

THE DAILY NEWS
PRINCE RUPERT - BRITISH COLUMBIA

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MAIL SERVICE ON RAILWAY

The decision of the post office department not to give a railway baggage car service daily to Prince Rupert is much to be regretted. While it is getting a little late for the commencing of a service this year it is to be hoped sufficient influence will be brought to bear before another season to have the daily service established.

The letter of the deputy minister is a very lame one, especially that part in which he says he cannot give the service here because other places would ask for it. It might be well to draw the attention of the deputy postmaster general to the fact that this is the biggest city west of Edmonton and north of Vancouver and because it is granted a privilege is no argument in favor of granting the same privilege to Shames or Hagwilget.

The person who talks a lot has no opportunity of acquiring knowledge. The person who learns is the one who listens, provided he associates with the right kind of people.

PLENTY OF FALSE PROPHETS

There are plenty of false prophets in the world today just as there were half a century ago. It was rather less than that when the Canadian Pacific Railway Company was formed and they asked for money to enable them to build the road. Naturally the scheme was much discussed in London at the time and one London paper, a weekly which bore the significant title of "Truth," published the following:

The Canadian Pacific Railway Company has begun to launch its bonds. This railway, if it be ever finished, will run through a country frost-bound for seven or eight months of the year, and will connect with the eastern part of the Dominion a province which embraces about as forbidding country as any on the face of the earth. British Columbia is a barren, cold mountain country, that is not worth keeping. It would never have been inhabited at all unless by trappers of the Hudson Bay Company, had the "gold-fever" not taken a party of mining adventurers there. Fifty railroads would not galvanize it into prosperity. The much-touted Manitoba settlement will not hold out many years. The people who have gone there cannot stand the coldness of the winters. Men and cattle are frozen to death in numbers that would astonish the intending settler if he knew; and those who are not killed outright are often maimed for life by frost-bites.

The longer the vacation the more difficult it is to get back to work.

INTOLERANCE EVERYWHERE

The value of tolerance is implied in an editorial article written by a Jewish editor recently in the "Toronto Daily Hebrew Journal" in part as follows:

The whole of the American, as well as the Canadian press, is now talking about Henry Ford's recantation. But what about the other big and little Henry Fords that are so plentiful everywhere, the other prominent and obscure men of his calibre who harbor prejudices and enmity toward all who are different from them? One is a Jew, hence they have no use for him. Another likes spaghetti—that is an unpardonable vice. A third man speaks French, it being his mother tongue—that cherished habit is hurtful to his communal standing. Here and there lone voices are raised in behalf of tolerance. But throughout the land there nevertheless reigns animosity to men of different speech, religion and culture—an animosity which gains expression in so many different ways.

In the days of Moses people worshipped the golden calf but today they worship the silken calf.

EASY TO WIN, HARD TO LOSE

A lot of people make very good winners but poor losers. If they win they are all smiles and make themselves pleasant to everyone but let them be on the losing side and they immediately begin to show their objectionable qualities. They not only fail to see any enjoyment in the contest in which they have been interested but they make life unpleasant for everyone around. That is the opposite to good sportsmanship.

Your troubles double in importance every time you tell them to your neighbor.

A good motto for a worshipper at the shrine of Bacchus is "Be sure you're tight, then go to bed."

To Obtain Relief From Neuritis

The nervous system must be thoroughly restored. Here is a case which illustrates this point.

The twitching of nerves and muscles warned Mrs. Mapletoft of the exhausted condition of her nervous system. She also had frequent nervous headaches and persistent neuritis in her right side. Only temporary relief can come from external applications for neuritis. To really get rid of the cause of trouble it is necessary to thoroughly restore the exhausted nerves by the persistent use of Dr. Chase's Nerve Food.
Mrs. Wm. Mapletoft, Mount Forest, Ont., writes:—
"For about three years I suffered from neuritis in my right side. I had pains through my back and

twitching of the nerves and muscles. I had also been operated on for appendicitis, and it left me a nervous wreck. I was very restless and uneasy, and bothered with frequent neuritic headaches. My appetite was poor and I sometimes took weak spells. I commenced a treatment of Dr. Chase's Nerve Food and in a very short time I found relief. This medicine has done me the world of good and I can recommend it to all suffering as I was."
Dr. Chase's Nerve Food—60c. per box, all dealers, or The Dr. A. W. Chase Medicine Co., Limited, Toronto, Canada.

AIR FORCE OF BRITAIN SEEN

Defence of London and Rescue Party is Illustrated in Manoeuvres

GREAT GUN POWER SHOWN

Features of Strength Developed by Various Kings of Flying Machines

LONDON, July 27.—The eighth Royal Air Force display, the greatest of its kind in the world, approached this year an effective realism not hitherto attempted in its two set-pieces. Just as each preceding display has been notable for the emphasis laid on some aspect of air power, so this year the outstanding pictures were those of Home Defence and Empire Protection.

This year, under the guidance of Air-Marshal Sir John Salmond, the two set-pieces, while maintaining and even accentuating the spectacular note, had a definite lesson for the people of the Empire. The guarding of the heart of the Empire from hostile air attack and the power to watch over and, if necessary, protect the scattered hands of Britons working on the frontiers of Empire are matters of vital concern, and the two short spectacles which showed the defeat of a bombing raid on London and the rescue by aircraft of a white population from the fury of a barbarian mob sum up in their swift progress of manoeuvre and counter-manoeuve practically all the highly skilled and more serious military flying.

