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THE DAILY NEWS
PRINCE RUPERT - BRITISH COLUMBIA

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H. F. PULLEN, Managing Editor.

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Appreciative Of Railway Administration.

The following editorial article of appreciation of the railway administration from the Manitoba Free Press seems particularly appropriate just now:

Mr. Dunning, in his first official statement as Minister of Railways, has an inspiring story to tell of a determined and intelligent attempt by Canada to grapple with an immense national problem, which is now well on the way to a successful issue.

Many people—most of them perhaps—have been looking at this railway problem from the wrong angle. They have been regarding it as something which the government wilfully brought upon the country; and, appalled by the figures of losses, swollen to abnormal dimensions by bookkeeping devices, they have been demanding that the Government do something about it right away.

The primary fact in the whole discussion, which has been systematically obscured, is that the Government, in place of saddling itself foolishly with a railway problem, was confronted some years back with an emergency which threatened the economic foundations of this country. The Grand Trunk Railway was bankrupt; it could only carry on by subventions thinly disguised as loans. The Canadian Northern was in the same predicament; it could only operate if the Parliament year after year shovelled aid by the tens of millions into its treasury. The Grand Trunk Pacific, despite assistance running into millions annually, could not be kept alive as a private corporation; in March, 1919, it lay down and gave notice that on a given date it would depart this life, leaving the districts it was built to serve without railway accommodation.

Had To Carry Burden Of Finance.

The Dominion Government had to get under the burden and carry it. The load could not be dropped and it could not be shifted. The theory, advanced in certain quarters, that private corporations were willing to relieve the country of its railway difficulty is the veriest nonsense. Of course, there were portions of these bankrupt systems that could be operated at a profit and they no doubt could have been sold to benevolent capitalists or private corporations for considerably less than they were worth; but this would have made the Government's problem hopeless by removing the foundations upon which a new railway structure might possibly be erected.

There was nothing for it but for the country to tackle the job itself. That was six years ago. The bankrupt railways and the Government roads—which were and always had been bankrupt too—were thrown together into a vast and formless conglomeration; and a start made in trying to lick it into some semblance of a unified national system.

Triumph Of Capacity.

When the Canadian people consider what has been achieved in this brief period of time they have a right to regard it as a triumph of capacity, courage and foresight. They have put into the system in that space of time 353 millions of their own money and 130 millions of money lent by the public under government guarantees. This money was needed to equip the road to do business. Without this expenditure there was no future for the national road; but it took courage, nevertheless, to throw this vast sum of money into the seemingly bottomless void.

The policy is beginning to have results. In 1920 the railway failed to meet its operating expenses by 34 million dollars. That is to say, the Government had to pay all the road's fixed charges and in addition put up 34 million dollars to pay for the actual losses incurred in running the road. In 1925 the road paid its operating expenses and accumulated a surplus of 32 million dollars, which fell short of meeting all the interest charges owed the public by only $5,735,502. These are Mr. Dunning's amended figures showing a betterment of nearly two million dollars over Sir Henry Thornton's estimate of two months ago.

Change For Better Of Huge Amount.

As Mr. Dunning pointed out, these figures show a change for the better in six years of 66 million dollars, or an average betterment of eleven millions a year. This ratio has only to be maintained for this year to put the Canadian National in a position to meet all the interest owed to the investing public and have a few millions over for the owners of the road — the taxpayers of Canada. That this ratio of betterment will be easily achieved is indicated by the returns for the first four months of the present year which show the road nearly six million dollars ahead of last year's record. There is, therefore, good reason to believe that the Canadian National will this year reach the position where it will carry itself and begin to make a little money for its proprietors. That is to say, the Canadian National will cease to be a direct drain upon the national treasury. The prophets of gloom, in order to attack the railway, will have to rely upon the fact that it will, for a long time to come, make very little return for the public money put into it by the Government; but if it pays its external fixed charges the people of Canada will, we think, regard the problem, which looked so hopeless in 1920, as virtually solved.

