THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA.

Published Every Afternoon, except Sunday, by Prince Rupert Daily News, Limited, Third Avenue.
H. F. PULLEN - - Managing Editor.

SUBSCRIPTION RATES:

City Delivery, by mail or carrier, per month $1.00
By mail to all parts of the British Empire and the United States, in advance, per year $6.00
To all other countries, in advance, per year $7.50

Advertising and Circulation Telephone - 98
Editor and Reporters Telephone - - - 86

All advertising should be in The Daily News Office before 2 p.m. on day preceding publication. All advertising received subject to approval.

Member of Audit Bureau of Circulations.

DAILY EDITION. Thursday, Dec. 23, 1926

ROYAL DELUXE TOURS COSTLY TO COUNTRY.

Supplying of special trains and cars to distinguished foreign visitors who wish to see this country in deluxe style has become an interesting if uneconomic phase of American and Canadian railroading, something that a great many people do not approve of if the trains are furnished without cost.

Through the courtesy of the railroads, in many cases, members of royal families and other notables have been able to tour the United States and Canada in luxurious equipment at nominal cost to themselves. The transcontinental jaunt of Queen Marie of Rumania and the earlier visit of President Machado of Cuba are outstanding instances when the railroads and government themselves played host and footed most of the transportation bills.

The Crown Prince and Princess of Sweden paid for the special car which, attached to regular trains, took them across the country on their recent visit, but the Prince of Wales and Marshal Foch of France rode in special trains that cost them next to nothing.

The most consistent user of special trains is President Coolidge, but he buys his own ticket out of a special appripriation provided for the purpose. The government at times employs special equipment with which to transport distinguished visitors from New York to Washington and return when they pay official calls to the national capital.

More than the desire of the railroads to be courteous hosts to visiting sightseers is necessary in supplying trains at nominal cost to the guests. Under the law only railroad employes are allowed free transportation and in order to carry Queen Marie, for example, at a one dollar fare, a special tariff had to be filed.

TEN THOUSAND MILES FOR ONE DOLLAR.

In Marie's case, she paid out of her own pocketbook one dollar for herself, her two children and each member of her immediate party to each of the several railroads over which she travelled on her 10,000 mile tour. Railroad fares alone, at winter tourist rates, would have totalled approximately $20,000 for the nearly 80 persons aboard the Royal Rumanian.

Another huge expense borne by the roads was that incident to stocking diners and private kitchens aboard the several special cars making up the royal train. Special illustrated booklets describing the country through which the queen passed and elaborate menu cards also were paid for by the railroads.

Railroad men agreed that the royal Roumanian was the most luxurious equipment ever assembled. Comprising six special cars, all of them the property of railroad presidents, and equipped with the most modern conveniences.

MR. MASSEY'S JOB IS REAL ONE.

No Canadian will worry much if President Coolidge gives a dinner at the White House and Mr. Massey finds himself in the remote company of the Minister from Hayti instead of up among the diplomatic lions near the head of the table. But a lot of Canadians may well wonder—more particuarly in the light of the recent announcement that we are to have an expensive Emabassy building at Washington—whether Mr. Massey will be able to do anything to protect Canadian interests in such matters as those attending the theft of waters from the Great Lakes by the City of Chicago. That, we are glad to note, is the test that is being applied to Mr. Massey's usefulness by two such newspapers so far removed from each other in politics as The Toronto Globe and The Montreal Star—and it is the only test. To put the matter in its briefest form, a Canadian Minister at Washington is a business, not a diplomatic proposition, and the dividends that the Canadian people will expect from it will not be a lot of rhetoric about status, but some practical achievements of economic worth.

Truly Wholesome

A baking powder may be a fairly efficient leavening agent and yet contain ingredients that make it unwholesome. If you use any baking powder containing alum, food products baked with it are apt to have a bitter taste, and, according to scientists, will not be good for the health. Far better to use a truly wholesome baking powder, even if it does cost a few cents more per can.

Magic Baking Powder "contains no alum"

Nor has it any other harmful ingredient. It contains only phosphate, starch and soda—all of the very finest grades, expertly blended. It never adds a bitter taste to the nice things you bake, but makes them light, white and truly wholesome. Insist on "Magic" and refuse all substitutes.

