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## STEEPLECHASE FRIDAY NEXT

GRAND NATIONAL TO BE RUN AT  
LIVERPOOL WITH HALF A HUN-  
DRED ENTRIES.

UNCERTAIN AS EVER

Any One of a Dozen Horses Picked to  
Win Great Classic Race

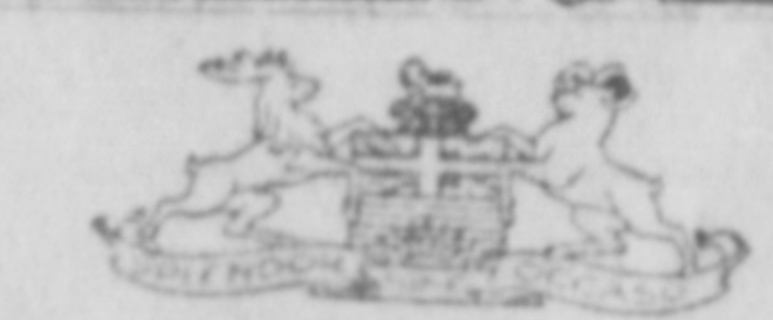
LIVERPOOL, March 28.—Steeplechasing is traditionally uncertain and the Grand National, greatest contest of this kind in the world, has a long record of "upsets" in form and of heart-breaking mishaps to favorite candidates. This year's Grand National, to be run over the historic old Aintree course on Friday, March 30, is more uncertain than ever. The entry is the largest in the history of the race, which goes back to 1839, and there is no dominant contender or popular favorite.

Upwards of half a hundred horses will face the barrier and essay the gruelling four and a half mile course, with its deadly fences and dangerous water jumps. More than 100 horses were entered, a record nomination, and 96 accepted the weights. Out of this entry, which of course includes many horses with only a remote chance of completing the course, the sport-loving public of Britain is trying to "pick a winner."

The Grand National, which has no rival anywhere in the world, has gripped the imagination fully as strongly as any previous National and a record attendance may result. This world seaport is converted into one great hive of speculation on the identity of the horse who will triumph in a classic test of stamina.

LINER TO BE HELD

Most of the spectators will not be able to tell one entry from another, especially when they are well away on the grind. But it is the race, not the horses, that matters to the average man. Hundreds of special trains are being run and a great liner's sailing



TIMBER SALE X9786

Sealed Tenders will be received by the Minister of Lands at Victoria, B.C., not later than noon on the 23rd day of April, 1928, for the purchase of Licence X9786, to cut 3,120,000 F.B.M. of Balsam, Hemlock, Spruce and Cedar on an area situated on Roscoe Inlet, mouth of Neota River, Range 3, Coast District. Three (3) years will be allowed for removal of timber.

Further particulars of the Chief Forester, Victoria, B.C., or District Forester, Prince Rupert, B.C.

TIMBER SALE X9957

Sealed Tenders will be received by the Minister of Lands at Victoria, B.C., not later than noon on the 2nd day of April, 1928, for the purchase of Licence X9957, to cut 209,295 lineal feet of Cedar poles and piling on an area situated on Lot 424, Kumsis Slough, Queen Charlotte Islands Land District.

Two (2) years will be allowed for removal of timber.

Further particulars of the Chief Forester, Victoria, B.C., or District Forester, Prince Rupert, B.C.

TIMBER SALE X6731

There will be offered for sale by Public Auction at the office of District Forester, Prince Rupert, B.C., at noon on April 12th, 1928, the Licence X6731, Outwash Bay, Musell Inlet, C.R. 3, to cut 749,000 feet board measure of Spruce, Cedar, Hemlock and Balsam sawlogs. Provisions anyone unable to attend the Auction in person may submit a sealed tender to be opened at the hour of auction and treated as one bid.

Three years will be allowed for removal of this timber.

Further particulars of the Chief Forester, Victoria, B.C., or District Forester, Prince Rupert, B.C.

NOTICE TO CONTRACTORS

Sealed Tenders, endorsed "Tender for Shingling Provincial Government Wharf Warehouse," will be received by the undersigned up to noon of Tuesday, March 27, 1928.

Specifications, Contract and Form of Tender may be obtained at the office of the District Engineer, Court House, Prince Rupert.

