Our
Cleaning
Prices

On and after Feb. 1st, 1928
Suits steamed and pressed ..... 75¢
Suits cleaned and pressed $2.00
Coat and vest $1.25
Trousers ..... 75¢
Trousers, white $1,00
Overcoats, steamed and pressed ..... 75¢
Overcoats, cleaned and pressed $1.75
Trench Overcoats .. $2.50
Raincoats $2.00
Fancy Vests ..... 50¢
Boys' Suits $1.00
Caps ..... 35¢
Silk Shirts ..... 75¢
Mufflers ..... 25¢
Ties ..... 15¢
Sweater Coats ..... 75¢

Pioneer Laundry
(1921) Ltd.
Phone — 118

Prices at Prince Rupert of the New
Chevrolet

Light Delivery Chassis $631.00
1-1½ Ton Truck Chassis $800.00
Roadster $808.00
Roadster Delivery $808.00
Touring $808.00
Coupe $931.00
Coach $931.00
Sedan $1030.00
Cabriolet $1030.00
Imperial Landau $1086.00

Front Bumper and Rear Bumperettes standard equipment on all Passenger Models.
Disc Wheels Standard equipment on Imperial and Cabriolet only. On other models $30.00 extra.
Spare Tire and Tube, $19.00 extra.

Kaien Garage
Phone 52

Trappers!

Are you getting enough for your fur? If not, come to Goldbloom. Just now we want mink, marten, ermine, coyote, wolf, foxes of all kinds, and lynx.

We have large orders from manufacturers in the East, and if we cannot fill them we lose our bonus. We pay top prices for everything.

If you have a large lot, wire me and I shall call personally. Remember, if you want a square deal sell to

Goldbloom
"The Trappers' Friend."
Second Avenue

OUR GREAT
CLOSING
out
SALE
of
MEN'S AND BOYS' CLOTHING AND FURNISHINGS
is still on
Montreal Importers
Third Avenue
J. B. Miller, Proprietor

STEVENS GIVES LONDON SPEECH

Objects to "Equality of Status" But Welcomes Exchange of Ambassadors With U.S.

LONDON, Feb. 23.—Speaking at the National Liberal Club, at the invitation of the Foreign and Colonial Affairs Sub-Committee, Hon. H. H. Stevens, member for Vancouver and minister of trade and commerce in Mr. Meighen's government, took for his subject "Empire Foreign Policy as viewed by a Canadian." In the course of a brilliant and closely-reasoned address, he discussed the various implications arising out of the conclusions of the last imperial conference, and in particular cited Mr. Baldwin's utterances on the needs and necessities of closer inter-imperial communication in foreign affairs.

By a curious stroke of anticipation, Mr. Stevens seized upon and denounced the very phrase, "equality of status," which his leader, R. B. Bennett, was almost at the same hour challenging on the floor of the House at Ottawa.

Mr. Stevens was at his happiest in stressing the importance of Canada as an interpreter of British opinion to the United States, and claimed that Canada understood the psychology of the American far better than did Great Britain. He cited the Alaskan Boundary and the Behring Sea disputes as occasions when, had Canada been given power to act in her own behalf, she might have concluded more equitable settlements. It was for that reason that he, the speaker, welcomed the appointment of a Canadian ambassador to Washington, particularly in view of such delicate and difficult questions as the diversion by the city of Chicago of the waters of Lake Superior, and the St. Lawrence waterway scheme, which would come up for direct negotiation between Canada and the U.S.A. in the near future.

In conclusion, among other questions, Mr. Stevens touched on the right of British Columbia to restrict the immigration of Orientals and Asiatics, and explained how vital the matter was to the destinies of the white race on the Pacific coast. The Agent-General for British Columbia, F. A. Pauline, and the secretary to the office of the agent general, W. A. McAdam, were among those present.

J. C. Brady has been appointed to the committee on standing orders and Marine and Fisheries at Ottawa.

NOTICE.

TAKE NOTICE that an application will be made to the Parliament of Canada at the next session thereof for an act.

1. For the incorporation of a company to be known as The Alberta, Peace River and Pacific Railway Company, or such other name as may be given, to construct and operate a railway as follows:—

(a) Commencing at a point at or near the City of Lethbridge; thence in a Westerly direction to a point at or near the Town of McLeod; thence Westerly and Northerly in a direction generally parallel to the Calgary and McLeod Branch of the Canadian Pacific Railway to a point at or near the City of Calgary; thence Northerly and West of the Calgary and Edmonton railway to a point at or near Lacombe; thence Northerly to a point at or near the City of Edmonton.

(b) From a point at or near the City of Edmonton by the most feasible route to and along the right bank of the Simonette River to a crossing of the Smoky River near its junction with the Wapiti River at or near Bezanson to the Town of Grande Prairie in the Province of Alberta; thence South Westerly through the Monkman Pass to a point at or near Aleza Lake on the Canadian National Railway to the Province of British Columbia.

(d) From a point at or near Grande Prairie in a North Westerly direction to a point at or near Pouce Coupe and from a point at or near Pouce Coupe in a North Westerly direction to a point at or near Hudson's Hope on the Peace River; thence in a general South Westerly and Westerly direction and North Westerly by the most feasible route through the Pine Pass to a point at or near the Town of Stewart in the Province of British Columbia at the head of Portland Canal.

