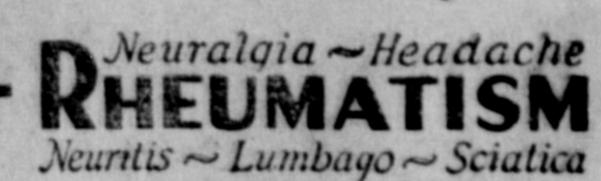
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ment of Rheumatic and Neuritic Pain. If you read our booklet carefully you will understand why the T-R-C's treatment is so successful. But wouldn't it be better to know how successful T-R-C's can be by using them for your own Paine Get a 50c or \$1 box from your druggist, or send 10c for booklet and generous trial to Templetons "K", Toronto 2.

THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA.

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DAILY EDITION.



Saturday, Feb. 19, 1927

ANOTHER FINE FEDERAL BUDGET.

Following its splendid predecessor of 1926, another fine budget has been presented by Hon. James A. Robb, minister of finance, railways, a considerable proportion to federal parliament. There have been a number of causes to prevent even more far reaching changes than have been presented but, frozen asset. under the circumstances, it may even be wondered how the minister did as well as he has. The affairs of the Dominion are in splendid condition and capable management during the past four or five mit that something should be done to years is now beginning to bring forth a gratifying harvest in tax simplify our entire railway structure. relief for the people and healthy national standing.

The most gratifying and generally beneficial provisions of the new budget will, of course, be the reduction in sales and income tax investigation into the railways systems but there will also be great relief from the increasing of the stamp exemption, flat rate on checks and abolition of the tax on overdrafts and advances. With two successive budgets such as these survey both of the Canadian Pacific and promises of even greater reductions within the next few years, Rallway and of the component parts of the time is almost in sight when taxation, as far as the Dominion is the Grand Trunk Railway, now the naconcerned, will be back to the low level which prevailed before the tional system. Recommendations were

These reliefs from Ottawa will call for similar reductions in the provinces. British Columbia has taken its first step but there is much more to be done along this line. The present government in the province has indicated its intentions and, given the opportunity, will undoubtedly carry them out.

FAITH IS LIFE'S STAFF.

mind.

Faith is the staff upon which lean those who do not know. To such, remove faith and there would be chaos.

It is faith that makes governments stable; faith that makes paper money on a par with gold; faith that enables the world to do business on credit; faith that persuades one to trust banks with one's the House of Commons, and the house money. The child, having everything yet to learn, believes every of Thornton. There is no control whatthing it is told and thinks its parents omniscient. Denied faith, it ever over the president of the Canadian

If men were cattle, without the capacity to reason, they might live and die content without either faith or knowledge. Some do. But it is inevitable that those endowed with reason should speculate I should like to ask the minister this concerning the unknown, and equally inevitable that ignorance should inspire dread.

This dread of the unknown, among primitive people, expresses direct? The list of the directors has itself in superstitions, and superstitions fill the future with terrors the appearance to me more of a Liberal and the present with follies. Faith and superstition have little in election executive or a Liberal campaign common, for superstition has to do with fears, and faith has to do fund committee: certainly, in my opinion with hope. Superstition is an enemy of truth but faith should not be.

One form of superstition is the fear that to examine or question one's beliefs shows lack of faith. How can one have faith in out something about the system and to that which will not bear scrutinizing and analysis? True faith must get some definite information as to how rest on the conviction that all truth is good; that truth alone is it is being operated and what are the worthy of one's faith.

To have faith is but to accept facts in advance of proof or dis- board of directors. While I am a supcovery.

PRESBYTERIAN CHURCH MAKES GOOD CHOICE.

The selection by the First Presbyterian Church here of Rev. no politics in the administration of the J. R. Frizell as its pastor should prove a happy one. Coming to the railway. I say there is politics in it: city with high testimonials and already proven ability, Mr. Frizell there is a good deal of politics in con- prepare plans for the erection of the should be able to capably lead a congregation which has been having its own troubles since the departure of the former pastor, Rev. Hugh R. Grant, With an impressive and clever minister, the church should now enter upon an era of spiritual progress in its fine new home.

For Winter Vitality

gives that extra energy for long, cold, busy days

INTERESTING IF NOT ILLUMINATING VOCIFERATIONS WHEN RAILWAY HEAD IS UNDER FIRE

Hot words of interest if not of very illuminating or informative nature were spoken in the House of Commons at Ottawa last week when T. L. Church, Conservative member for Toronto, launched a bitter attack against Sir Henry Thornton, president of the Canadaian National Railways, to which Hon. Charles A. Dunning, minister of railways, made able reply.

