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THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA.

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DAILY EDITION

Saturday, January 12, 1924.

Going Out For Tourist Business.

Apparently the Canadian National Railways are alive to the value of the tourist business and are going out after it. So that this city may benefit from the efforts of the railway, the closest co-operation will be necessary between the city public bodies and the railway company. Last year showed a great increase over former seasons in the number of tourists calling here, and the next step should be to induce the visitors to make this a point for a stop-over.

The most important factor in inducing tourists to remain here will be the erection of the Canadian National Railway Hotel, the building of which has already been announced. It goes naturally with the development of the Alaskan tourist business by this route. Its erection will create business for itself and for other hotels in the city and should not in any way injure those at present operating here. There should very soon be plenty of business for all.

So far as the local citizens are concerned, the policy should be to always show the visitors every possible courtesy and to, as far as possible, provide for their entertainment while here.

Will Ship Lumber To Great Britain.

It was announced in the news column of this paper yesterday that the Canadian Government Merchant Marine would make its first shipment of lumber from this port to the United Kingdom. That is very important as it indicates the feasibility of making not only lumber but grain shipments from here to the Atlantic seaboard of Europe and America by way of the Panama Canal. Little by little we are gaining recognition in a small way as a shipping port. The year 1923 saw a great development in that respect and the future will undoubtedly justify the efforts of the past. Recognition is not obtained at once. Vancouver had an elevator several years before grain shipments were made through it. That port had a hard fight for recognition. So it will be here. There will be many disappointments but in the long run we shall win out.

Interests Of City Demand Best Men.

The election campaign here is now fairly on. Mayor Newton has announced that he will appear on the platform Tuesday, and M. M. Stephens has called a public meeting for Monday night to discuss civic issues and has invited other candidates to be present. Nominations take place Monday and the campaign will be short and snappy.

Electioners are urged first to see that representative men and women are nominated to the various positions and then that they support only those men or women whom they consider will best manage the affairs of the city. It is a matter of business to see that the civic affairs are conducted economically and well. We want the best we can possibly get for the money and to get that we must have the best possible representatives. It is useless to protest when it is too late. This is the time for action.

Balanced Budget In Governments.

In all governments it is desirable to have a balanced budget. Income must at least equal expenditure or the end is chaos. In provincial affairs the Oliver government has brought the finances from a bankrupt condition to one where the province is not only solvent but its credit is of the best in the money markets of the world. In the city of Prince Rupert, owing to the activity of the economy group headed by M. M. Stephens and Theo. Collart and well supported by other members of the council, the financial condition of the city is improved and continuation of that policy will result in eventually placing the local finances on a proper basis. In the Dominion there is yet some distance to travel before a balance is struck. When the Mackenzie King government took office they found the financial condition of the country such that businessmen of affairs trembled for the future. They saw little hope for getting out, and at the same time retaining the active and efficient operation of the railways. Through the appointment of Sir Henry Thornton and the adoption of a courageous policy, it seems as if in a few years we should as a nation once more attain financial stability. Securing this is a thankless job whether it be in the province, the city or the wider field of Dominion affairs. It is up to the people to back any who are doing it regardless of political affiliations.

Pacific Coast Resources are Developing Steadily and Future is Auspicious

By F. G. Dawson, of Prince Rupert, Director of Canadian National Railways. (From Toronto Globe)

The spirit of the Far West is one of optimism. Business conditions are good and the outlook is excellent. The province of British Columbia, which may truly be termed the real West, is already making great forward strides. As she progresses the movement gains impetus, as it is bound to do in a country with such great natural resources of timber, minerals, fish and agricultural lands.

British Columbia was once described as a sea of mountains, but those who know the province today describe it as a land of fertile valleys separated by mountains that are rich in minerals; trained by rivers well stocked with commercial fish, and with immense areas of timber of the finest quality and of huge proportion. Under these conditions it is no wonder that every year shows progress being made. Every year finds more people doing a larger amount of business, making larger dividends, and the province as a whole playing a larger part in the life of the Dominion.

Gateway to the Pacific

Added to the development of the natural resources of the province is the seaport development that has already well commenced and which shows such great promise for the future. It has only recently been demonstrated that grain grown in Alberta and Saskatchewan could find a more economical outlet via the Pacific coast either for shipment direct to the Orient or to Europe by way of the Panama Canal. Just recently Sir Henry Thornton spoke of this in an interview at Winnipeg, and it is now becoming recognized as a fact that the Pacific route is cheaper and more feasible than any other; furthermore, the Pacific seaports have the great advantage of being open ports the year round. Vancouver is already shipping large quantities of grain. The business commenced in 1920, when 600,000 bushels were shipped through the port. The next year this was increased to 7,500,000 bushels; last year it jumped to 20,000,000 bushels, and it is estimated that this year the shipments will easily double those of last year, and perhaps even exceed that figure.

So far Vancouver has been the only port with facilities to handle grain, but it seems very probable that next year Prince Rupert, New Westminster and Victoria will be equipped with necessary facilities so they may share in the almost unlimited amount of grain business that will be offering.

