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THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA.

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PRINCE RUPERT WILL GET ROAD.

Prince Rupert will get its road. The Conservatives, at their convention in Kamloops last fall, approved the project. Now the Liberal convention has gone on record in its favor. No matter who should be in power, both sides are pledged to its construction.

Having the project approved, however, is only a small part of the battle. The big thing now is: How long is it going to take to get it built. Prince Rupert does not want to see a small appropriation made each year, just enough for the government to get by with the excuse that it is implementing its promise. Prince Rupert wants the road built at once so that it will be some use.

It will be necessary for the people of Prince Rupert to keep up the battle to assure that this is done.

JOHN OLIVER IS GREAT PREMIER.

Though no one will deny the good points possessed by his predecessors, it is generally conceded that John Oliver is the greatest premier British Columbia has ever had. Taking premiers of the last two decades or more, one comes to the late lamented Sir Richard McBride, who was affable and astute; Hon. W. J. Bowser, aloof and strong; and Hon. H. C. Brewster, who, unfortunately, was not spared so that his abilities might be put to the test.

John Oliver, old though he may be but none the less able, is one of the brightest figures in Canadian public life today. He has ably led the provincial government for the last ten years. Obtaining his training in the hard school of life, without the advantages afforded by college education and other methods of enlightenment, he is regarded as an expert in matters economic and governmental. But John Oliver, while possessing many other abilities and attributes, above all is a man from the people. His rugged frame has passed and conquered many vicissitudes and, ripened with struggles and experience, he knows what his fellow strugglers want and every act bears earmarks of effort for their benefit.

It is noticeable that his political opponents while, rightly or wrongly, may make charges against his colleagues, have never issued accusation against John Oliver. His honesty and conscientiousness all concede and many pay tribute to.

The presentation made to John Oliver on Friday night by the B.C. Liberal Association was but a small though tangible token of the appreciation in which he is held. His great reward and the gift he will always enjoy is the knowledge that he has worked sincerely and well for British Columbia and that that work is appreciated by his political opponents as well as his supporters.

WHICH CLASS ARE YOU IN?

Few persons enjoy really perfect health, declares Dr. William Everett Musgrave, writing in Hygeia for February. For many generations physicians have divided people into groups according to their state of health. Some of these based on current conditions and knowledge, follows: 1, healthy persons who have no discoverable defects; they constitute the smallest group. 2, persons who think themselves healthy but nevertheless have significant impairments. This group is most in need of examination and treatment and will benefit most from competent health service. 3, Well and near well persons who believe themselves more or less sick. This group, including neurasthenics, hypochondriacs and faddists, are prominent supporters of fakers and are in the vanguard of emotional health innovations of all kinds. 4, Ill persons who refuse to acknowledge the fact. 5, Persons with obstinate or chronic complaints who are inexperienced, careless, easily discouraged or unfortunate in being badly advised. They lose the advantage of early treatment by wasting time on nostrums. 6, The sick. These persons are sick and realize it from their symptoms.

Carrying a big load?

SHREDDED WHEAT

will lighten it by insuring easy digestion and bodily strength-crisp shreds of baked whole wheat

TO INVESTIGATE LOSS OF LIFE IN VANCOUVER

AUTOMOBILE TRAGEDIES IN SOUTHERN CITY TO BE PROBED BY ASSOCIATION

VANCOUVER, March 14. — Losses to life and property in Vancouver and neighboring municipalities during 1926 and the early part of 1927 caused by automobile accidents, will be thoroughly investigated by the Automobile Club of British Columbia, in connection with its study of the widely-advocated compulsory insurance laws, now being introduced all over the continent, it is announced, as part of the club's policy in protecting the motorist as a class from unwise legislation and misdirected public opinion.

From 7,429 accidents reported by the Police Department of Vancouver alone, there was a staggering total of twenty-four deaths and 706 injuries caused by automobiles in 1926, according to information supplied by Ald. F. E. Woodside, Automobile Club director and member of the special investigating committee, who states that many of these cases went without compensation of any kind. This was due, he told the committee at its recent meeting, to the fact that many of these accidents involved drivers who were financially irresponsible.

Some equitable means, the committee believed, might be found to provide an indemnity fund for such cases, without imposing a burden on the already heavily taxed motorist. Only one government has so far adopted a compulsory insurance measure, they pointed out. That was Massachussets, where such a statute went into effect only this year, so that little information was available on the workings of the law.

GETTING INFORMATION

Information on uncompensated losses incurred by accidents, which the committee felt was absolutely essential before an intelligent opinion could be formed on the matter, was almost impossible to obtain from the usual sources. They therefore instructed the research bureau of the Automobile Club, to investigate every traffic accident for the year just closed and for 1927 to date, with a view to ascertaining the total uncompensated damages.

Such a survey, the committee declared at the meeting, would give the correct ratio between the above losses and the cost to motorists under compulsory insurance, a measure very distasteful to many. An alternate proposal finding favor in some parts of the nited States, it appeared, was an indemnity fund collected and administered by the government along the lines of the workman's compensation laws. The latter was advocated chiefly because of its smaller cost and more equitable distribution.