SAVE THE COUPONS AND GET VALUABLE PREMIUMS FREE

"Wonder Ship" of Pacific is Described in Article by Former Prince Rupert Man

(By S. G. Webb, formerly of "Daily News" Staff)

One recent Saturday afternoon in Vancouver the writer chanced to stroll along the waterfront in the vicinity of the Canadian Pacific liner docks and became interested in an immense greyhound of the Pacific bearing the name "Aorangi," a 23,000 ton boat commissioned on the Australia, New Zealand, Honolulu and Fiji Island run.

The scene on the dock was one of much bustle and hurry, the ship taking on freight prior to her departure on the following Wednesday. A gang of longshoremen, assisted by small motor tractors, were busy loading large crates bearing the name "Nash," the crates containing motor cars of the well known Nash manufacture and destined for export to Australia and New Zealand while the adjacent warehouse was packed to the roof with a variety of export material to be loaded on the same trip.

The writer, with the customary "newspaper cheek," endeavored to sneak beyond the guarded barrier and thus to the giant liner, but a courteous dock policeman blocked the path and informed him that a pass to go over the ship could be obtained upon application to the office of the Canadian-Australasian steamship line. It took but a few minutes to reach the steamship office, which is situated at the corner of Hastings and Burrard office, where G. R. G. Bagnall, office superintendent, not only signed the necessary pass very willingly but, in addition, telephoned to the ship and asked that Roy Ford, in charge of the information bureau aboard the Aorangi, meet the bearer of the pass and conduct him over the motorship. After that life was just a pleasure and once aboard "the lugger" one could easily imagine himself a director of the S.S. Company, or an officer of the ship. Upon getting aboard with the proper credentials the writer was ushered to the presentce of Roy Ford, who proved to be a "regular fellow," on to his job and very proud of his ship.

GETTING READY

As the Aorangi was due to sail on the following Wednesday the entire interior was being overhauled preparatory to her return voyage. However, only the more intimate things such as linen, etc. were missing and this fact did not, of course, detract from the general beauty of the cabins, libraries, music rooms and other sumptuous apartments.

After "arming" himself with many bunches of keys Mr. Ford, who, by the way, is making his thirteenth voyage on the ship and is not a bit superstitious, said "this way please" and the sight-seeing trip commenced. The tour of the liner commenced on "A" deck, or the first classs quarters, the elegance of which has to be seen to be realized and which will give accommodation to 440 passengers.

Two electrically operated elevators furnished an internal transportation service between decks.

The two, three and four berth staterooms are very commodious and are mostly decorated in "Queen Anne" style, the walls being beautifully panelled in oak, rosewood and mahogany, and are adorned with tapestry designs. The bathrooms adjoining the staterooms are particularly elegant and are as large as those found in any first class hotel. The drawing room, music room, dining saloon and library are beautifully appointed, and provision has been made for the staging of concerts and picture shows in the dining saloon. The men's smoking room on A deck is a lovely room—really too nice for a lot of smoke—and is decorated in Old English style with armor, swords and lances decorating the walls.

A fully equipped gymnasium is another convenience furnished for the benefit of cabin class passengers.

RADIO A FEATURE

A central radio receiving set broadcasts through loud speakers situated in the passenger and crew's quarters. On a recent voyage of the Aorangi radio reception was maintained throughout the entire trip between Australia and Vancouver.

The ventilating system throughout the ship is a masterpiece of ingenuity and furnishes a cool artificial breeze in all quarters while the ship is travelling through tropical seas.

The accommodation in the second class quarters is almost on a par with the first class accommodation, while the third class cabins and living quarters are splendidly equipped and roomy and plenty of deck space is afforded. In fact the entire ship resembles a wonderful floating hotel and everything about it — appointments, decoration, and the many comforts furnished—surpass many of the London hotels.

The Aorangi carries adequate lifeboat protection, all of which is operated by electricity from the ship's bridge, and can be swung into the water in 32 seconds. Provision is also made for launching the lifeboats by hand in case of the power failing for any reason.

The ship is also divided into various compartments by mechanically operated watertight doors, any one of which compartments can be sealed up separately at a second's notice. These doors are also operated from the bridge.

PUBLISHES NEWSPAPER

"The Aorangi News," a 20 page newspaper, is published aboard daily giving all the latest wireless news and carrying advertising of the hotels, leading stores, etc. encountered on the voyage. The News is certainly a wonderfully compact sheet and carries a good fifty-fifty division of space including editorial and advertising matter.

On Tuesday, December 14, the day prior to the Aorangi sailing for the Antipodes, the funeral urn containing the ashes of Major C. Gardner Johnson, a pioneer shipping man of Vancouver, was solmenly given in charge of Cammander R. Crawford, R.N.R., to be cast upon the waves of the South Seas on a moonlight night by Capt. S. Phillips, of Sydney, Australia, who was an old friend of the deceased. This request had been made in Major Johnson's will.