The successful tenderer will be called on to deposit with the Honourable the Minister of Public Works, an accepted cheque equal to ten per cent (10%) of the total amount of his tender. Tenders will not be considered unless made out on the forms supplied, signed with the actual signature of the tenderer, and enclosed in the envelopes furnished.

The lowest or any tender not necessarily accepted.

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## WHAT I MIGHT HAVE BEEN

As Told to Harold C. Burr  
By PAUL WHITEMAN



PAUL WHITEMAN  
"I might have been a mechanic with a union card."

"I HAVE been a mechanic with a union card and everything. I like to take things apart and assemble them again, especially automobiles. After I get through I don't have a nut left over, either. That proves I'm a good mechanic."

"But I can't claim any inventions. The nearest I came to that sort of fame was out in my home town of Denver, Col., when I was a youngster. I set up a water motor to run my mother's sewing machine."

"Even today anything that runs rhythmically I can sit and watch for hours. I've been known to install a miniature engine on the table of my dressing room to kill the waits-between-performances."

"In our family there was a musical tradition I was bound to uphold. My mother was a singer. Before her marriage my sister did concert work, and for a great many years my father was supervisor of music in the Denver public schools."

"Yet, after all, the rhythm in machinery and music are akin. Always it is sounds that convey to our brain when things are wrong. It's our ear that detects alike the discord of an orchestra and the knock in an automobile. That's why so many musicians are mechanically inclined."

"I received some practical mechanical training first. We had a dirt track in Denver, and the crews used to stop off and race their cars around it. I got a job as a mechanic. And right here I want to throttle a libel that's been going the rounds of irresponsible gossip. It's to the effect that a couple of spills changed my mind about becoming a daredevil driver. I did not throw up that hazardous profession as alleged, to get into something safe like taxi driving."

"The chauffeur's place came through pull. Sitting beside the Clock That Never Runs Down was a mild and harmless occupation then. I'll concede to my critic. The taxi bandit hadn't been glorified. I went to work for one of my college chums whose father gave him a checkbook, and the boy started a taxicab company with it. I guess he was tired of looking a meter in the face."

"It wasn't a lark for me but a genuine grind. I learned a lot that theretofore I hadn't known—about the night life

from the Mersey will be delayed some hours in order that its passengers may see the race.

The fascination lies in the efforts of a wonderfully-conditioned, nervously-tense field of thoroughbreds and the ominous threat of the fences and water jumps, which have no duplicates. Becher's Brook and the Canal Turn, as always, will take their toll of unlucky runners and the multitude will gasp at the stumbles and the hairbreadth escapes of the riders of unfortunate mounts from the thudding hoofs of more successful competitors.

When it is all over—the actual running takes only a few minutes—prizes of more value than at any time in the race's history will be divided. Thanks to the record entry, the value of this year's National will be very close to \$60,000.

FRANCE AND U.S.

The United States has sent Billy Barton, steeplechase idol of Maryland, and France has sent among many others The Coyote, a renowned jumper on continental tracks. But the experts as the race nears have dropped Billy Barton from "contention," because of his very disappointing record in the National trial races held at various courses. The Coyote is admittedly a real threat to the British owners, but more reliance is placed on the veteran "leapers" who have proved their mettle in various Nationals.

Amberwave, Lady Helen McCallmont's ten-year-old horse, rules more or less favorite at odds of around nine to one against. The other most prominent candidates are Lady Partridge's Sprig, winner last year; Bovril Third, who ran third last year; Master Billie, who has had much National experience, and Easter Here, just transferred to W. P. Draper, American turfman, for \$50,000. Jack Horner, winner for a United States owner in 1926, is not generally favored to repeat and various other candidates at one time well supported have fallen into disfavor on their showing in the trials. At least a dozen others, however, stand a good chance of winning, by all accounts.

LAST YEAR'S WINNERS

Those who watched with delight Mrs. Partridge's horse win the race last year scan with misgiving the weight table for the present Grand National. Sprig is right at the top with the punishing poundage of 175 lbs. He shares this doubtful distinction with Bright's Boy, English veteran owned by Stephen Sanford of the United States. Bright's Boy has a good National record.

