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## THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

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

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City Delivery, by mail or carrier, per month \$1.00  
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All advertising should be in The Daily News Office before 4 p.m. on day preceding publication. All advertising received subject to approval.

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DAILY EDITION

Wednesday, April 24, 1926.

### Canadians For Canada Good Doctrine.

The doctrine "Canadians for Canada" is a very good one but whether its use as a slogan will have any material effect on the thought and actions of the people is a different matter. Canada today is being made. Hitherto most of the influences in the making have come from without but today the nation is acquiring a soul and is working from within. It is a happy change and one that will eventually lead to real nationhood. It is a great thing to see the young men and women of today, the sons and daughters of those who came from other countries, taking an interest in national affairs and feeling within them the impetus to self-government.

### Well To Seek Always After The Truth.

It is a good thing during a period of flux, such as the country is at present undergoing, to consider well the truth and falsity of everything we are told. Take as an instance the lecture delivered here the other evening by Walter McRaye. He was rather inclined to strain after effect and to see only one side of the picture. In the matter of "colonials," twenty or thirty years ago his address would have been very appropriate for Canadians were then known as "colonials" to some Old Country people, but today that is all passed. British people do not use the expression any more unless it be, perhaps, a few snobs of the older type who have failed to keep up with the times and who do not count. It is rather the method of the politician to set up idols in order to knock them down, especially when they are unpopular idols. So he set up the idol of "colonialism" and proceeded to throw rocks at it until it fell. It was but a paper doll all the time and not worthy of the eloquence of so good a speaker.

### Immigration And This Country.

Another subject on which any person is bound to get a favorable response is that of immigration. Mr. McRaye said he preferred to make the conditions so good here that those now here could live rather than to bring in immigrants. Of course we all believe in that. If bringing in immigrants made conditions worse we should be the first to oppose it but we do not believe it does. We are inclined to the opinion that bringing more people into the country to fill up the vacant agricultural lands is good for the farmers already here, in that it enables them to market co-operatively and to acquire more of the amenities of life. It is good for the business people and for the railways and other public service corporations. In fact the country benefits from population as long as it is selected carefully, as is being done now. Mr. McRaye's objection was to wholesale immigration of the unfit or unsuited and that was stopped long ago. He set up another idol in order to be able to knock it down. He acknowledged that children of immigrants were able to outclass the children of the older residents yet objected to them coming.

### Thorough Believers In Canadianism.

We are thorough believers in a true Canadianism, established on sound principles but object to having it bolstered by unsound reasoning based on false or misleading statements or insinuations. This country is so wonderful and its people are so full of energy and have such splendid opportunities that it needs no artificial bolstering to make them proud of their country or of their people. We are among the salt of the earth and know it so why talk about it? By all means let us "all be for Canada" and the way to do that is not so much by talking about it as by making our own little bit of Canada the very best we know how. If we did not believe in Canada we should not be here.

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## OLIVER TELLS OF HIS CLAIM

Gives Brief History of Railway Building to Show Why Lands Should be Returned

ADDRESSES ROTARY CLUB

Premier Says Province Paid For Railway in Lands and Also in Share of Cash

NELSON, April 24.—"I am not going to Ottawa to pick a quarrel, not in a hostile spirit, but as friend to friend, neighbor to neighbor, as part of one big Canadian family, saying to the Dominion government that I want you to deal with us with justice and equality, and to co-operate for something which would be of great benefit to all concerned." So stated Premier John Oliver, at the Rotary Club luncheon. He was explaining his mission to Ottawa to confer with the government there, seeking the return of unalienated railway lands in the Peace River block and the Dominion railway belt.

### Basis of Union

Premier Oliver spoke to over 40 Rotary members and guests and his speech was a brief skeleton sketch of the history of the railway construction into British Columbia and the basis of union of British Columbia with the Dominion of Canada.

The premier explained that he was on his way to Ottawa in connection with an application made by the government of British Columbia to the Dominion government to return to the province of British Columbia, the unalienated lands granted to the Dominion government for the purpose of aiding in the construction of the Canadian Pacific railway to the Pacific ocean. For the past five years, he said, he had been carrying on "eight rates" discussions, and while there was a relation between the freight rate issues and his present mission to Ottawa, the relation was somewhat remote.

### Negotiate For Union

The speaker recalled that in 1869 when the Colonial secretary, the Earl of Granville, expressed a desire for British Columbia to join confederation following a conference at Ottawa to negotiate terms for union, the principal item was the construction of the Canadian Pacific railway, undertaken by the Dominion government, and the large grant of lands to be made by the province toward payment for the railroad. When the delegates met at Ottawa, the policy of the then government was that the Canadian Pacific railway should be constructed at the cost of public lands of Canada. Ontario had granted nine million acres and provisions were made that Manitoba and the Northwest Territories should make public land grants in the same ratio. The conference put British Columbia in the same category, but it was stipulated that the British Columbia land grant was not to exceed 20 miles on either side of the railway.

