmost endeavors to maintain the good reputation for courtesy and service which the National Railways had gained, and in this regard, the making of a friend for the company each day was of great importance.

Few Requests
 In conclusion Sir Henry placed a few requests before his fellow workers—"Let every one of us resolve to make a friend a day for the company," he asked.
 Second, "Let us all exert every effort in procuring more business for the company."
 Third, "Let us hold our heads high and not only be proud of the reputation of the company



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Send today for this collection of tested recipes for Soups, Breads, Entrées, Fish, Vegetables, Salads and Dressings, Cakes and Cookies, Pastries, Desserts, Ice Creams, Sherbets, Candies and Beverages. It will be sent to you free.



and those who are in the service, but be prepared to defend both."
 Fourth, "Let us go about our work with courage, faith in the ultimate destiny of our dominion and confidence in the early success of our railway, and finally, what is more important, keep smiling."

BRANCH FORMED OF PROVINCIAL PARTY

Stewart Group Organizes With Newspaper Publisher as President

STEWART, April 30.—Following a public meeting here last week, a local branch of the Provincial Party was organized here with H. W. M. Rolston, editor and publisher of the Portland Canal News, as president. Other officers chosen were: Vice-president, Roy L. Clothier; sec.-treas., G. C. Andrew; executive, W. B. George, Howard Campbell, George McDupe, Henry Rochfort, and A. Young.

Another local was formed at Premier with E. Mustard, president; Dr. Carson, vice-president; and Louis Johnson, secretary.

OLD GARBAGE WHARF HAS BEEN REMOVED

Quickwork Made of Demolition of Eyesore Structure on Water-front off Westview

The old garbage wharf off Westview which for many years wafted its odors over the west end of the city besides being an eyesore to the landscape, is no more. Yesterday one of the C.N.R. cranes was put on the job and made quick work of the demolition of the structure. Today but the piles of the wharf and part of the approach are left.

UNREASONABLE REQUEST

Doctor—Put out your tongue more than that—all of it.
 Child—But, doctor, I can't. It's fastened at the other end.—Onward.

COMMITTEES ARE STRUCK

Plans Being Advanced for Fair Board-Elks Carnival on Victoria Day

Another meeting between the Fair Board and the Elks was held last evening to further the plans for the carnival to be held jointly by the two organizations on May 24.

Committees were struck as follows, power being given to add to their number:

General executive—Joe Greer and Ben Self.

Finance—L. M. Fuller, H. Breen, F. Dibb and D. McD. Hunter.

Booths and decorations—C. Folsom, J. Judge, J. Batchford, J. Cobb, Dr. Tassie, Joe Greer, Ben Self, Fred Scadden, T. McMeekin and Ald. R. F. Perry.

Entertainment—Ald. C. V. Eviht, Harry Daggett, George Waddell, Jack Keefe and Jarvis McLeod.

Dance—R. E. Benson, H. F. Glassey, W. E. Willisroff and George W. Kerr.

Advertising—D. Jabour, John Bulger, Fred Scadden and H. H. Hemmings.

Attendance prizes committee—George D. Tite, George Frizzell and H. P. Lipsell.

Those present at the meeting last night were: Joe Greer, Ald. Eviht, Frank Dibb, Ben Self, John Bulger and D. McD. Hunter, representing the Fair Board, and H. F. Glassey, A. Akerberg, A. A. Easson, L. M. Fuller and Jack Judge, representing the Elks.

It is planned to stage a first class carnival entertainment and dance on Victoria Day. The objective of the Fair Board is to raise money for painting the building. The Elks' share of the proceeds will go to the Flag Day fund.

In the Letter Box

FEARS HIGH RENTS

Editor Daily News,
 Now that we have the contract for the new steamer for the C. N.R. Alaska run, I think a little reflection would be timely, also an analysis of the results of the last shipbuilding that was done in our city. We all know that our population was between six and seven thousand before the last ships were built here, and we also know that after they were completed it dropped to 5,000.

Now, Mr. Editor, what was the reason for this? On analyzing the various causes we find that one of the main things that contributed to the depletion of our population at that time was the high rents, which, as everyone knows, increased 100 to 150 per cent and remained high even after the ships were built. Let us say that 70% of the people of our town did not receive one dollar benefit from the building of those ships, but, on the contrary, were compelled to pay double rents while those boats were under construction and for months afterwards, and they found our city too expensive a place to live in and were forced to leave, while those who were the means of driving these people out of town hold up their hands and say "What is the matter with our town?"

Make City Expensive

Are we going to go through the same experience again regarding high rents? Are men from the outside to come here to build this ship and then go away, taking the money they have earned with them, leaving us old-timers to foot the bills and pay the high rents and other profits that the few demand from us for allowing us the doubtful privilege of seeing a boat built in our city? Are we going to make our city so expensive a place to live in that we will look around after the boat is finished and the smoke cleared away and find that we have driven another thousand people from our city?

Mr. Editor, is the immediate dollar so all-important to our real estate and rental agents that they would rather have that immediate dollar and forego the many dollars that a sane and sensible policy of building up our city would bring to all concerned.

Thanking you, Mr. Editor, for the valuable space allowed me,
 AN OLD TIMER.

INTO THE ATTIC

Few youngsters today ever saw a horse-hair sofa. They wouldn't know what to do with a fire taper, carpet stretcher, or coal oil lamp. They couldn't braid rags into a rug, or wind yarn without tangling. But they know the how and why of typewriters, phonographs, telephones, automobiles; what happens when a push of the button gives light, or a kodak's flash fixes their image on paper.

Their education is as modern as the advertisements they see. They have no more use for the lamp and chimney of yesterday than you for the wick and tallow of the day before.

Advertisements induce such progress. They urge wide use that means improvement. They help you lift the out-of-date into the attic—rid you of the water buckets and soap kettles of slavery. They bring late improvements within your reach.

Read the advertisements regularly. Keep alert to the new.

Without advertising, you would never know a product's worth until you had bought it.

PIONEER WOMAN OF NORTH COUNTRY

Nellie Cashman in Stewart After Visiting States and Calling on President

Nellie Cashman, Alaska's most famous woman, sourdough of sourdoughs and pioneer of the Cassiar district of British Columbia, arrived in Stewart yesterday on the Prince George says the Portland Canal News.
 Miss Cashman left her mining operations in the Koyukuk district, away up near the Arctic Circle, last fall and has put in the winter travelling, incidentally selling stock in a company which she organized to enable her to prosecute her placer mining on a larger scale and with more modern methods. To look over the stubs of her stock books is to read the names of many prominent men and women of the north, as well as notables of the offete States.

Contrasts
 And there are contrasts. For instance one notices the names of Judge Elmer E. Ritchie of Valdez and Judge James Wickersham of Juneau in the same book. That is as close to being a friendly relation between these two worthies as can be conceived.

While in Washington City Miss Cashman called on President Coolidge, but his name does not appear in her stock books. Perhaps Teapot Dome Oil was ranking in his bosom at the time of her visit.

At Dease Lake
 Miss Cashman went into the Dease lake country at the time of the Cassiar excitement in 1875 and has since been identified with the north, though spending most of her time in Alaska.

She was found last night at the home of Kate Ryan, and needless to say there was no chance for a formal interview.

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