ROTARY HEADS SUBSCRIPTION FOR UNIFORMS

Boys' Band to be Equipped at Cost of $750 if Plans of Organization Work Out

SUM OF $150 DONATED

The Rotary Club at its meeting yesterday decided to head a subscription list with $150 toward providing uniforms for the Boys' Band. The sum of $750 is required and the public will be asked to make up the rest of the amount.

Walter Fisher, chairman of the boys' work committee, explained the situation and suggested that this much money should be devoted to the purpose.

Colonel Nicholls, who has fathered the band since its inception, said that the band had a number of engagements. They had been asked to go to Smithers for the annual fair and to Telkwa from there for the barbecue. A number of picnics and other events wanted them and the fair board were engaging them for the annual event. The result was that they would be able to raise sufficient money for upkeep to last until Christmas. They also, through the generosity of the people here, had been able to purchase enough instruments. What was needed now to give the boys a presentable appearance was neat uniforms. They were fed up on concerts, dances and such means of raising money and suggested that a subscription list be opened. He thought this would be the last time they would come to the Rotary Club for help for this worthy purpose.

The club unanimously endorsed the proposal and the list will be opened at Orme's Drug Store.

THE MAN IN THE MOON says:

THERE'S one consolation about this kind of weather. Many people do not look well in a straw hat.

NO, James, no, Scotsmen are not the only cautious people in the world. I know several Englishmen that wear both belt and suspenders.

I WISH right here to give notice to my creditors that if they do not send in the usual "account rendered" notice within three days I shall refuse to open the envelope when it comes. I do not intend to be worried all month by these petty annoyances. Let us have it over at once and then I can carry on for another month.

THE tourist season is opening. That accounts for the weather.

COLORADO was the Derby favorite—and the bookies made about ten million dollars because the betting public took expert advice and backed him to that amount. But then all the public is for is to provide something soft enough for the bright ones to strip.

THE best way to get your name in the paper is to clout the ball over the fence or into the bleachers at a big league baseball game. Another way is to clout your enemy over the head and you will see your name in the police court news.

MISS Canada can raise a loan of a hundred and fifty million and yet the banks won't lend me fifteen dollars. What it is to be a good looking young lady!

SUPPOSE Lloyd George is excommunicated by the British Liberal leaders he stands a good chance of becoming a national hero and having a monument erected to his name.

AN optimist is one who smiles
In sickness and in pain.
He even keeps his spirits up
During a week of rain.

IT is said that in the dry belt they plant onions with the potatoes to keep them moist. It makes the potatoes' eyes water.

Subscribe to the Daily News.

GOSSIP OF GOTHAM

New York Chat About Summer Girl, Price of Hats, Smaller Money, and Hand-Painted Cakes

NEW YORK, June 3.—Gotham society has taken up a new craze—the hand painted cake. No hostess who wishes to be quite proper dares entertain without one.— Broadway chefs vie with one another in producing the cakes, which often are works of art. Fruit colors are used.

The cakes are signed by the chefs, just as any artist would sign his picture.

The smartest, neatest woman's hats may be obtained here now for $6.50, and many as low as $5.00. Others of a quality lower than that demanded by the average American housewife may be obtained at $2. Many women who could afford to pay several times as much are finding the $5 hats satisfactory and stylish.

The lowly dime has once more become legal tender on Manhattan Island. It may be presented again as a tip for a sixty cent luncheon without causing any elevation of the waitresses' eyebrows. A list of things that can be bought with it now would fill several advertising columns.

There is one form of gate crashing that the stolid subway guards haven't been able to eliminate. It is the loud banging of the subway turnstiles which goes on twenty-four hours a day, as thousands pour into the underground.

But the guards, whose ears are thus assaulted by the steady barrage, are the last to advocate silencers. The protests come from the riders.

Southern Long Island, fronting the Atlantic, is gay this month with bright colors, soft tinted buildings and world famous names, all built up over week ends by real estate salesmen. Everything that Florida did successfully creating beauty spots by the seaside is being repeated on the Long Island shore.

Swamps have been converted into canal homesites with resounding names. One sales headquarters alone occupies a pretentious hotel.