### No Plan for Burden

When the terms of union by which British Columbia entered confederation went to Ottawa, Sir George E. Cartier was in charge. He pointed out that it was not the intention of the Dominion government to add any debt or burden of taxation through the construction of the Canadian Pacific railway. The railway was to be built, only at the cost of the public lands, some of which were to be handed to the railway, and some of which were to be used to raise money through marketing them. Owing to the circumstances arising later that contract with the Canadian Pacific railway was not carried out. Later under the government of Alexander MacKenzie, parts of the railway were under construction.

When Sir John MacDonal was returned the original policy of construction was renewed and a series of resolutions introduced setting out a policy calling for a million acres of public lands to be donated to the government for sale and for the railway company. The railway was to be built at the cost of the public lands. That policy, said Premier Oliver, was the basis of the terms of union and for the construction of the railway.

### Sir Charles Tupper

In 1884 that policy was reiterated by Sir Charles Tupper who explained the contract before the Dominion house. That was the

policy of the government but the results were different. When the contract was made the government entered into contracts for construction from Emory Bar to Kamloops Lake. Other work was entered between Fort William and Winnipeg. In the contract with the present railway the company was to receive 25,000,000 acres, \$25,000,000 in cash, and completed road worth many millions.

Instead of the full cost of the railway being met by the public lands, there was only 25 million acres devoted toward this. Eight million acres of the land was bought back by the Dominion from the Canadian Pacific railway company which received cash. After the resale of land to the government, the company had received altogether net 18,000,000 acres, and cash and completed road to a value of \$75,000,000.

### Contributed Whole Cost

Thus, stated the premier, British Columbia contributed its full quota of lands, had the whole cost been met out of the public lands.

"As there was \$75,000,000 cash put into this road, we in British Columbia have paid, not only in lands, but in cash. We have paid twice for the same thing. That being the case you will agree that British Columbia has a good claim for the return of unalienated lands conveyed to them," said the premier.

In 1880 the Dominion government had demanded a larger additional amount of lands from British Columbia owing to alleged worthless lands in the mountains. In 1884 the provincial government actually conveyed the railway lands and the Peace River block to the Dominion government.

"The complete amount of lands British Columbia was entitled to convey to the government was five million acres. As a matter of fact British Columbia has conveyed 14 1/4 millions of acres, or in excess of nine million acres more than was required to construct the railway on the basis of union," said the speaker.

"I as premier am going to Ottawa to restore these lands to British Columbia," he said.

### P.G.E. Situation

Apart from the railway terms of union there was another factor. It was that, without placing any blame on anyone, the province was in the position today of owning the Pacific Great Eastern. It was in a position of losing two and a half million dollars every year through its operation. That, said the premier, was not the biggest problem British Columbia had to face. The big problem was to get rid of the burden or part of it. Legislation had been brought down at the last session to induce capital to take over the line. For this purpose a grant of 16 million acres of unimproved land was set aside.

### Can Spare The Land

"We can better spare 16 million acres of unimproved land than we can stand the loss of two and a half million dollars yearly," said the premier.

To encourage or induce any body of capitalists to take over and to complete this line into the Peace River country, it was necessary to give a substantial inducement. His plan therefore was to apply to the Dominion government for the restoration of three and a half million acres of land in the Peace River district. This land embraces the largest portion of agricultural land in the Peace River area. The railway line if extended must pass through this block which was of far greater value than the 16 and a half million acres of land to be granted by the government.

## Don't Neglect The Children's Coughs and Colds

Mrs. Wm. W. Card, Bancroft, Ont., writes: "Last winter my three children had very bad colds, and they would cough all night long, which was very annoying to the rest of the family."

"I could get nothing to help them until one night, a friend who was staying with me, advised me to give them



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19-26

### Join With B.C.

The plan had been to induce the Dominion government or the Alberta government to join with British Columbia, to set apart a large area in Alberta, to either the railway companies or a corporation, to accept the land on terms of colonization.

Premier Oliver referred to the unemployment conditions in Great Britain where the government was spending large sums or sustaining a large number of unemployed.

"In Canada there is millions of acres of fertile lands, surely in British Columbia and Alberta and the Dominion, with these opportunities, there is intelligence enough to formulate a scheme to go to the British government and say—You have millions of landless people and we have millions of landless lands."

The premier concluded by his statement that he was not going to pick a quarrel but was going to Ottawa to seek co-operation for the benefit of all concerned.

### FORMER RUPERT MAN BUSY AT VANCOUVER

Harry Atkins Settles Down In Western Suburb and Again Makes Sausages

Harry Atkins, a popular old timer of Rupert who left the city last summer on account of his health, has now taken up his permanent residence in West Vancouver, where he started business a few months ago. Mr. Atkins says there is a very optimistic feeling among West Vancouver people, who expect to do a great deal of business during the tourist season this summer, as hundreds of people rent bungalows for the whole of that time or come over from the city during the week ends. He himself hopes to make "Atkin's famous prime beef sausages" as popular there as he made them in Rupert as only two people in Canada, he and his brother, know the secret of their flavor and manufacture. The recipe has been a family secret for nearly a century, and when Harry came out from the old country he brought it with

## Canadian National Railways

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