SWIFT CLIMBING

The air battle for the safety of London took place at an altitude within the view of the spectator on the ground, but an earlier event, in which four single-seater fighters attempted to out-climb each other in the space of 15 minutes, was an epitome of one essential of the defending air-craft. Every one of the fighter squadrons, which, with the yearly growth of the Royal Air Force, are ringing London with their protective power, must be able in that 15 minutes to climb three miles and more into the sky. The air battle itself demonstrated how valuable are ascendancy in speed and rate of climb, and how necessary are quickness of manoeuvre and ease of control if a determined enemy in close formation is to be forced to relinquish its purpose.

GREAT GUN POWER

Equally the other side of the picture was seen, in the efforts of twin-engined and single-engined machines, each in their respective formations, to maintain themselves as a close-knit mass and by combined gunfire beat off the faster fighters while forcing their way on to the objective for their bombs. The heavy twin-engined bombers, weighing seven tons, are not so defenceless as their bulk and comparative slowness of movement may suggest; keen observers with glasses were able to note that a forward gunner sweeps the whole air ahead and at an angle of 90 degrees of each side of the centre line of the machine; another gunner at the rear covers the sky above and all round behind the main planes; and when glasses are focused just underneath the fuselage in rear of the wings a third gun will be seen fired by a man lying prone and able to ward off aircraft seeking to rise under the tail of the machine and pump lead into the pilot's cockpit. Thus the lack of speed of manoeuvre of the big bomber is balanced by multiplicity of gun-power.

Further, when it is realized that, with two objects flying at over 100 miles an hour on divergent courses, effective range is limited to about 500 yards, and the available time in which to get a fixed gun single-seater fighter into position to take aim at the relatively small vital spots, to fire, and to swing away again before crashing into the object aimed at is a matter of four seconds, the magnitude of the problem of utilizing the aeroplane as a weapon will be appreciated.

OBJECT OF FORMATION

The object of the attacking formation was to remain a closely knit force. The fighters, on the other hand, by repeatedly diving in formations hope to break the regularity of the enemy's grouping, chase a machine to comparative isolation, and then shoot it down by sheer superiority of machine-guns directed from different angles.

After the clash of battle to save "London" the rescue of a white population from a savage race unprovided with aircraft may seem a simple matter, but, if the need for high performance and quick manoeuvre sinks into relative insignificance, other qualities of long endurance, extreme reliability, and ability to fly for considerable periods hundreds of miles from any organized base assume the greatest importance. Therefore a new type, of which a few examples were seen in the parade of experimental aircraft, is being evolved. It has been called the general purpose machine, and robust construction, simplicity of engine design, and the reduction of every possible source of trouble to the minimum are the first requirements; rather than extreme speed. It must be greyhound and cart-horse combined, able to fly off with guns and bombs, to nip in the bud the raids of a turbulent border tribe, and equally able to lead itself with spares and equipment.

This type is as yet only under trial and has not been supplied to overseas units. Its need was illustrated in one of the pageant's episodes. Gun fire and bombing from the air set up a barrage between the hostile tribe and the white man fleeing for safety to the open country; food, water and ammunition was

brought by air to the refugees. Their striking power in co-operation with the army was shown when large twin-engined aeroplanes arrived with armed infantry, light guns, and supplies for employment in a country supposed to be miles from any base.
23 INFANTRYMEN
Great Britain alone of the nations has produced aircraft of the type of the Vickers Victoria, which can carry 23 infantrymen with their full equipment and rifles, together with water, food and medical supplies. Smaller machines of the same type holding up to 12 men were used as far back as 1923 in an actual case of necessity, removing 200 men from inaccessible spots in Iraq to the base hospital in Baghdad in less than five days.

The great importance of these carriers is obvious. Five of them can carry 100 men with full equipment and stores, hundreds of miles away from a base in a few hours, and by means of their use much economy in men and material should be effected.
A SAFE WAGER.
Solicitor (in a London court)—I understood you had only three children, not four.
The Mother.—You are wrong. You can always bet on the mother knowing.
—Tri-Bits.
"How did your little boy enjoy his visit to the circus?"
"Oh, he was highly delighted. A monkey offered him a peanut."—Strand.

SEA CADETS WERE HOME TO FRIENDS

The Sea Cadets were at home on Sunday last to their parents and friends. They had a splendid time. The most surprising feature for the parents was the development that their young hopefuls have made in the capacity of putting away the estates. It was hoped to put on a display for the parents and the friends but the cadets found it so difficult to restrain their guests that the afternoon resolved itself into a general festival of fun with everybody very happy.
Transportation was provided by J. E. Boddie, Dr. J. P. Cade, D. Stewart, C. Elkin and C. S. Obata. On the lake the sea cadets provided the sea transportation in the launch loaned by the city council.
Altogether the eighty persons will remember the day as one of the best of this year, and when the camp breaks up on Saturday it will be with regrets that the boys will return to their homes in the city. Their first camp has been an unmitigated success.

Spring Time Is CELERY KING Time

Brew a cup of this fine old vegetable tonic. It is all the spring medicine you need. It drives out winter's poisons, improves the appetite and makes you feel better right away. CELERY KING is good for the whole family. At drugists, 50c & 60c.

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Table listing car models and prices: Coupe \$930, Sedan [2 Door] \$950, Sport Roadster Passenger \$930, Sport Cabriolet Passenger \$990, Landau Sedan \$1055, De Luxe Landau Sedan \$1155, Panel Delivery \$965.

Prices at Factory, Oshawa, Ontario.

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