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THE DAILY NEWS
PRINCE RUPERT - BRITISH COLUMBIA

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Taxes In Canada And Other Countries.

There's an organization back east that spends its time delving into statistics and sometimes it digs up some interesting things. Some of the members have been hearing politicians during election time tell how heavily Canada was taxed so they set to work and pretty soon they find out exactly how the matter stands.

According to the figures quoted, and there is no reason to believe them untrue, Canadian people pay in taxes, national, provincial and municipal, the sum of \$66.11 a year each. This is less than they pay in the United States, Australia or Great Britain, three countries that are often quoted. People in United States pay \$67.39 each, in Australia \$69.68, and in Great Britain \$97.12.

The difficulty with comparisons in taxation is that some countries collect most of theirs from national taxation, others from provincial or state taxation and again others from municipal taxation. It matters little which way as long as they have to pay. The only fair comparison is a total of all three.

It does not make out, however, less to know that others have to pay more, but it does give us satisfaction to know that all the blue rain talk we have heard is purely piffle.

H. H. Stevens And Smuggling Charges.

Recently Hon. H. H. Stevens of Vancouver made some very wild charges against the customs department of the Dominion Government. He stated that the government was losing thirty million dollars a year from the admission of contraband. This is supposed to all come from the United States. The odd thing is that the total amount of customs duties paid on import of U.S. goods is seventy-five million dollars.

If any person believes that half the goods entering Canada from U.S. are smuggled in, he is indeed credulous. He would believe almost anything. There probably are bad customs officers but not any more in that branch of the public service than in any other.

Dividends Necessary In All Industrial Concerns.

People invest their money in the hope that they may secure dividends. That is the main purpose in all normal investments. If there were no prospective dividends, there would be no investment. It would be better to bury the money in the ground than to lend it and get no return.

Some companies pay high dividends but many pay none. Take the Granby Company as an example. It has paid no dividends for several years. While it is expected that dividend payments will be resumed soon, the loss arising from the lack of dividends for several years will probably never be made up.

Investigate Possibility Of Paying Dividends.

When investing money one of the first things to do is to investigate the possibility of the concern paying dividends. That is true of mining stocks, oil stocks or the more stable industrial concerns. Dividends are necessary to induce investment. If there is no probability of getting dividend returns, better keep the money in the bank. It is safer there.

The average small investor allows himself to be talked into some undertaking that can never pay dividends or where the possibility of payment is very remote. It is useless to warn these people. They will continue to do the same thing over and over again. They will put in money and lose it and then put more cash into other similar concerns. "Once a sucker, always a sucker," is almost an idiom of frenzied finance. All that is needed is a clever salesman and a scheme with plenty of "talking points" but without any shadow of real merit and the suckers bite. And the one great idea behind it all is the desire to get rich quick or to get something for nothing.

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PREMIER STOCK PRICES LOW

Possible Explanation of Situation Given by Financial Post in a Recent Issue

Why does Premier Mines, Portland Canal area, paying 32c a share, par value 81 yielding about 15 per cent., not sell higher? The above question is frequently asked. It is sent to The Financial Post almost weekly by subscribers from different parts of the country says that paper.

The answer has been hard to get but what is said to be the real explanation was recently communicated to The Post by a B.C. mining authority, in a position to know the facts. He says that Guggenheim interests with the support of other large interests in the company are able to control about 51 1/2 per cent of the stock. They do not want the shares to sell high. Premier has had a remarkable dividend record having paid something like 88,000,000 in five years and is now distributing 8 cents per share quarterly, 32 cents a year, involving a distribution of \$400,000 each quarter. Recently the company increased its milling capacity from 150 to 400 tons and increased its power development by two thirds. The company has remarkable high grade ore bodies with a tremendous tonnage of low grade. Our informant says that if the proposition was handled as it might be the company could be distributing now \$750,000 quarterly instead of \$400,000 quarterly. Guggenheims own Tacoma smelter. They need a tremendous tonnage of flux for this smelter. Instead of bringing the milling capacity of the Premier up to the point where it would be capable of treating the tremendous low grade tonnage in the mine they have been shipping \$6 and \$7 ore from the mine at Portland Canal down the Pacific to the Tacoma smelter. When the haulage and smelter charges are paid there is little left for the mine.

Our informant also says that after a recent discovery that a high grade body on B.C. silver dipped into Premier was made, the stock never moved. If it had been any other proposition the stock would have doubled. Seemingly, though, the real reason for the cheapness of the shares is that Guggenheims never wanted the stock high, fearing that if there was a collapse at any time, it would injure their standing in British Columbia.

THE MAN IN THE MOON

OLD Luther Burbank says he loves everybody. Luther should not talk so much.

GOOD tennis players have so much love that they are not susceptible to the darts of the little red cupid.

OTTAWA is a tiresome place, I should think, judging by some of the speeches we read that are made there.

A VILLAGE is a place where your neighbors know a lot more about you than you know yourself.

THERE are the people who do things and the people who talk at public affairs.

THERE'S just one thing wrong with most of us. We spend money faster than we make it.

YOUNG people should be careful how they treat old fools. It's impossible to tell what they may come to.

