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Skin diseases yield to "Sootha-Salva".

50c. package FREE.

Go to your druggist to-day. Get a box of this marvellous ointment. One soothing, cooling application and you will feel and see the difference. Sootha Salva is made from the personal prescription of the famous physician who produced Fruit-a-tives, the fruit medicine that all Canada has relied on for the past 25 years. All forms of skin affections—eczema—boils—piles—ulcers—or eruptions of any kind will heal and disappear under its wonderful influence.

We have supplied certain leading druggists with a limited number of packages of Sootha Salva to be given free, while they last, to any purchaser of a 50c. box of Fruit-a-tives. Sootha Salva may be just the remedy you need. Do not delay. Take this opportunity to try it. Skin diseases are not only unsightly and uncomfortable, but dangerous.

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THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

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ARE CANADIANS LOST IN SOUTH

Question Asked by Writer in Prince Edward Islands Newspaper

Concluding an article in the Campbelltown Graphic on "Boston, Canada's Eastern Metropolis," Gregory Clark says:

The simile of the Scotchman invading London is a very good one, particularly in applied to the maritime provinces and Boston. Whether the British races are to predominate in America in the long run is a question full of the meat of debate. Until Canada reaches a stage of development equal to the States, it stands to reason that she will continue to lose a very large number of her finest men (and their best girls). Take the case of the scientists and doctors. Canada is steadily losing to America a number of the most promising of her young doctors who have distinguished themselves in research. In America they have colossal foundations for scientific research, hospitals and clinics offering far greater scope for research. It is not in the general good—Canada's as well as the United States and all the world's—that these men take their work where they can do it best? Or is the mean and petty interpretation of their migration the better one—that they have followed the dollar?

Young maritimers find themselves in the limited field of the maritime provinces developed into high-class salesmen or expert bankers oh skilled mechanics or anything eles. Should they wait for development of the country or should they move on to make way for further development of their own kind?

FRANCE AND GERMANY

Surely if over a period of centuries the people of France had peacefully invaded Germany and the people of Germany had peacefully invaded France, the late war would have been improbable.

"In New Hampshire and Vermont," said the manager of one of the big hotels, "in many parts of the New England states, you will find as lively an interest in Canadian affairs as you will find in plenty of parts of Ontario or Quebec. The increasing population of Canadians in the United States has created an international feeling probably unparalleled anywhere else in the world. The fact that the entire border from the Atlantic to the head of the Great Lakes is now wet, on the Canadian side, will definitely result, I am certain, that tens of thousands of well-to-do Americans will now establish summer residences, permanently, in Canada. They and their families will spend three to four months of the year in Canada.

CANADA SO BUSY

"Canada is so busy with the physical development of her resources she has not yet the need of the educated and professional classes she is capable of developing. They will come to us.

"I think British relations will be so established, in twenty-five years, by these two factors, one social and one economic, that it will simply mark the birth of a new decisive era in the history fr the world."

This hotel manager is unfortunately, not a Canadian. But he talks like a typical Bostoner, with a wide view.

Do Canadians who go to the States remain Canadians?

No, the large majority of them take out their American passes. Business laws force them to, even if they were not inclined. But so kindly is the regard of the New Englander towards Canadians that few of them fail to preserve adequate marks of their nationality. The Canadians in Boston all support most effectively the already emphatic pro-British bias of that city.

"Shall I send it?" asked the salesgirl in one of the Boston department stores, as we purchased a gift.

"No, we're from Canada. Too far."

"I'm from Canada, too!" exclaimed the girl, delightedly. "Several of us right here are from Canada!"

There was the air of the conquerer about her. It was as if the store were hers.

It is a pity to lose them. But are they lost?

Are Scotchmen lost when they go down and acquire the Bank of England?

SOME HOWLERS FROM GRAMMAR SCHOOLS

An English Boy Declared Hindenburg Was First to Fly Atlantic

LONDON, Dec. 9.—(By the Canadian Press).—The headmaster of the well-known Brighton Grammar School has revealed the following "howlers" perpetrated by some of his scholars.

Hindenburg: The first person to fly the Atlantic.

Blackmail: Robbing postmen. What you pay to get back your lost property.

Black Rod: What "The Head" uses.

Asked how many people had swum the Channel, one boy wrote: "That's what we want to know." Another boy wrote: "A channel swimmer generally begins near Cologne, and finishes somewhere in the middle of the channel."

Another schoolmaster furnishes a scholars' translation of "Malitia non est jocus": it is no joke to be in the militia.