Here are some excerpts from the Hansard record of the debate on the \$31.-000,000 C.N.R. appropriation:

Mr. Church: The resolution under consideration involves an expenditure of \$31,000,000 and if during the coming twelve months the members of this House find that agreements have been made, title deeds given, and rights of way, conferred in regard to which they know nothing then they can only blame themselves, because if any hon, gentleman wants information concerning any these questions or this system, this is the time now to ask for it.

I am a supporter of public ownership but I believe in the right kind of public ownership. I do not want to see public ownership in Canada repudiated because of mistakes made in the administration of our national railway system in regard to either capital or maintenance. The minister of railways (Mr. Dunning) has should follow my example. They would made a statement touching the situation. surely get the wonderful relief I did."but it seems to me that the whole of Mrs. Onesime Godin, Paquetville, N.B. sent moment discussing. No. 372, as well bowels, "Fruit-a-tives" is a great help to the pass system. The hon, member for as the following resolution with refer- women at this trying stage of life. "Fruitence to the merchant marine, is about a-tives" is a same medicine. It acts in a the "deadheads" railway. I call it the as illuminating as are some of the talks natural way because it is made of intensiof Sir Henry Thornton over the radio: the one contains about as much information as the other.

With all due respect to the board of directors, I would point out to the mindepartment of railways the sum of \$2. 000,000,000 has been expended on our which outlay constitutes nothing but

RECOMMENDATIONS IGNORED

The balance is not guaranteed. I sub-What is parliament for? What is the railway commission for? We had an of Canada in 1917 by Sir Henry Drayton. A. H. Smith and Mr. Acworth, and large sum of money was invested in made by these experts to parliament, and ton, a supposed American lawyer. it was urged by those who knew what they were talking about that no new branch lines should be built without a special report to parliament by the railway commission. That recommendation has been absolutely ignored. Sir Henry Thornton is a law to himself and pays no attention whatever to the railway Instead of these matters being decided by parliament, consisting of the Governor General and the two houses, we seem to have for the disposition of railway questions a fourth House namely the Governor General, the Senate, would believe nothing not experienced or reasoned out in its own. National Railway system. He is a law

to himself over parliament. Is parliament going to serve merely as a rubber stamp for the president and directors of the Canadian National system? question: Do the board of directors hold meetings, and what and whom do they at any rate, they do not know enough about the administration of a two billion dollar property. We want to find functions of Sir Henry Thornton and the porter of the Canadian National system I am bound to say that in my opinion it is not properly administered today and we are losing a lot of business in consequence. We are told that there is railways in the district I come from.

it will be used. In 1921 the people of out what salaries are paid to them in which they had been and were being impossible to get a Canadian or treated by the Grand Trunk Railway that they made a vigorous protest. Some \$122,000,000 in cash and \$23,000,000 \$24,000,000 in credit of the old Grand Trunk Railway had been taken and spent in connection with the Grand Trunk Pacific and that system became bankrupt. Those who built the Grand Trunk Pacific Railway were altogether too impatient to foist that expenditure upon the people of this country. The Liberals could not wait, and we had this white

elephant forced upon us.

G.T.P. WHITE ELEPHANT The Grand Trunk Railway were partners with the government of Canada in the building of the Grand Trunk Pacific and then they wanted to hand back to the country the Grand Trunk Pacific. that white elephant, although the Grand Trunk were responsible for the construction of it.

The report of the railway department

WOMEN APPROACHING

WHAT MRS. GODIN SAYS ABOUT "FRUIT-A-TIVES"



MRS. O. GODIN.

Mrs. Godin's letter is of particular interest to women approaching middle-life. It

"I am giving this testimonial hoping will benefit every woman suffering as I did at the change of life. I was obliged to go to bed, had terrible dizziness and pain, and felt extremely weak. 'Fruit-atives' were really a God-send to me. Now I am in perfect health. Every woman fresh fruit juices combined with tonics. Let "Fruit-a-tives" help you, too.

ister that according to the returns of the rafers to the fact that a committee has been appointed each session for the past three or four years, known as the committee on railways and shipping, to over these estimates both for capital expenditure and maintenance and see what should be done with them. Well. what kind of a committee is it? It is simply a board of strategy for, Sir Henry Thornton and the National Railways to whitewash their proceedings and pull the wool over parliament's eyes. I have come to that opinion because I have tended meetings of the committee, a ports. Attempts were made on floor of the House to elicit information as to what Sir Henry Thornton was doing. For example questions were asked as to the identity of a certain Mr. Gas-