A FURNACE goes out after it's lit up. That's different from a lot of people I know.

HOTEL ARRIVALS Prince Rupert

D. G. Davidson and H. E. Goulbourn, Vancouver; F. D. Malhers, Prince Rupert; Hon. A. M. Manson, Victoria; G. Adams and A. H. Anderson, Prince George; Mrs. T. Hall, Salvas East; J. Reid and J. Willman, Usk; H. A. McLean, Moose Jaw; R. E. Brophy, Toronto.

Central N. A. Morgan and M. Clark, Vancouver; J. Clavering, Smithers; J. W. Thom and T. Fortin, C.N.R.

WEEK AT THEATRE

Monday and Tuesday Richard Barthelmess in "Shore Leave"
Wednesday and Thursday "The Limited Mail"
Friday and Saturday Harold Lloyd in "Safety Last"

BARTHELMESS HERE TONIGHT IN COMEDY STORY SHORE LEAVE

"Shore Leave," the new Richard Barthelmess production which opens at the Westholme Theatre tonight is a delightful comedy novelty. The picture is based upon the Broadway stage hit by Hubert Osborne, and portrays the romance of a harem-searcem young sailor, "Bilge" Smith, and a little dressmaker, Connie Martin, of a small New England seacoast town.

Connie loses her heart at the chance meeting, but "Bilge," being a job on one of Uncle Sam's battleships, moves on with the battle fleet. Connie is unable to forget the young sailor and she starts out to find him. Connie's quest provides the story of "Shore Leave."

Aside from being a distinct film novelty, "Shore Leave" provides a remarkable comedy characterization for Dick. It has been pronounced one of his best performances, if not his best. This is saying a lot, when his fine characterizations, ranging from the mountain boy of "Tollable David" to the shell-shocked soldier of "The Enchanted Cottage," are considered. Here Barthelmess proves that he is a romantic comedian of striking attainments.

MELODRAMA HERE IN THE LIMITED MAIL MID-WEEK AT THEATRE

Story of Three Hoboes is Filled With Thrills and Tense Situations

The Melodrama, "Limited Mail" coming for the mid-week theatre showing tells the story of three hoboes and their subsequent fortunes. This is the story:

The Limited Mail is roaring through a storm in the Colorado mountains. As it sweeps down the curving roadbed, a terrific landslide catapults tons of dirt across the tracks. Three tramps, seeing the lights of the train high in the hills, know that the passengers face death unless the obstruction is removed. Working with frenzied haste they have the tracks cleared as the train is upon them.

Jim Fowler, the train mail clerk, invites the trio of hoboes aboard the train. One of the three proves to be Bob Snobson, son of wealthy New York parents, who have disowned him because

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Falling in Love

Jim brings Bob with him to his home, and there they find that Jim's wife has died, leaving a baby boy, whom they name Bobbie. The two men agree to bring the youngster up. Bob gets a job as a freight engineer, and for four years enjoys hard work and primitive simplicity. He is falling in love with Caroline Dale, a pretty waitress at a railroad buffet, when the adventures, Jane Gordon, again crosses his path.

Jane's arrival sets him brooding over his misfortunes, so that one night when he is ordered to take out the Limited Mail, he misses a danger signal. The Mail crashes into another train; cars are telescoped and over turned; hundreds of passengers are injured. And Bob's closest friend, Jim Fowler, is killed.

Frenzy of Grief

Bob, taking little Bobbie with him, flees to the mountains in a frenzy of grief. There, in hiding, he watches the Limited Mail tear past on its routine trips. The train tragedy haunts him until he is near madness. Then one day he sees another of the great landslides which menace the train sweep over the tracks. He decides to swim the river to warn the engineer. Little Bobbie tries to follow him and is near drowning. It's a question of saving the kid he loves or saving the passengers. Bob saves the passengers. His heroism is rewarded by a full pardon for the train wreck he caused. One of the tramps of his hobo days has meanwhile saved little Bobbie. And Bob, finding that Caroline still loves him, marries her and sails on a European honeymoon, forgiven by his family.

ENGINEER ARRIVES

H. A. McLean of Moose Jaw, Prince Rupert's new city engineer, arrived in the city on this morning's train to assume his duties with the municipality. He is registered at the Prince Rupert Hotel.

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CANADIAN NATIONAL RAILWAYS

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S.S. PRINCE RUPERT will leave PRINCE RUPERT for VANCOUVER, VICTORIA, SEATTLE and intermediate points each FRIDAY at 9 a.m.

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Sailings from Prince Rupert

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For VANCOUVER, VICTORIA and SEATTLE February 12th, 26th, March 12th

S.S. PRINCESS BEATRICE
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Sailings from Prince Rupert

For VANCOUVER, VICTORIA, Swanson Bay, and Alert Bay, Tuesday, 5 p.m.
For VANCOUVER, VICTORIA, Alert Bay, and Swanson Bay, Saturday, 10 a.m.

For ANYOX, PORT SIMPSON and Naas River Canneries, Thursday p.m.
For PORT SIMPSON, ANYOX, ALICE ARM, STEWART, Sunday, 8 p.m.
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