An arrangement was made between Capt. Phillips and Mr. Johnson some years ago that the survivor would take the ashes of the other and scatter them to the waves. The friends and family of Major Johnson, in carrying out these last wishes, gave the ashes in care of Capt. Crawford, who will turn them over to Capt. Phillips for final disposal.

R.M.M.S. Aorangi left Vancouver at noon on Wednesday, December 5 with 500 passengers on board and her cargo holds full. Among the passengers were Mr. and Mrs. R. A. H. Welsford of Liverpool. Mr. Welsford is head of the Union SS. Co. of British Columbia and is on a holiday tour to the Antipodes.

DETAILS OF SHIP

The Aorangi, the largest passenger liner to be fitted with diesel internal combustion engines, is commanded by Commander R. Crawford, R.N.R.; R. M. Scott is chief officer; P. A. Chappell, purser and Roy Ford, information clerk. Unfortunately, at the time the writer was aboard, the majority of the officers were on shore leave and the Captain's bridge was closed to visitors.

The ship was built by the Fairfield Shipbuilding Co., Ltd., Scotland, her displacement is 23,000 tons; length 600 feet, breadth 72 feet; moulded depth 46 feet; four screw propellers, each driven by a six-cylinder Fairfield Sulzer Deisel engine; total power developed 20,000 I.H.P., giving a normal speed of 18 knots. The Aorangi has six decks, accommodating 440 first, 300 second, 230 third class passengers, and 330 officers and crew. Electrically operated clocks, loud speaking telephones, lifts, an electric laundry, every modern appliance for safety and comfort, with her magnificent saloon and stateroom decorations, makes the Aorangi indeed a wondership of the Pacific.

SENATORS ARE VERY WRATHY

FALL-DOHENY VERDICT WAS "INSULT TO JUSTICE" DECLARES ONE MEMBER OF UPPER HOUSE AT WASHINGTON

WASHINGTON, D.C., Dec. 23. — The acquittal of Albert B. Fall and Edward L. Doheny by a jury on charges of conspiracy to defraud the government in the 1922 oil leasing negotiations has produced senatorial reverberations.

Senator Heflin, (Democrat), Alabama, denounced the trial in unmeasured terms on the senate floor.

"An insult to justice," he shouted fervidly at one point in an address delivered two hours after the verdict.

"With Fall and Doheny going free and Frank L. Smith coming to Washington, God help the nation."

Senator Noris (Republican), Nebraska, chairman of the judiciary committee, made the trial comment that "you can't convict a hundred million dollars."

Four indictments growing out of the senate investigation, two against Fall and Doheny for bribery, one against Fall and Harry F. Sinclair, leasee of the Teapot Dome reserve, and one against Sinclair for contempt of the senate, are still to be disposed of by the prosecutors.

POOL LOADS WHEAT AT PRINCE RUPERT

Pacific Coast Shipments Slightly Lower Than at Same Time Last Year, Calgary Announces

A Calgary despatch to the Edmonton Journal says:

The Alberta wheat pool has shipped 4,000,000 bushels of wheat through the of Vancouver this fall, out of a total of about 7,500,000 bushels shipped.

The big pool terminal at Prince Rupert is practically filled with wheat, with 1,000,000 bushels en route. The first British ship to load wheat from this port, SS. Yoseric, took on 226,000 bushels of pool wheat in six hours and 45 minutes, creating something of a record.

Other boats loading pool wheat at Prince Rupert this week are: SS. Meigen Maru, loading half a cargo of 2s and 3s; SS. Ypres Maru, loading full cargo of 3s; SS. Kifuku Maru, loading full cargo of 2s. The SS. Taiyu Maru is expected in port this week-end to load a full cargo of 3s. The grain is all going to Europe.

Shipments via the Pacific coast this fall have not been as heavy as last year at this time, owing to high ocean rates and scarcity of boats, the result of the British coal strike. Rates are easing up now that the strike is ended. The pool at this time is a couple of million bushels short of the total amount shipped last year at this date.

"Less beer and whisky and more tea and sugar are being consumed and more tobacco used, report the British customs and excise commissioners.