> this gentleman was not a lawyer at all but a graduate of the Yale law school. He was invited to come over to Canada which, it seems, is a happy hunting ground for Sir Henry Thornton's friends. It was announced in the Canadian press that Sir Henry Thornton had engaged his own staff to prepare plans for a hotel at Vancouver. He is very fond of going to the United States to get men to fill positions in connection with the National Railways. There is no position in this country that a Canadian cannot occupy, yet when it comes to filling places on the Canadian National system American citizens are favored brought over. They are now filling the highest positions on the National sys tem, even the executive offices. Som of the American occupants of positions call themselves vice-presidents, but the fact that they do that does not make them vice-presidents in reality; a lot of these high officials do ot know any more about railways than I do. There is no use disguising the act that the Canadian National Railway system is a sort of happy hunting ground for Americans. In the House of Commons an hon member from the Maritin he Mr. Gaston to whom I referred, and what his duties were. The minister replied that it was not in the public indisclosed. We have an "Alphonso" in Sir Henry Thornton and know his salary but | Commencing at a post planted on the

HOTEL ARCHITECT

No sooner was Sir Henry Thornton back from his honeymoon than he appointed his father-in-law as architect to nection with the administration of the Canadian National hotel in Vancouver city. Some fifteen or sixteen gentlemen So far as this particular vote of \$31,- from the United States have been ap- NOTICE OF INTENTION TO APPLY 000,000 is concerned, I do not propose pointed to fill good positions in conas a representative of the people to vote nection with the Canadian National for it until I know for what purposes Railways, but it is impossible to find Ontario were so disgusted with the way what their duties are. It seems to be

Pork & Beans

Pork and Beans at their best. Nutritious, delicious and economical. Tomato, Chili or Plain Sauces.

W. CLARK Limited, Montreal "Let the Clark Kitchens Help You" 18-27 British subject to fill any of these posi-

The minister of railways is responsible to the people of this country for what is going on. I do not blame the minister altogether, he has always been willing to give the House any information that he possibly could; but as a Canadian I object to Sir Henry Thorntonism. any many other of his "isms," which he has forced upon this unwilling country. The administration of Sir Henry Thornton's system is not what it should be. and he is losing business today. He seems to take a leaf out of the book of the Canadian Pacific. When I had a cheap fare bill before this parliament three years ago, who appeared before the railway committee to oppose it? The National Railways with their directors and a whole carload of lawyers. That particular bill proposed to renew cheap fares as they existed before the war for the farming community for holidays and week ends. It was supported by the municipalities, by different public organizations, by the working classes through their organizations known as the labor councils of this country. The bill proposed to restore to the people single fares on holidays and week ends and special excursions and all that kind of thing. The British railways have again adopted in the ordinary course that principle as a matter of good railway business; the United States railways have done the same; but this national system had to wait for the bill to be prepared and then helped to defeat the bill. When the bill was defeated many sporting organizations throughout the country, instead of travelling on the National Railways now use motor busses in order to go to Hamilton, Guelph, Niagara, the Muskoka district and so on,

lowing to the high railway rates. Another abuse which I brought up before the committee was the abuse of Fort William (Mr. Magion) called this "deadheads" railway also here tonight because that is exactly what it is. Start today. 25c and 50c a box, every- travel on the system myself and it is appalling to see the large number of cople who have passes or travel in private cars. I do not know where they get them, but the receipts have been depleted by the way in which the system (continued on page four'



TIMBER SALE X6830

Sewell Inlet. Q.C.I.

Two (2) years will be allowed for re-

Further particulars of the Chief For-It was admitted in the committee that ester. Victoria, B.C., or District Forester rince Rupert, B.C.

LAND ACT NOTICE OF INTENTION TO APPLY T TO PURCHASE LAND

In Prince Rupert Land Recording Dis-Pasoo Harbor, Moresby Island, Queen Charlotte Islands, Province

TAKE NOTICE that James Field, o Prince Rupert, B.C., occupation Marine Broker, intends to apply for permission purchase the following described

Commencing at a post planted on the

JAMES FIELD. Applicant

NOTICE OF INTENTION TO APPLY T TO LEASE LAND

LAND ACT

In Prince Rupert Land Recording Dis-Moresby Island, Queen Charlotte Islands the Province of British Columbia, and

TAKE NOTICE that James Field, of Prince Rupert, B.C., occupation Marine the following described lands: north shore of Crescent Inlet, about Inlet; thence northwesterly 20 chains: thence southwesterly 20 chains; thence southeasterly 20 chains; thence northeasterly 20 chains, and containing forty

JAMES FIELD. Applicant Dated November 27, 1926.