The position of the Automobile Club of British Columbia on this important matter, the investigating committee announces, will not be decided until full data has first been secured and submitted to the provincial directorate.

RUPERT ROAD AT 'FRISCO PARTY

SUGGESTIONS MADE FOR HIGHWAY CONNECTION BETWEEN ALASKA AND SOUTHERN B.C.

Editor, Daily News:

I write you of a social event that may be of interest in Prince Rupert which took place on the evening of March 5 in San Francisco. A surprise party of friends gathered at the home of Captain and Mrs. E. H. Taylor, the occasion being a birthday anniversary of Captain Taylor. Preceding the usual small talk, jokes, jibes, jests and laughter, a delicate and very tasty spread of edibles was laid, of which the company participated with fervor.

After the numerous presents were exhibited, coffee was served and a period of more serious conversation ensued. The talk bore upon Prince Rupert and the North Land. Among the guests was an English lady largely interested in financial investments along the Pacific coast, from Mexico to Juneau, Alaska. In a very graceful manner she led the conversation, on the necessity of public improvements in the North Country, believing the most essential being a paved highway from Ashcroft to Ketchikan, with laterals leading to the respective towns. Several Prince Rupert people were present. Our esteemed hostess (nee Miss Bernice Palmer) became much enthused over the prospect. To abbreviate, the subject became extremely interesting, which resulted in a series of resolutions, suggested by the English lady and unanimously adopted by the twenty-five present.

The resolutions follow:

Whereas that portion of the province of British Columbia lying north of Ashcroft and bearing northwesterly to Ketchikan, is a vast Empire of rich natural resources, the development of which is greatly retarded for the want of a paved public highway; and

Whereas the country being mountainous a public highway would entail a large expenditure of public money; and

Whereas the political weight of the province being in the south, government appropriations are difficult to obtain;

Whereas said highway would prove a great commercial asset to civic, provincial, and federal governments; and

Whereas American Alaska is linked with British Columbia socially, financially and commercially suffering from like highway necessities.

RESOLUTIONS

1. Therefore be it resolved that a preliminary survey be made on the first benches along the route from Hazelton to Ketchikan.

2. Resolved that the expense of the survey be borne by the civic settlements, provincial government and federal government, share and share alike; be it further

3. Resolved that civic bodies raise their proportion of cost of said survey by dances, tea parties, carnivals and sporting incomes, all towns participating simultaneously.

Be it further resolved in order to overcome political opposition—

1. That a public highway district be formed from Ashcroft to the northern boundary of British Columbia and from the Pacific Ocean to Alberta line.

2. That said highway district be bonded for a given period to raise revenue for highway construction.

3. That the provincial government be petitioned to enact a law to form such highway district.

4. That such formed highway district assume the redemption of said bonds, principal and interest at maturity.

5. That said highway district should not be exempt from regular provincial taxes for the government upkeep.

Be it further resolved—

NATIONAL ASSET

1. That such highway will become a great national and provincial asset.

2. That the highway district thus formed would bear one third of cost of construction and upkeep.

3. That the provincial government become liable for one third the cost of construction and upkeep.

4. That the federal government likewise bear one third of cost of construction and maintenance.

Be it further resolved—

1. That a small toll be collected for vehicular traffic to apply to a sinking fund.

2. That a gasoline tax be collected per gallon on all gasoline sold within the highway district.

3. That permanent residents within the district be allowed free vehicular passage in the discharge of their daily duties.

4. It is believed by this small assembly that such highway bonds would meet with active sale in the United States at par.

Be it further resolved—

1. That the civic governments and boards of trade of Northern British Columbia take up this matter with the cities and towns of American Alaska and request them to act likewise.

2. That a copy of the proceedings of this birthday party be forwarded to the Prince Rupert Daily News for publication if they deem the subject matter of sufficient importance.

3. That the Daily News request the publication of same in all papers of Northern British Columbia and American Alaska free of charge.

Your correspondent acted as secretary and forwarded same as advised.

PRINCE RUPERTER.

San Francisco.

Ten Years Ago in Prince Rupert

MARCH 14, 1917.

It is suggested that the Prince Rupert dry dock, which is idle now, might be used for the construction of refrigerator cars. The shortage of these at the present time is adversely affecting halibut fishing.

The Retail Merchants Association, on motion of Martin O'Reilly, seconded by Solomon Mussallem, last night went on record as being opposed to the Wednesday half holiday. The association favors no more than 52 hours work a week for clerks.

A slide near Amsbury blocked the railway yesterday so that the train, due here last evening, did not arrive until 7.30 this morning. A rock hit a freight car just back of the engine and there was general confusion. No one was hurt.

Only Safe way to wash Woollens

One washing with alkali-laden cake soap or chips may ruin your expensive woollens. No need to take chances! Keep them soft, unshrunken, unfaded — prolong their usefulness — by washing them in gentle Lux suds — *always*.

