

"What Comes Out of the Oven Depends on What Goes In."

USE Five Roses Flour

"THE WORLD'S BEST." Your Grocer Has It

John L. Christie Sales Agent Prince Rupert

Bargains in Woollens

SPORTS FLANNELS, WOOL CREPES, TWEEDS, FRENCH CHARMEEN, Etc.

Values up to \$3.00, for \$2.25

West of England Store Phone 753. Third Ave.

DRY BIRCH WOOD and Cedar \$6.50 Per Load

Hyde Transfer 139 Second Avenue Phone 580 Night or Day WE BUY BOTTLES.

Blue Fox Pups

For delivery July 20th to 30th, 1925, ONLY; Later delivery, 25 per cent higher.

Take them young, COST LESS, easier handled, docile and breed first year. Send for new booklet—free!

100% INCREASE GUARANTEED

2, 3 or 4 yr. old Breeders, with or without 100 per cent increase, our guarantee backed by ample assets and 25 yrs. of business integrity in this state.

References furnished you—Bridgman, and Presidents, Six Banks, Member of Seattle, Chamber of Commerce.

CLEARY BROS. FOX FARMS 654 Empire Bldg., SEATTLE, U.S.A. (One of the World's Largest Fox Farms)

Now obtainable in Prince Rupert.

Suprema Canada's Favorite Furniture Polish. At all good stores in small or large bottles.

Also "SUPREMA" Mop Oil and the famous "Eureka Bleach."

Look for the Rooster Label.

LINDSAY'S Cartage and Storage Phone 68. Cartage, Warehousing, and Distributing. Team or Motor Service. Coal, Sand and Gravel. We Specialize in Piano and Furniture Moving.

LONG DEBATE ON ELEVATOR

More of Discussion in Dominion House of Commons Taken From Hansard

ARE AGAINST PORT

Continuing the debate on the Prince Rupert elevator last week following the attack by Sir Henry Drayton, Hon. Dr. King suggested that there was a big Ootsa country where grain might be grown.

Sir Henry Drayton: We are getting to a district that must be at least sixty miles south of the line.

Mr. King (Kootenay): No; it is south of the line, but not that distance.

Sir Henry Drayton: I would have thought so. It is a first rate thing to spend money for something which may perchance happen, if not the next decade, the decade after, while we have got any amount of land and any amount of districts that are now ready to hand which are suitable; but the real truth is—and the minister knows it perfectly well—that if he goes back to where the grain is grown, where the movement is, he goes to a point so far east that it is just as easy to go to Vancouver as to Prince Rupert.

Mr. Garland (Bow River): Is it not a fact that Vancouver is about 190 miles closer to Edmonton than is Prince Rupert?

Sir Henry Drayton: I was about to give the figures. The mileage from Edmonton to Vancouver is 765.47, while the distance from Edmonton to Prince Rupert is 956. Of course if you are in the railway business for fun, and if you like deficits, carry your grain further than you need.

Mr. Stork: Is it not a fact that the Canadian National Railways had to absorb the charge of \$13 per car from Port Mann in to the elevator at Vancouver?

Sir Henry Drayton: I do not know exactly how that situation is today, but I do know if they have to do that it is very easy for the government to put up their own elevator and their own terminals, where they have first rate water and save these millions.

Mr. Garland (Bow River): May I suggest to the ex-minister of finance that the hon. member for Skeena is evidently trying to mislead him? It is true that it costs \$13 per car extra from Port Mann to the elevator at Vancouver or 13 cents a bushel, but we have to pay that, not the railway.

Knocking Prince Rupert

Sir Henry Drayton: I think that point is absolutely well taken. We have a cost now which is absolutely going to be a very serious thing. A question which has given the minister of railways a great deal of concern is the per mile cost of operation in Canada. Those costs now are so high that the system today, with railway freights that everyone is grumbling at, reports large deficits, and yet at a time like this we have an expenditure of \$1,300,000, for what?—that so many more hundred miles of distance will have to be travelled at these high rates by this railway and its deficits multiplied. My hon. friend is in a great deal of difficulty in connection with it, and I sympathize with him in his difficulties in connection with the rate problem. I am only sorry that the government of which he is a member, and which he is bound to support, adds to the difficulties, multiplies charges and creates deficits by this sort of thing. What else can there be in it? There are the mileages, the mileages are 765.47 and 956, nearly 200 miles more, when every mile today is a most expensive operation.