LAND ACT.

TO LEASE LAND.

trict of Prince Rupert, and situate at Nesto Inlet, Queen Charlotte Islands TAKE NOTICE that John Dybhavn, of Prince Rupert, B.C., occupation manager, Commencing at a post planted on the south side of Nesto Inlet, about one north 6 chains to shore; thence east 16 chains, more or less, following the shore

In Prince Rupert Land Recording Dis-

JOHN DYBHAVN. Dated November 23, 1926

line to point of commencement, and

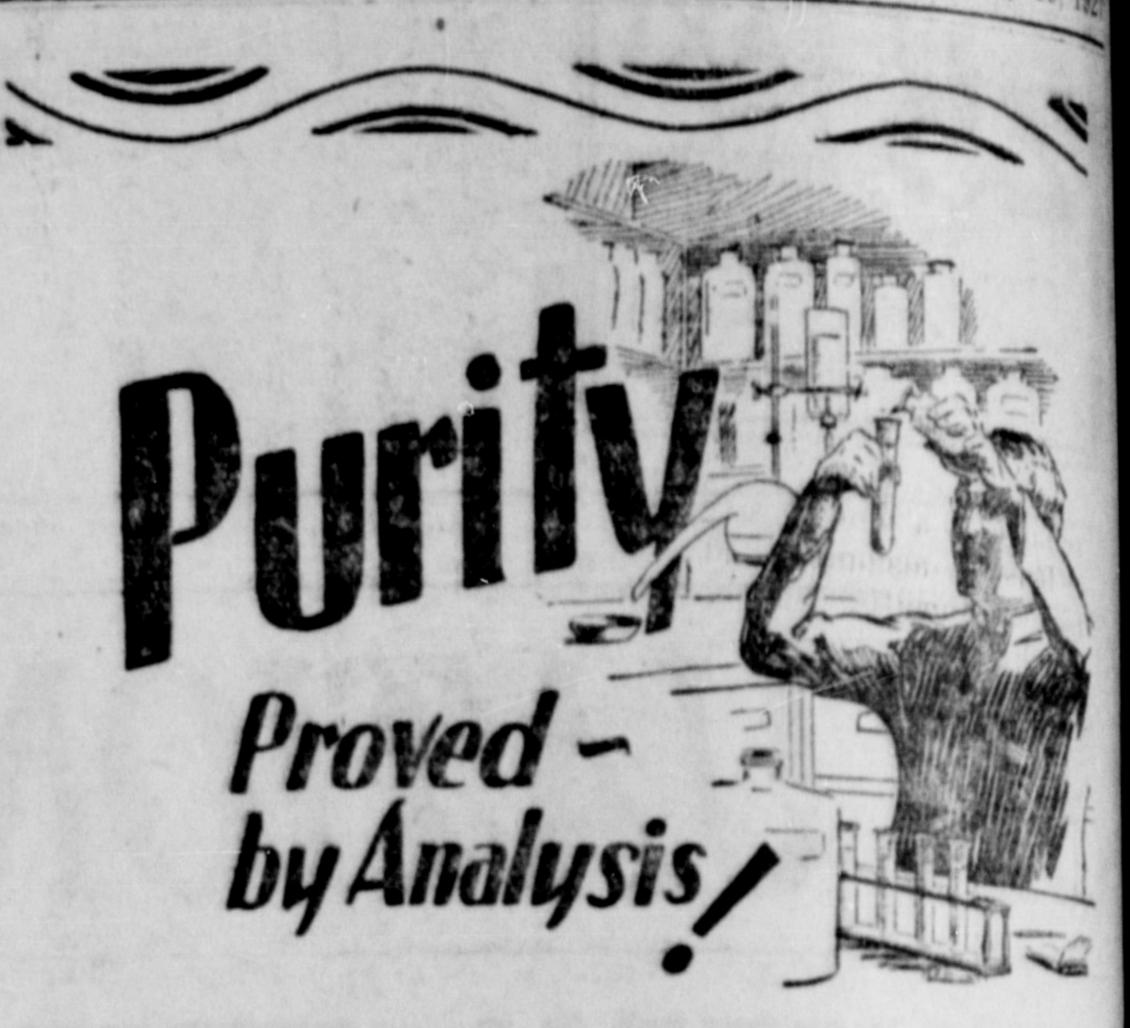
LAND ACT.