Fashion points to a transposed Summer Girl this season, wearing a silk stocking hat and straw shoes.

The silk stocking hat is made of heavy silk thread, knit on head size hosiery machines and treated with a solution which gives the silk the body and flexibility of soft horsehair. Its color includes all the newest silk stocking shades.

The straw may be open work Panama, lined in bright linen, or raffia woven and twisted into an airy summer sandal.

Ten Years Ago in Prince Rupert

June 3, 1916.

The Port Clements and Massett sawmills are operating steadily and the Sewell mill will open shortly. Already half a million feet of lumber has been shipped to Vancouver, the clear spruce going to the Old Country and the rough to the Fraser River for box making.

Local business men are asking for an improved steamer service from here to Surf Inlet. It is pointed out that steamers coming north call there weekly while going south there is only a fortnightly service.

Dr. L. W. Kergin is at present in the Near East bound for parts unknown according to word received today by his brother, Dr. W. T. Kergin.

Her Nerves Were "All Broken Up" She Could Not Sleep

Mrs. David Gallougher, 37 Lyndhurst Ave., Hamilton, Ont., writes: —"My nerves were all broken up and I could not sleep at night, and I would have to get up out of bed and walk the floor for hours at a time.

After Using a Box of

I Began To Feel Much Better, and after using a few more boxes I could enjoy my rest as well as ever I could."

H. & N. Pills have been on the market for the past 32 years; your nearest druggist sells them; put up only by The T. Milburn Co., Limited, Toronto, Ont.

DELEGATE TO WINNIPEG INTERNATIONAL GYRO CONVENTION IS NAMED

Leo Waugh Will Represent Local Club at Big Meeting this Month—New Members Accepted

Leo Waugh, at the business meeting of the Gyro Club yesterday afternoon was appointed official delegate from Prince Rupert, to attend the Gyro International convention in Winnipeg at the end of this month.

R. V. G. Lepine and Douglas Nelson, both of the Big Bay Lumber Co., were elected members of the club.

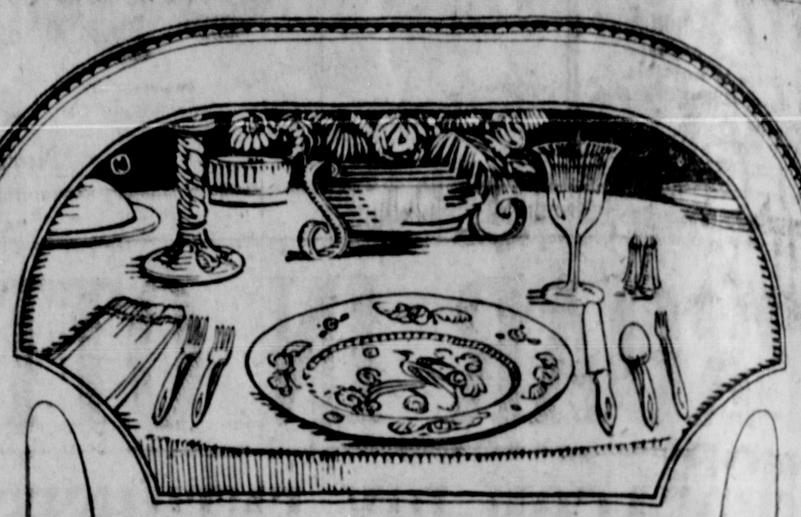
The date of the annual Gyro picnic was set for June 27 and a committee will be named by President Taylor to take charge of arrangements.

ALPINE CLUB WILL MEET NEAR JASPER

Tonquin Valley in Heart of National Park to be Scene of this Year's Activities

WINNIPEG, June 3.—The two weeks commencing July 26 and ending August 7, have been announced by the Alpine Club of Canada as the date of its twenty first annual meeting. The camp this year will be established in the Tonquin Valley, Jasper National Park, Alberta, in the heart of the main range of the rocky mountains of Canada.