Amberwave is to carry 167 pounds, the same as The Coyote. Veterans like Mount Etna, Trump Card, Ruddyglow, Great Span and Thrown In are to carry heavy imposts while Bovril Third gets by with 154 and Billy Barton with 151. Master Billie is comparatively lightly handicapped with 148. The bulk of the remainder are at lower poundage with a good score of hopefuls grouped on the bottom rung at 140 pounds. One of these—there are good horses even at the bottom—may win. Stranger things have happened in the Grand National.

of a city.  
"After I quit chaperoning that commercial gasoline beetle around the streets I went to the other extreme—I got into a symphony orchestra. But that didn't last long. Music with a hop to it was coming into vogue, and in San Francisco, I got a job jazzing."

"But the leader said I didn't bang it out loud enough to suit him and I was fired. Noise was his idea of syncopation. Mine was different. So I organized my own orchestra, and we were engaged by a Los Angeles hotel, doubling with my band as a movie extra on occasion."

"No, there's nothing I want to be. I was born lucky and it seems to be keeping up. But there is something I like to do. I like to get out in the sticks and tip off the youngsters coming up how to get on in this profession. That's the only ambition I have now."

Tomorrow—William T. Tilden, 2d  
Copyright by Public Ledger.

## SPORT CHAT

Preparations are already under way for the forthcoming summer outdoor sporting season in Prince Rupert. Annual meetings of the Canadian National and Prince Rupert Tennis Clubs have already been held and play will start in full swing in the very near future. Various organizations which will figure on the football and baseball fields this season are looking out for players and the annual meetings of the two Associations should be held before long. Plenty of material seems to be available and the prospect is that the season in the various lines of outdoor sport should be as successful as any that have gone before.

Joe Wright, Jr., of Toronto, champion single sculler, and Jack Guest, who will be his partner in the doubles event in the Olympic sports, will leave Canada for England on June 9. Both will compete in the Diamond Sculls in the famous English Henley, in which event Wright was finalist last year. The man making the better showing in the English regatta will represent Canada in the Olympic singles, only one entry from each country being accepted.

Bert Morgan's average per innings in the junior billiard game Monday night was 3.6 and Macdonald's, 2.6. The time of the game was 1 hour and 25 minutes. Ben Self was referee, F. Joslin marker and Jack May, scorer. Joe Brown's average was 3.5 and Beesley's, 3.2, the time of the game being one hour and twenty minutes. J. Hillman was referee, F. G. Pyle scorer and F. Joslin, marker. The draw for the second round in the junior series is as follows: Bert Morgan vs. Joe Brown.

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Jack May vs. Ben Self.

## MAKES MONEY ON ELEVATOR

K. A. BLATCHFORD AND ASSOCIATES  
NEVER OPERATED BUT MAKE  
BIG PROFIT

EDMONTON, March 27.—Ex-Mayor K. A. Blatchford, M.P., spread sunshine last Tuesday at the winding up meeting of the British and Oriental Grain Company. This company was formed, by Mr. Blatchford some two years ago for the purpose of leasing the Woodward Elevator from the Vancouver Harbor Board. Owing to a dispute with the Harbor Commissioners, Blatchford lost the lease, which was later given to the United Grain Growers Limited.

The British and Oriental Grain Company, through its solicitor, G. G. McGeer, K.C., then entered action for damages against the Vancouver Harbor Commissioners. Recently a friendly settlement was arranged for \$139,000.00.

The total expenses of the company after effecting the settlement are said to have amounted to \$68,500, which left, however, a profit of \$64,500.

The shareholders of the company consisted of K. A. Blatchford, M.P., Senator P. E. Lessard, Col. J. K. Cornwall, Stanley Tobin, ex-M.P., and A. Boileau, all of Edmonton. The shareholders are said to have put up only \$100 each to form the company, which never operated owing to the cancellation of the lease.

On the basis of an equal division of the profits, each shareholder receives the handsome sum of \$12,900.

J. B. Lambert, assistant district engineer for the federal department of public works, was a passenger aboard the Camosun yesterday returning south following a trip to Stewart and Alice Arm on official duties. The government float at the latter point recently drifted loose and arrangements have now been made to repair it.

W. A. Talbot, assistant district engineer for the provincial department of public works with headquarters at Anxox, arrived in the city from the smelter town on the Camosun yesterday afternoon.

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