Big, wholesome, nutriloaves of delicious flavor, downy lightness and excellent keeping qualities.

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100 Yards Natural Raw

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Boat Lumber. About 4,000 5-8 inch Cedar Boat Lumber.

About 10,000 7-8 inch Cedar Boat Lumber. About 8,000 1 inch Cedar Boat Lumber.

To be cleared at \$65 per thousand and about 50,000 1x6 and 1x8 sized Spruce Get it while the getting is

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And to JASPER NATIONAL PARK. One way via Vancouver or direct rail both directions.

For full information ap-R. F. McNAUGHTON, District Passenger Agent,

Prince Rupert, B.C.

Thos. Trotier Returns Home From Visit to Many Eastern Points. Bringing Plans.

ceptance of his plans by the de- -absolutely free and unhinder-

sisters. Among other places held was at Montreal, Quebec, Three Rivers, Ottawa and Connecticut,

BUILDING BUNKERS FOR COAL AT TELKWA

J. J. McNeil Preparing to Make Early Shipments This Year

here by J. J. McNeil for the pur- of 250 miles, the first class rate lished at an earlier period when pose of facilitating the handling is \$1.34. of the Telkwa coal. It is planned An hon, member: On what? the east to the west: to commence delivering the coal Mr. Campbell: On any first Mr. Graham: Is British Columin quantity at the railway as class commodity. From Montreal bia lumber shipped at a comearly as August so that it will to Wylie, a distance of 253 miles, modity rate?

LAND ACT Lease Land

cording District of Prince Ru- products of British Columbia out Campbell said:

seribed lands:-Commencing at a post planted at the northwest corner of Lot About 4,000 1/2-Inch Cedar Seven, Graham Island, British Columbia, about one and a half miles east of Massett Lighthouse at the mouth of Massett Inlet, Graham Island, British Columbia; thence northerly five chains, more or less to low water mark; thence westerly, along low water mark one hundred and sixty chains; thence southerly five chains; thence easterly one hun-Boards at \$15 per thoy sand. | dred and sixty chains, more or less, to point of commencement, and containing eighty acres, I more or less.

LANGARA FISHING & PACKING CO. LTD., Applicant. Per E. H. Simpson, Agent.

Dated June 10th, 1925. GOVERNMENT LIQUOR ACT. Notice of Application for Beer License

Notice is hereby given that on the fith day of June next, the undersigned intends to apply to the Liquor Control Board for a licence in respect to premises being part of the building known as Hudson Bay Hotel, Telegraph Creek, B.C. upon the lands des-UNITED STATES, | cribed as Lots 3 and 4, block 2. map 975, Prince Rupert Land Registration District, in the Province of British Columbia, for the sale of beer by the glass or by open bottle for consumption

on the premises. Dated this 25th day of May.

ERIC McGEER, Lessee, Applicant.

Gross Discrimination Against British Columbia is Charged by Member for Prince Edward Isd.

M. N. Campbell, member for Mackenzie, Prince Edward Island, a few days ago took up the cudgels on behalf of British Thos. Trotier of the Prince Columbia in the freight rates debate. After discussing things in Rupert Feed Company returned the East he is reported by Hansard to have said:

home on the steamer Prince Now what about the problem of British Columbia? The Charles yesterday after a trip hon, member for Vancouver Centre (Mr. Stevens) last night east extending over a month, enunciated what I presume is the policy of the offical opposition. during which time he visited Ot- He pointed out that the proper and logical thing to do was to lawa and secured the final ac- leave the Board of Railway Commissioners free and unhampered

storage warehouse and on the proper course to take; but there that they actually believe that. other coal bunkers for the hand- is a human side to this question | Now let us take the rates on ling of coal. It will be built of which we cannot overlook, and sugar. From Vancouver to

TELKWA, June 30 .- Bunkers ification I find that from Van- the lumber today, but some of

freight rate schedule were in- same distance.

half miles east of Massett those provinces as a preserve for ceiving an exorbitant rate that is tained. If there is one part of Lighthouse at the mouth of Mas- the eastern manufacturers. In almost confiscation for carrying Canada dependent upon another, sett Inlet. Graham Island, Brit- other words it does the very thing rice from Vancouver to Calgary, it is British Columbia which is on a limited scale that the pro- or else they are carrying it at a dependent on the prairie pro-TAKE NOTICE that Langara tective tariff does in a national distinct loss from Calgary to vinces. As we prosper in the Fishing & Packing Company way. From Vancouver to Mar- Montreal; either one of those prairies, British Columbia will Limited, of Victoria, B.C., occu- quette, a distance of 1,437 miles, two conditions obtain. There prosper. As our farmers get inpation, Packers, intends to apply the first class freight, rate is can be no question about it, and to a position to buy your fruit, for a lease of the following de- \$3.99. From Montreal to Mar- just as long as you permit the your lumber, your sugar and all quette, a distance of 1,446 miles, railways to carry anything at a the other products that you are