Great Timber Resources

One of the big sources of wealth of the province is lumber. The Douglas fir, hemlock, balsam and red cedar of Vancouver Island and the southern mainland, and in the central and northern parts of the province the enormous quantities of Sitka spruce, Western hemlock, cedar, and several other varieties of timber in lesser quantities, are all sought by buyers from the Orient, Australia, South America, California, the eastern seaboard of the continent and Europe. Figures of timber cutting at time of writing are available only to the end of October, but during the ten months of 1923 to that date the official record showed 2,423,999,000 feet, board measure, as against 1,596,661,000 for the same period for the previous year, an increase of over five hundred million feet. A large part of that cut was exported. Ninety million feet was sent to the Atlantic seaboard through the Panama Canal, as against only fifteen million feet the previous year.

Good Mineral Production

Mining production is keeping up well, and it is suggested by some experts that this will be a record year. In northern B.C. the Granby Consolidated Mining Co. has been producing copper regularly at its Anxox plant; the Premier Mine at Stewart has been shipping ore, and paying large dividends, and in the same neighborhood there are a number of mines that will be shipping ore very soon. In the Bulkley Valley the Duthie Mine, near Smithers, is shipping a large tonnage of high grade ore, although the mine is really only in the development stage, while at Dome Mountain, near Telkwa, and at other points in central

DYSPEPSIA WAS SO BAD COULD HARDLY EAT ANYTHING

Mrs. C. Stone, Nanticoke, Ont., writes:—Some time ago I had a very serious attack of dyspepsia, and was also troubled with gas on my stomach. I could hardly eat anything, and very often had pains after meals. I had used different medicines, but they didn't seem to do me any good. At last I happened to run on the track of Burdock Blood Bitters, and after using it for a short time I felt a lot better. I continued its use until I was completely relieved and now I am ready to recommend it to anyone troubled as I was. Burdock Blood Bitters is manufactured by The T. Milburn Co., Limited, Toronto, Ont.



"My Back Aches"

It is not much wonder that the mother in the home has backaches and headaches when you think of the multiplicity of work and worries she has from morning until night and from week to week.

But pains and aches come from poisons in the system and if the kidneys and liver were doing their duty as filters of the blood the poisoning would not remain there.

This is why it is usual to blame the kidneys and the liver for backache, headache, rheumatism etc.

The way to get rid of such pains and aches, then, is by arousing the action of the kidneys and liver and this is most promptly and most certainly done by the use of Dr. Chase's Kidney-Liver-Pills.

By using this popular medicine you can usually obtain relief in a few hours.

You will realize then the advisability of using Dr. Chase's Kidney-Liver Pills once or twice a week so as to keep these vital organs active and ensure that the poisonous waste matter is promptly removed from the system.

In most homes this medicine is kept constantly on hand for use in case of emergency. Not a bad idea, is it?

You will notice that while the price of Dr. Chase's Kidney-Liver Pills has been increased to 35 cents, the box now contains 35 pills instead of 25 as formerly.

Likewise Dr. Chase's Nerve Food is 60 cents a box of 60 pills, instead of 50 cents a box for 50 pills. Edmansons, Bates & Co., Ltd., Toronto.

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ONE PILL A DOSE
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ment of the ports of Vancouver, Prince Rupert, New Westminster and Victoria as national outlets for grain shipping, spells progress for the future, such progress as only a person who knows the country can visualize. As a Province we are just making our debut to Canada and the world. Tomorrow we shall be better known, and in ten years from now the East will not know the West as the same place it heard of in the year 1923, as I verily believe that Vancouver is destined to be Canada's greatest port, with Prince Rupert a close second.

Ten Years Ago in Prince Rupert

The following are the nominations for the civic election: For mayor, Seville M. Newton and Thomas D. Pattullo; for aldermen, A. H. Allison, Victor Basson, Bert L. Bullock-Webster, Hamilton Douglas, John Dybbavn, John E. Dyer, James Hampton, George W. Kerr, George Leek, Thomas R. Maitland, Thomas McClymont.

DEPARTMENT OF LANDS.

NOTICE.

Application for Grazing Permits for the Season of 1924. Applications for permits to graze livestock on the Crown range within each grazing district of the Province of British Columbia, must be filed with the District Forester at Cranbrook, Fort George, Kamloops, Nelson, Prince Rupert, Vancouver, Vernon, and Williams Lake, or with the Commissioner of Grazing, Parliament Buildings, Victoria, B.C., on or before March 15th, 1924. Blank forms upon which to submit applications may be obtained from the District Foresters at the above named places, or from the Department of Lands at Victoria, B.C. Deputy Minister of Lands, Victoria, B.C., January 5th, 1924.

ESTATE OF ALFRED WYNDHAM CARTER: DECEASED.

TAKE NOTICE that Probate of the last will of the above named deceased was duly issued out of the Victoria Registry of the Supreme Court of British Columbia on the 3rd day of January, 1924, to ARDOLINE AGNES HEPPLE (CARTER) of Victoria, the Executrix therein named. ALL PERSONS having claims against this estate are requested to send in such claims in writing duly verified to the undersigned: AND FURTHER TAKE NOTICE that on and after the First day of March, 1924, the Executrix will proceed to distribute this estate having regard only to those claims of which she shall have been duly notified. DATED this 5th day of January, 1924. CHASE & CHASE, Solicitors for the Executrix, 419 Central Building, Victoria, B.C.

Canadian National Railways

Prince Rupert

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