The ideal inside overcoat

SHREDDED WHEAT

Keeps you warm and healthy
Packed with energy-high in calories
Delicious any way ... any meal

SCHOOL REPORT FOR NOVEMBER

At the regular monthly meeting of the school board held last night in the city council chamber, H. B. Rochester presiding, reports were submitted by the various school principals as follows:

At Booth Memorial Miss Mercer reported 434 attending, 238 boys, 196 girls; percentage of attendance, 94.39, with Div. II. getting 97.56. Money banked by the pupils amounted to $88. A request was made for a set of Dent's History readers for the use of the school.

At Borden Street Miss Mills reported 324 pupils of which 157 were boys and 167 girls: the average percentage was 95.3 with grade 3 highest. She asked that the walk be repaired.

For Seal Cove, Mrs. Lizney reported 60 in attendance, 29 boys and 31 girls.

At Westview Miss Hallowell had 23 pupils, 11 boys and 12 girls. She reported some sickness during the month but improved conditions in the school due to the new stove. She thanked the board for providing a piano and chairman Rochester suggested that possibly the instrument might be purchased. At present it was rented for three months with an option to purchase.

Principal Peddle for the High School reported 157 in attendance of which 66 are boys and 91 girls. The percentage of attendance was 96.16. In the provincial stenographer's examination two out of the three successful local students were from the High School. He complained of too many cases of tardiness.

ORANGEMEN HOLD WHIST AND DANCE

Metropole Hall Scene of Gay Party Last Evening

L.O.L. No. 2310 held a most successful whist drive and dance in the Metropole Hall last evening. The hall was gaily decorated for the occasion with bunting and lodge colors of orange and purple. The winners at whist were: Ladies' first, Mrs. Moorehouse; ladies' consolation, Miss B. McKenzie; gentlemen's first, P. Rogers; gentlemen's second, Mr. Freebourg.

After the company had partaken of the good things supplied by Mrs. Cox, Mrs. Houston, and Mrs. Leek, dancing commenced and was continued until the early hours of the morning. During the dance Miss B. McKenzie was invited to draw the winner of the five dollar gold piece, and being all that a dutiful daughter should be, she drew for her father, Duncan McKenzie, the winning No. 9.

J. A. Teng, acted as M.C. and W. Cameron was on duty at the door. Music was supplied by Mrs. Ponder's orchestra. Similar entertainments will be held during the winter months.

LOCAL SURVIVORS OF DISASTER AT HALIFAX

Tenth Anniversary Recalls Disaster to Mind—Prince Rupert Girl Saved Sister and Brother

Survivors in Prince Rupert this week recall the catastrophe just ten years ago when the city of Halifax, Nova Scotia, was laid waste and upwards of 2,000 persons killed as a result of an explosion following the collision of munition laden ships in the harbor of that port.

Among the local survivors are Chief Petty Officer and Mrs. George J. Dawes of Royal Canadian Naval Volunteer Reserve headquarters; Mr. and Mrs. R. V. G. LePine and Miss Evelyn Rice. The last-mentioned saved the lives of her younger brother and sister but her mother was killed.

NO THOROUGHFARE AT BOOTH SCHOOL

Superintendent of Education Backs up School Board in Position Taken

At the monthly meeting of the school board held last night a letter was read from S. J. Willis, superintendent of education, informing the board that under the School Act they had full charge of the school grounds and neither the city council or anyone else had any right to trespass thereon.

Chairman Rochester said that if necessary they would fence the grounds at Booth School to prevent a thoroughfare being made through them. He suggested that it would have cost the city only half as much to make a temporary walk on Fifth Avenue as it would to erect poles for light as suggested.

THREE TEAMS TIED FOR LEADERSHIP OF MEN'S WHIST LEAGUE

Prince Rupert Whist League results last night were as follows:

Seal Cove 6, Knights of Pythias 3.

Sons of Canada 7, St. George's 2.

St. Andrew's 5, Grotto 4.

Moose 6, I.O.O.F. 3.

League Table

	W.	L.	Pts.
Grotto	5	2	5
Sons of Canada	5	2	5
Moose	5	2	5
Seal Cove	4	3	4
Knights of Pythias	3	4	3
I.O.O.F.	3	4	3
St. Andrew's	3	4	3
St. George's	0	7	0

DOMINION SHOULD TAKE OVER P.G.E. AND BUILD TO PEACE RIVER COUNTRY

(continued from page one)

Pacific was made a part of the agreement and passed by the legisature then in session. It provided that the line was to be completed by 1915 from North Vancouver to Fort George, and the Grand Trunk was given an option to purchase the line. The contractors undertook the work and the Province gave their guarantee on the strength of the agreement with the Grand Trunk Pacific.

The boom reached its apex and deflation followed. In 1914 Foley, Welsh & Stewart asked for further assistance and another guarantee of $7,000 a mile was given as well as an extension of the number of miles, and the authority was given to construct the road to the Peace River and complete it by 1917.