Why, today we had before the committee on railways and canals evidence to show that the cost of running a passenger car had risen to from 38 to 40 cents per mile. Of course the

The "grain of Mustard" for health

Don't refuse the mustard when it is passed to you. Cultivate the habit of taking it with meat, especially fat meat. It stimulates the digestion and aids in assimilating your food.

but it must be Colman's 235c

freight charges are less than that. There are more cars on the freight trains, but the upward trend is just the same. We have at present this situation; here we have an expenditure of \$1,329,000, which, if it serves the purpose that its sponsors want it to serve, which if it carries grain, is simply going to add this much more to the present deficit by forcing the National Railways to carry that grain at the same rate just that much further and we had losses in this western territory of over \$2,000,000 in year when we had our biggest grain crop. My hon. friend's own experts will tell him that if you carry grain at the present price over a given distance you absolutely lose money. Why, the grain rate used to be a paying rate, despite what the railways did say about the grain. It used to be a productive rate. It was low, it is true, but there was such volume, continuity and density that it paid. But if you get your underlying basis of expense up too high, remember that for every mile further you carry the goods you taper down your revenue, because you get to a point where, in connection with that tapering down, you are absolutely losing money for every extra mile you carry the goods. That is the situation here.

Added Expense

Notwithstanding that situation this government of its own motion is going out of its way to add to the cost of the grain movement \$2,000,000. Of course it will not do it. Hon. gentlemen are safe in that respect. That is what would happen if the supposition on which all this is done were true, but it is not true. The grain elevator will not be used much more than the warehouse is used today. My hon. friend knows very very well the situation in connection with the warehouse. My hon. friend the minister of railways would not say the business in that warehouse today would justify its construction. There was one expensive thing to do. Having done that, having shown that the business was not there, in connection with commodities that that country can produce, it was the height of madness for the government to turn around and run into this expenditure in connection with such a thing as that country does not and will not produce.

McQuarrie of Westminster

Mr. McQuarrie: The Minister of Public Works (Mr. King) has referred to cheapness of construction on fresh water as compared with salt water, and he has also pointed out that the reason for that is that the toroedo attacks the piles in salt water and does not do so in fresh water. That is something that we have been contending for a long time in New Westminster where the Fraser River has been coming into prominence from a shipping standpoint in the last year or so. The Minister of Public Works knows all about the Fraser River; he knows about the available sites for elevators that we have there sites that are already owned by the government or by the Canadian National Railways, sites at Port Mann, which have already been referred to, sites at New Westminster costing something like a million dollars, largely vacant at the present time, half a mile of water front-

age at Rupert's landing a few miles below New Westminster. All of these sites are owned by this country or by the Canadian National Railways, which is the same thing. It has been stated that this elevator is not a political one. Why is it that the Fraser River is being passed over and an elevator is being constructed at Prince Rupert? Where does the justification for that decision come in? It cannot be that men engaged in the grain business have recommended that the elevator be located at Prince Rupert in preference to the Fraser River. I do not believe you can get any grain expert who will say any such thing.

Another matter which has also been referred to and which has been pointed out from time to time to the Minister of Public Works and also to the Minister of Trade and Commerce (Mr. Low) personally is that there is a loss to the Canadian National Railways in having to haul grain to Burrard Inlet when it might be shipped from Port Mann or some of these other sites on the Fraser River. Something like \$13 a car is being absorbed by the Canadian National Railways for all grain which is shipped past the Fraser River. The Fraser River is the first point where ships can come in and get that grain. This matter has been put up to the Minister of Public Works many times by the citizens of New Westminster and the surrounding district. It has also been put up to the Minister of Trade and Commerce. If this is not a matter of political discrimination, what is it, and why has the Fraser River been passed over in this way? The Minister of Public Works knows that one of the greatest authorities on grain elevators in Canada, Mr. Howe, has reported that the Fraser River is the proper place for the location of a government grain elevator.