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Never did a Cup of Coffee taste as good as this....

Such a remark is a tribute to any hostess—but it is deserved when coffee is served with Eagle Brand Condensed Milk instead of cream and sugar.

Eagle Brand improves the finest cup of coffee, gives it a richer "body," a delicious mellow flavour, a tempting golden color. Eagle Brand is pure creamy milk, thoroughly blended with granulated sugar. It is not only more satisfactory in coffee than ordinary cream, or top-milk, and sugar, but more economical, as well. It keeps perfectly in the open tin until used. Your grocer can supply you.

An EAGLE BRAND *Recipe*

Cocoanut Macaroons

Melt 2 squares of chocolate and mix well with 1 can of Borden's Eagle Brand Condensed Milk. Add slightly over ½ pound desiccated cocoanut, mix thoroughly and add 1 teaspoonful vanilla. Drop on greased pan 1 teaspoonful at a time, about an inch apart. Bake in a moderate oven until nicely browned. This makes 30 macaroons. Omit chocolate for plain macaroons.

Send for Free Recipe Book

Scores of dainty, appetizing dishes which call for milk and sugar can be made better if Eagle Brand is used.

Write Dept. E. The Borden Co. Limited, Vancouver, for free copy of Eagle Brand Recipe Book.

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Personally Conducted Tours have been arranged this Summer, under the joint supervision of the Canadian National Railways and the Cunard Steamship Company to Great Britain and Europe and return. All transportation, hotel and sight-seeing expenses included in fares. Call at City Ticket Office, Third Avenue, or phone 260, for particulars and descriptive literature.

Advertise in the Daily News.

LAND ACT

NOTICE OF INTENTION TO APPLY TO TO LEASE LAND

In Prince Rupert Land Recording District of Prince Rupert, and situate on the north shore of Crescent Inlet, Moresby Island, Queen Charlotte Islands, in the Province of British Columbia, and being about one and a half miles from the head of the Inlet.

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

Commencing at a post planted on the north shore of Crescent Inlet, about one and a half miles from the head of the Inlet; thence northwesterly 20 chains; thence southwesterly 20 chains; thence southeasterly 20 chains; thence northeasterly 20 chains, and containing forty (40) acres, more or less.

JAMES FIELD, Applicant.

Dated November 27, 1926.

LAND ACT

NOTICE OF INTENTION TO APPLY TO TO LEASE LAND

In Prince Rupert Land Recording District, and situate at Huston Inlet, Queen Charlotte Islands.

TAKE NOTICE that Robert M. Currie, of Vancouver, B.C., occupation fish packer, intends to apply for a lease of the following described lands:—

Commencing at a post planted at northeast corner about 1,000 feet westerly from miners' cabins at head of Huston Inlet; thence westerly 20 chains; thence southerly about 12 chains; thence easterly 20 chains; thence northerly about 12 chains, and containing 24 acres, more or less.

ROBERT M. CURRIE, Applicant

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.

NAVIGABLE WATER PROTECTION ACT,

R.S.C. CHAPTER 115.

MASSETT CANNERS, LIMITED, hereby give notice that it has, under Section Seven of said Act, deposited with the Minister of Public Works at Ottawa, and at the office of the District Registrar of the Land Registry District of Prince Rupert, at Prince Rupert, B.C., a description of the site and plans of the wharf and pier proposed to be built on the Massett Indian Reserve, Number One, on Graham Island, Province of British Columbia.

AND take notice that after the expiration of one month from date of the first publication of this notice, Massett Canners Limited will, under Section Seven of said Act, apply to the Minister of Public Works at his office in the City of Ottawa, for approval of site and plans, and for leave to construct said wharf and pier.

DATED at Prince Rupert this 26th day of February, 1927.

MASSETT CANNERS, LIMITED,
By its Solicitors,
Williams, Manson & Gonzales.

MINERAL ACT

CERTIFICATE OF IMPROVEMENTS NOTICE

Juanita, Aryox, Granby, Alamo, Rodeo, Pinto, Wann Fractional No. 2, and Monte Fractional Mineral Claims, situate in the Atlin Mining Division of Cassiar District. Where located:—On Wann River, Taku Arm of Tagish Lake.

TAKE NOTICE that I, Charles V. Bob, Free Miner's Certificate No. 89768, intend, 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 claim.

And further take notice that action, under section 86, must be commenced before the issue of such Certificate of Improvements.

Dated this 1st day of January, A.D. 1927

H. McN. FRASER, Agent.

LAND ACT,

NOTICE OF INTENTION TO APPLY TO PURCHASE LAND

TAKE NOTICE THAT I, Arthur Robertson, Massett, B.C., occupation Millman, intend to apply for permission to purchase the following described land:

Commencing at northeast corner of Lot 1965, Q.C.I. District; thence south fifty chains; thence east forty chains; thence north to shore; thence following highwater mark to point of commencement, containing one hundred acres, more or less.

Located this 30th day of December, 1926.

ARTHUR ROBERTSON.

"Demers"

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