Good luck in

baking is usually

due to good judgment

in using

partment of marine for the ed by any statutory agreements the first class rate is \$2.76. building of the new wharf near or limitations—so as to give What a discrimination against the Imperial Oil dock here. them a complete and free hand British Columbia! And yet my The dock will be connected in the building up of a new hon, friends from that province with the railway tracks by a freight scale. Looking at the think that if they give the Board spur which will extend right out question in an abstract way I of Railway Commissioners a on to the wharf, thus enabling would be inclined to agree with free and unfettered hand in this the handling of coal and feed at the hon, member, I would think matter they would get a square the lowest possible cost. On one that from an academic stand-deal. I have more respect for side of the dock will be a feed point that would be a right and their intelligence than to think

creosoted piles and be as sub- while I do not feel like critizing Morse, Saskatchewan, a distance stantial as it is possible to make the personnel of the Board of of 994 miles, the rate is \$1.41, it. Included in the plans is the Railway Commissioners, we know but from Montreal to Fort Wilinstallation of a mill for grind- that in the past we have not had liam, 996 miles, or about the a square deal from the board. No same mileage, the rate is only While in the East Mr. Trotier one knows this better than my seventy-nine cents, just a little visited many of his brothers and hon, friends from British Colum- over one-half. Now sugar is one of the principal products of Brit-If there is any one province or ish Columbia, and the prairies returning over the Canadian Na- any one part of the Dominion are its logical market. British tional by way of Vancouver. He which is dependent upon another, Columbia is the source from says he prefers a little rain now it is British Columbia with re- which we should get most of our and then to the dust and heat gard to the prairie provinces, sugar, but with a freight rate of of the dry belt through which Those provinces are the principal such a character we are compellmarket for the fruit, the lumber, ed to get our sugar from the Speaking of condtions in the the building material, and all the Montreal refiners whether we East, Mr. Trotier said he found other products of British Colum- like it or not. So I say again that the farmers prosperous. They bia. But what has the freight this freight schedule operates as all had their own water supply schedule done for that market in a protective tariff, deliberately pumped by windmills, their elec- the past? Why it has simply designed I believe, to keep the fric light, barns with concrete been used as a protective tariff; products of British Columbia out floors and were up to the minute and I draw the attention of my of the prairie provinces. I find in regard to machinery and hon, friend for Nanaimo (Mr. also that from Vancouver to nethods. It was very different Dickie), who asked me a question Brandon, a distance of 1,333 to the conditions as they were a few moments ago, to the fact miles, the sugar rate is \$1.60 a when he left the East seventeen that the freight rates today op- hundred. From Montgeal to erate as a protective tariff at Rennie, Manitoba, a distance of the Rocky Mountains to prevent 1,343 miles, about the same mile-British Columbia products from age, the rate is \$1.11, and so on entering the prairie provinces, down the scale. I have a great and I believe that it has been de- many figures here but I do not liberately designed with that end wish to worry the House by in view. Let me quote a few of quoting them. The same thing these discriminatory - freight is true of lumber. Of course Brit-

rates. Taking the regular class- ish Columbia supplies most of are being built at the tracks near couver to Kamloops, a distance these freight rates were establumber was being shipped from

not be necessary to wait until about the same mileage, the first Mr. Campbell: On a commodity the snow comes to get supplies. class rate is 75 1/2 cents; and I rate, but a much higher rate is can go all down the scale and imposed on lumber shipped into show you instance after instance the prairie provinces than on Notice of Intention to Apply to where it looks as if the whole eastern lumber moved for the

pert, and situate about one and a of the prairie provinces and leave. The railway companies are re- why those rates are being main-

You Afford to opeculate:

LVERY time you buy something you are either speculating or making a definite investment.

Few people can afford to speculate. Yet many do it continually, in making their everyday purchases. And it is so unnecessary. The advertisements make it easy for any one to avoid taking a chance.

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When you buy an advertised product, you can know in advance what to expect in return for your money. You can count on its being right. are making an investment.

But when you buy nameless, unbranded merchandise, you are taking a chance. speculating.

Know what you buy. The advertisements will tell you.

loss, you must burden something In Queen Charlotte Land Re- tended to keep the manufactured Discussing rice shipments Mr. else with the loss, and that is one reason we have high rates and producing, in British Columbia today, you will prosper, and you! will prosper only in so far as we prosper. There is no mistake about that, and yet I say that in the four years that I have been in this House, on almost levery issue that means anything to the prairie provinces, I see the British Columbia members lined up almost to a man against us. Yet I say that the interests of British Columbia are tied up directly with the interests of the prairie provinces.

I have a great deal of sympathy with the Minister of Railways, and I think Canada is fortunate indeed to have a man like the present Minister of Railways in charge of that department. When I hear expressions of opinion of hon, members behind the minister and realize what some hon, gentlemen in his party would do with this great enterprise, then I thank heaven we have such a man at the head of that department.

City Solicitor Jones reported the Council meeting last night that he desired more time to consider the subject of refunding certain license fees which had been paid to the city by some lady book agents. The matter was brought to the atfention of the city council last week in a letter from Patmore and Fulton on behalf of the retail merchants who were opposling the move.

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