In order that they might understand what was in the public mind, Mr. Pattullo read an extract from a speech of Sir Richarfid McBride in which the Premier of that time said: "The Pacific Great Eastern will be at once brought into touch with the national transcontinental. If there was nothing else to justify the building of this road to Vancouver than the construction of the national transcontinental, I think that circumstance in itself would be ample; and when we couple with the fact the wondrous wealth of the intervening territory that lies between Prince George and the city of Vancouver, we have such a complete and fascinating story that it would be difficult indeed for any person interested in the province to refrain from going into ecstacies over the possibilities of development.

"Reference to the provincial acts of 1912 will show that there is an agreement drawn up by the attorney general of British Columbia, which provides that all traffic of the Grand Trunk Pacific from Moncton to Fort George and from intervening points destined for Vancouver will reach the commercial metropolis of the country over the lines of the Pacific Great Eastern."

Subsequently untoward events happened, said Mr. Pattullo. The war came on and deflation continued, the administration changed and eventually the line was taken over by the provincial government in its unfinished state. In that action the government of the day was supported by the opposition. The Province then spent several millions on the road before the Grand Trunk Pacific and Canadian Northern went into liquidation and were taken over by the Canadian Government and fused in the Canadian National, thus giving the C.N. the right to enter Vancouver and the need of the P.G.E. had passed.

WORK ABANDONED

Governments exist from the support of the majority in the legislature. Strenuous opposition to completing the railway developed and pessimistic reports began to come in. Investigation was made by three eminent men of the resources of the country around the P.G.E. and the line. The reports were not very flattering and as a result the Government decided not to continue any further extension at that time.

Mr. Pattullo said he personally wanted to see the matter cleaned up. Several years ago he had made two separate trips to the Old Country in regard to financing the scheme and he found the people intensely interested but the Lloyd George government was tottering and it was followed by a labor government there, so nothing was done.

Alberta had a similar problem. With all the interests involved no person knew what the solution might be. They had had many interviews with the Governments and the railways concerned. They had seen the federal government and the government of Alberta. The Prime Minister recently announced that, failing all other plans, the line would be completed by the provincial government.

HYPOTHETICAL CASE

Mr. Pattullo expressed the opinion that the sooner the line was opened up the better it would be for Prince Rupert. He asked them to put themselves in the place of those who had counted on the railway going through. If at the time of the collapse of the G.T.P. the line had been built to Hazelton only, and the Government had refused to carry it through, how would that have affected Prince Rupert? That is what had happened on the P.G.E. The line did not reach Prince George and it did not go into the Peace River country where numerous settlers had gone ahead believing that the railway would be built. He believed it was their duty to come through like men and build the railway, if no one else could be induced to do it. They had to stay with the line until a solution was reached. The Government would support the Dominion in taking over the provincial lines. Their aim was to get out on as favorable conditions as possible.

Mr. Pattullo said he understood the people here were agitated as to what was to happen. He commended the restraint of the people in regard to this question but now they could not evade the issue. The best route had not yet been determined. He suggested that whatever was done would be on the basis of opening up "the largest territory possible."

In regard to the position of Prince Rupert, the minister said he was not as worried as a great many people in regard to possible loss of traffic from the Peace River. Naturally people here wanted as much as possible benefit from the railway. He reminded the people that there were seven million acres of agricultural land tributary to this port and any move to open it up would be of benefit. The agricultural possibilities of the interior were increasing. He spoke of the Prince George pulp and paper proposals and the reason for delay in regard thereto. There was also room for another paper mill between that point and Prince Rupert and yet another here.

Mr. Pattullo said he thought the people here could rest contented in regard to the P.G.E. He noticed there was a proposal for a new province but he had not seen any suggestion of his getting a cabinet position in its government, he facetiously remarked. He suggested that the people here should not get excited but keep a watching brief.

A perfect figure eight—A perfect figure three
A perfect Rye Whiskey—Seagram's 83.

HERE is a whiskey, smooth, mellow and full-flavored, made from selected grains and the purest of spring water. "Seagram's 83" is aged and mellowed in individual oak casks, and over the capsule of each bottle you will find the Dominion Government Seal guaranteeing its age.

SEAGRAM'S 83 Rye Whiskey

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Ten Years Ago in Prince Rupert

G. W. Morrow, on behalf of Col. C. W. Peck, federal election candidate, addressed a meeting of fishermen last night. Bob Hanna presided.

A. E. Wright and his brother, R. M. Wright, sailed by the Princess Mary today for the south. The former is going to Toronto and the latter to Victoria.

There are a large number of candidates seeking election to the native council at Port Simpson.

Mrs. M. A. Dupuis of Haysport is a visitor in the city, having arrived on yesterday afternoon's train.

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