WATER NOTICE

DIVERSION AND USE

TAKE NOTICE that James Field, whose address is 213—2nd Ave., Prince Rupert, B.C., will apply for a licence to take and use 1 cubic foot per second of water out of unnamed creek, which flows easterly and drains into Crescent Inlet, Moresby Island, Q.C.I., about one mile from the head of the Inlet on the north shore. The water will be diverted from the stream at a point about 1,000 feet from the mouth and will be used for domestic and cannery purposes upon the 40 acres of land described as unsurveyed land, for which purchase is applied about 15 chains southwesterly from the mouth of the stream.

This notice was posted on the ground on the 29th day of November, 1926. A copy of this notice and an application pursuant therto and to the "Water Act," will be filed in the office of the Water Recorder at Prince Rupert, B.C. Objections to the application may be filed with the said Water Recorder or with the Comptroller of Water Rights, Parliament Buildings, Victoria, B.C., within thirty days after the first appearance of this notice in a local newspaper. The date of the first publication is December 20, 1926.

JAMES FIELD,
Applicant.

WATER NOTICE.

DIVERSION AND USE.

TAKE NOTICE that Department of Public Works of Canada, whose address is Ottawa, will apply for a licence to take and use 3,000 gallons per day of water out of unnamed stream, which flows eastwardly and drains into Dodge Cove on the east side of Digby Island, B.C. The water will be diverted from the stream at a point about 100 feet west of the northwest corner of Lot 36, subdivision of part of Lot 1993, Range 7, and will be used for domestic purpose upon the land described as Dodge Island. This notice was posted on the ground on the 22nd day of November, 1926. A copy of this notice and an application pursuant thereto and to the "Water Act" will be filed in the office of the Water Recorder at Prince Rupert. Objections to the application may be filed with the said Water Recorder or with the Comptroller of Water Rights, Parliament Buildings, Victoria, B.C., within thirty days after the first appearance of this notice in a local newspaper. The date of the first publication of this notice is November 24, 1926.

DEPARTMENT OF PUBLIC WORKS, CANADA, Applicant.
By J. P. Forde, District Engineer, Agent.

LAND ACT

NOTICE OF INTENTION TO APPLY TO LEASE FORESHORE

In Graham Island, Queen Charlotte Island Land Recording District of Prince Rupert, and situate at Ferguson Bay, Massett Inlet, Graham Island.

TAKE NOTICE that Powell River Company Limited of Vancouver, B.C., occupation Manufacturers, intend to apply for a lease of the following described lands:

Commencing at a post planted at the northeast corner of D.L. 1571; thence westerly, following northern boundary of said Lot to the northwest corner of said Lot; thence westerly, northerly and easterly, following the high tide mark of Ferguson Bay to the extreme easterly point of Echinus Point; thence southeasterly to the point of commencement, and containing 150 acres, more or less.

POWELL RIVER COMPANY, LTD.
Agent, J. Douglas Wilson.
Dated 4th November, 1926

LAND ACT

NOTICE OF INTENTION TO APPLY TO TO PURCHASE LAND

In Prince Rupert Land Recording District of Prince Rupert, and situate on the north shore of the South Arm of Tasoo Harbor, Moresby Island, Queen Charlotte Islands, Province of British Columbia.

TAKE NOTICE that James Field, of Prince Rupert, B.C., occupation Marine Broker, intends to apply for permission to purchase the following described lands:—

Commencing at a post planted on the north shore of South Arm of Tasoo Harbor, Moresby Island, Queen Charlotte Islands, in the Province of British Columbia, about 5 chains from the end of the Government trail; thence 10 chains northeasterly; thence 10 chains northwesterly; thence 10 chains southwesterly; thence 10 chains southeasterly, and containing twenty (20) acres, more or less.

JAMES FIELD,
Applicant.
Dated November 29, 1926.

For Christmas Giving

OUR LARGE AND VARIED STOCK AWAITS YOUR INSPECTION. YOU ARE SURE TO FIND SOMETHING THAT WILL BE

Just the Thing

and at

Montreal Prices

Montreal : Importers

Third Avenue. J. B. Miller, Proprietor.

Amazingly Truthful Reproduction



Making every record do its best. This new Brunswick quickly won the hearts of music lovers everywhere.

The case, too, is beautiful beyond the usual. Come in and say I want to hear the new

Brunswick PHONOGRAPHS AND RECORDS

J. LORNE MacLAREN, Ltd.

Third Avenue, Corner Fifth Street

DEMAND "Rupert Brand" Kippers

"THE DAINTIEST BREAKFAST FOOD."

Smoked Daily by

Canadian Fish & Cold Storage Co., Ltd.

Prince Rupert, B.C.

Advertise in "The Daily News"