containing 7 acres, more or less

NOTICE OF INTENTION TO APPLY TO Charlotte Islands PURCHASE LAND

TAKE NOTICE THAT I. Arthur Robert- Commissioner of Lands for a licence intend to apply for permission to pur- acres of land bounded as follows: chase the following described land:

Located this 30th day of December, ARTHUR ROBERTSON.



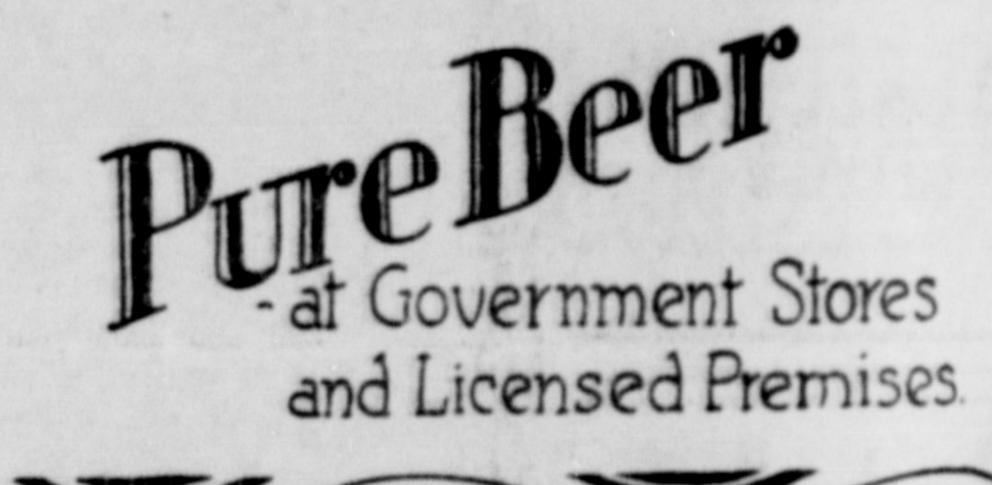
THE finest malted grains and hops brewed with the most scientific care in five modern plants go to make the pure beer consumed by the people of British Columbia. Then the Amalgamated Breweries continuously call upon independent firms of chemists of reputation for independent analysis. These analyses PROVE the purity and quality of British Columbia beers and its fullest maturity.

LIERE is an extract from the last analysis of Amalgamated Brewing beer made by the firm of McDonald and McDonald, analytical chemists of Vancouver:

"All three samples had a sparkling brightness and a substantial foam remaining on the glass for a considerable time. Each had a refreshing aroma and an agreeably bitter hop taste. The analysis shows conclusively that all three samples are pure and wholesome beverages. The high Extract, low Acidity, high Nitrogenous Matter, substantial Ash and Phosphoric Acid contents are absolute evidence of the good, wholesome quality of these beers, proving them to be pure Malt Beverages, The analysis of these samples of beer is very similar to that of the best European varieties.'

> McDonald & McDonald, (Signed) A. W. Satterfield, Chemist.

N the Amalgamated Breweries are associated Vancouver Breweries Ltd., Rainier Brewing Co. of Canada Ltd. Westminster Brewery Ltd., Silver Spring Brewery Ltd., and Victoria Phoenia Brewing Co. Ltd.



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LAND ACT

Skeena Land District, District of Queen TAKE NOTICE that sixty days after date, I intend to apply to the Chief

son, Massett, B.C., occupation Millman, prospect for coal and petroleum over 640 Commencing at a post planted at the Commencing at northeast corner of southwest corner of Section 36. Town-Lot 1965, Q.C.I. District; thence south ship 3, Graham Island, and marked fifty chains; thence east forty chains; "A.J.G.'s southwest corner"; thence east thence north to shore; thence following 80 chains; thence north 80 chains; thence highwater mark to point of commence- west 80 chains; thence south 80 chains ment, containing one hundred acres, to point of commencement, being Section 36, Township 3, Graham Island, B.C.

A. J. GORDON, Locator. Dated December 17, 1926.

Smith Block Phone 575