Another matter to which I might refer is this, The Minister of Public Works will remember that when the citizens of New Westminster petitioned him and the government for the construction of a grain elevator at New Westminster, they were told that the government was going out of the grain elevator business; that the government was not going to construct any more elevators. Now we find the Prince Rupert elevator coming along. Why is that? I should like to have some reasonable explanation of the decision of the government to build this grain elevator at Prince Rupert rather than on the Fraser River, where the government owns sites and where it will be so much to the benefit of the Canadian National Railways to have elevator facilities.

PRINCE RUPERT BOY IS KILLED

M. P. Nehring Who Went to School Here Struck on Head in Welding Shop

The death occurred under tragic circumstances a few days ago at Edmonton of M. P. Nehring, who was educated at the Prince Rupert schools and lived here for some time, his father, Ernie Nehring being an engineer running out of here at that time.

Telling of the accident the Edmonton Bulletin said:

Struck on the head by a portion of a steel gasoline barrel on which he had been working with a welding machine, Matthew Patrick Nehring, 25 years of age, who had resided with his parents at 10131 117th Street, was instantly killed at 5.30 p.m. yesterday when his head was split open from front to rear. Nehring was working in the Saskatoon Welding Company's shed at 9660 102A Avenue, and is believed to have failed to remove the bung or plug from the empty barrel, which would have allowed the fumes to escape.

Struck Between Eyes

The deceased was working in close proximity to John Behnen, 9555 103rd Avenue, and was engaged in boring a hole in the top of the barrel with an acetylene flame. When the flame came in contact with the fumes, an explosion occurred, which blew off the top of the tank with considerable force, striking Nehring between the eyes, and smashing several floor-boards in the room above.

Robert Cramer, the proprietor of the welding works, was in the office adjoining the workshop when the explosion occurred and immediately called Foster and Patterson's ambulance.

Dr. E. A. Braithwaite, the coroner, and Dr. Chappelle arrived, the former ordering the body to be removed to Foster and Patterson's parlors, where an inquest will be held this afternoon. Mr. Nehring leaves a widow, at present in Quebec, and one child, aged two years. His sister, Thelma, is a well-known local singer, and is now receiving training at Milan, Italy.

He was also known in local sporting circles, having played for various Edmonton baseball teams. He was a pitcher of repute.

Advertise in the Daily News

Can You Afford to Speculate?

EVERY 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.

The merchant or manufacturer who advertises, realizes that the good-will of his customers means money in the bank to him. He knows that the public confidence in his product and public respect for his own character are as valuable as his credit at the bank.

So he makes the individual satisfaction of his patrons, their loyalty and their friendship paramount issues in his business.

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. You are making an investment.

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

Know what you buy. The advertisements will tell you.

FOR SALE Halibut Gear \$10.00 to \$25.00 per skate including gangings and hooks Canadian Fish & Cold Storage Co., Ltd. PRINCE RUPERT, B.C.

LOGGERS' CLUB HAS REMOVED to building next door to Frizzell Butcher Shop, across from the Empress Hotel We carry a full line of CIGARS, TOBACCOS, FRUITS, CANDIES SOCIAL ROOM IN CONNECTION James Zarelli Proprietor

TUGBOATS Rupert Marine Products Ltd. Day Phones 423 539 Gr. 601 Black 735 Night Phones 687 539 Gr. 601 Black 735 GEO. G. BUSHBY, Man. Dir.

FASTER PROUD LADIES IN WATCHES AT GRUEN RUHR SE TESTED NEW STYLES E BEAUTIFUL I OTTO GONE BET Mrs. W. P. Armour was the winner of this contest. BULGER & CAMERON, Jewellers

St. Regis Cafe Prince Rupert's Leading Restaurant. A Bakery Unsurpassed Third Avenue.