This meeting will be the first large organized meeting of the club since 1924, efforts last year being centered upon the Mount Logan expedition. As a result the attendance will be the largest the club has ever enjoyed and the Canadian members will be joined by a large delegation from the Alpine Club of the United States. These visitors will be headed by Howard Palmer, president, a noted mountaineer and geologist of international reputation. Val Fynn of St. Louis, who ranks high among the world's alpinists will also be present.



Modernize Your Table
DURING
COMMUNITY PLATE WEEK

Look at your knives. Not nearly so handsome as the other pieces of silverware, are they? Now see COMMUNITY De Luxe Stainless Knives—they are beautiful beyond compare—featured during this week.

Wonderful blades that flash and gleam with all the brilliance of burnished silver, and keen as carving-knives.

Beautiful blades that vie with the magnificently ornamented handles . . . more impervious to rust stains and tarnish than ordinary stainless . . . they never lose their brilliance. The silver finish *is part of the steel itself.*

Modernize your table with COMMUNITY De Luxe Stainless Knives. To see them is to admit that your set is not complete without *them.* Hampton Court Design illustrated.

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and parts in the North. We handle Logging Cable, Axes, Peavies, Saws, and general Camp Equipment.

It will pay you to see us when outfitting.

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710 Second Avenue

LAND ACT.

Notice of Intention to Apply to Lease Foreshore

In Queen Charlotte Islands Land Recording District of Prince Rupert, and situated 2½ miles west of Alford Bay, Skidegate Inlet, and fronting on Lot 144, Queen Charlotte District.

TAKE NOTICE that the B.C. Fishing & Packing Company, Ltd., of Vancouver, B.C., occupation Salmon Canners, intends to apply for a lease of the following described Foreshore:—

Commencing at a post planted at the southwest corner of Lot 144; thence northerly and easterly following the line of high water mark, 34 chains, more or less, to the northwest corner of Lot 144; thence west 5 chains; thence southerly and westerly, following a line parallel to the line of high water mark, 34 chains, more or less; thence east 5 chains to point of commencement, and containing 17 acres, more or less.

BRITISH COLUMBIA FISHING AND PACKING COMPANY LTD.
Per H. Sherwood, Agent.
Dated 30th April, 1926.

MINERAL ACT.

Notice of Application for Certificate of Improvements.

Mineral Hill Group, consisting of Mineral Hill No. 1, Mineral Hill No. 2, Mineral Hill No. 3, and Summit Mineral Claims, situate in the Skeena Mining Division of No. 1 District on the south-eastern end of Iron Mountain, Kitimat Valley. Lawful holders, W. J. Goodwin, Free Miner's Certificate No. 92011C, Charles E. Moore, Free Miner's Certificate No. 3197C.

TAKE NOTICE that I, Charles E. Moore, Free Miner's Certificate No. 3197C, agent for the owners, intend at the end of sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements for the purpose of obtaining a Crown Grant of the above claims.

And further take notice that action under Section 85 of the Mineral Act must be commenced before the issuance of such Certificate of Improvements.

Dated this 17th day of April, 1926.

NAVIGABLE WATERS PROTECTION ACT, R.S.C. CHAPTER 115

Union Oil Company of Canada, Limited, hereby gives notice that it has under section 7 of the said Act deposited with the Minister of Public Works at Ottawa and in the office of the District Registrar of the Land Registry District of Prince Rupert in the Province of British Columbia, a description of the site and plans of a pile and timber wharf proposed to be built in the harbor of Prince Rupert in the said Province, on water lot four, Block "G"; the said wharf comprising a narrow approach varying in width from 12' to 20', and extending northerly from the highwater mark a distance of approximately 300', whence it widens to an L section 50' x 60' in area, the sixty feet measurement being approximately parallel to the shore line.

And take notice that after the expiration of one month from the date of the first publication of this notice the Union Oil Company of Canada, Limited, will under section 7 of the said Act apply to the Minister of Public Works at his office in the City of Ottawa, for approval of the said site and the said plan, and for leave to construct the said wharf and approach to the same.

Dated at Vancouver, British Columbia, this 18th day of May, 1926.

R. J. KENMUIR,
District Sales Manager.

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Has been taken over from George Kerr by

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late with Sealy and Dodson

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