(d) From a point at or near Hudson's Hope crossing Peace River in a general Easterly direction to a point at or near Whitelaw; thence in a Northerly direction to a point at or near Fort Vermilion and thence Northerly and Westerly to the right bank of the Hay River at or near its intersection with the Northern boundary of the Province of Alberta.

The said railways being declared to be for the general benefit of Canada.

2. To authorize the said Company to construct wharves, docks and hotels and to own and operate vessels and to collect charges on telegraph and telephone messages of the public, to file upon and acquire water power sites and to generate electric and other energy and to dispose of the surplus from and collect charges therefor.

3. To authorize the said Company to issue securities in respect of the said line of railway to an amount not exceeding Forty Thousand ($40,000.00) Dollars per mile for the prairie sections, and not exceeding Sixty-five Thousand ($65,000.00) Dollars for the mountain section.

DATED at the City of Edmonton, in the Province of Alberta, this 4th day of January, A.D. 1928.

(Signed) J. STEWART CLARK.
On behalf of the Applicants,
c-o Ewing, Harvie & Bury,
Barristers, Solicitors, etc.,
Offices: Bank of Toronto Bldg.,
Edmonton, Alberta,
Canada.

"GOVERNMENT LIQUOR ACT"

NOTICE OF APPLICATION FOR BEER LICENCE

Notice is hereby given that on the 16th day of March next the undersigned intends to apply to the Liquor Control Board for a licence in respect to premises being part of the building known as "Hotel Massett" situate on Lot Eight (8), Block Fourteen (14), Plan D.L. 7, Massett Townsite, Town of Massett, Queen Charlotte Islands, Prince Rupert Land Registration District in the Province of British Columbia, for the sale of beer by the glass or by the open bottle for consumption on the premises.

DATED at Prince Rupert, B.C., this 15th day of February, 1928.

GORDON B. DAVIES,
Applicant.

"More Bread and Better Bread"
PURITY FLOUR
"The quality is always the same
BRACKMAN-KER MILLING CO. LTD. DISTRIBUTORS FOR B.C.

Liberal Industrial Inquiry in England Issues Lengthy Report and Makes Number of Suggestions

Wealth of Country at Present Not Well Distributed and Broadening of Ownership Suggested: Would Reduce Outlay of War Departments

LONDON, February 23.—Admitting that the wealth of the country is at present ill-distributed, the remedy for this, it is urged, is not public ownership but popular ownership and a number of plans for the broadening of ownership are suggested in the report of the Liberal Industrial Inquiry just made public here.

The committee also suggests the saving of £40,000,000 (approximately $200,000,000) on the war departments but in other departments the amount of practicable economy is not large.

Among members of the committee are W. T. Layton (chairman), Lloyd George, Herbert Samuel, Sir John Simon, E. D. Simon (vice-chairman), E. H. Gilpin, H. D. Henderson, Philip Kerr, J. M. Keynes, the late C. F. G. Masterman, Ramsay Muir, H. L. Nathan, B. S. Rowntree.

In addition to the members of this executive committee a number of employers, trade unionists, and industrial and financial experts have been at work on the various committees which have studied various parts of the wide field covered by the inquiry during the last eighteen months.

At the outset it is declared that in spite of the great advances which have been made under the system of private enterprise existing institutions fall far short of satisfying the tests of justice and efficiency. They fall partly because of the economic difficulties which have followed the war, but also, and perhaps even in larger measure, because of defects of long standing in the industrial system.

Points from the report, with the chief recommendations are set out below:—

HOME DEVELOPMENT

Industrial revival may require a migration of labor from the threatened export industries.

We need a program of national development, aided by capital normally devoted to foreign investment, which by providing employment would at the same time enlarge the demand for commodities by the working population.

It is a fallacy to assume that the national wealth is more truly increased if the fruits of British savings embodied in British labor are used to embellish the city of Rio deJaneiro than if they are employed to demolish the slums of South London or to build motor-roads through the Midlands.

A special effort is needed to secure internationally the removal of all trade barriers.

OVERHAULING INDUSTRY

Individualism versus Socialism is now largely an obsolete issue. As it is, private enterprise has been replaced by public concerns in a field of activity represented by a capital of no less than £2,500,000,000.

The immediate problem is to overhaul the running of existing public concerns, to make them lively and efficient.

This should be done by the transfer of public undertakings to specialised bodies, in regard to which the public authorities concerned should act in the capacity of shareholders, and by the adoption of more practical methods of recruitment for their staff.

COMPANY DEFECTS

Over the rest of the field of large-scale production which is in the hands of ordinary joint-stock companies, the control of shareholders has become largely nominal, especially where there is diffused ownership.

A sense of greater public responsibility needs to be created by reform of the Company Acts, which would impose greater publicity, and by measures for ensuring greater efficiency in the directorates.

"We do not hope to protect the born gull from the born crook," but drastic proposals for publicity of accounts would help sound methods of investment.

"It is hardly an exaggeration to say that half the business of successful investment today in industrial shares consists in getting hold, in one way or another, of private information not available to the general body of shareholders or investors.

"The honest financier spends his time in getting hold of true information to which he is not entitled, and the less honest in spreading false information, for which, under the cover of general darkness, he can obtain credence."

"Directorships are the 'pocket boroughs' of the present day . . We should like to see a provision for the compulsory retirement of directors at 70 . . . Many of the hundred directors still left on the four big railway companies cannot be accused of having either the leisure or qualifications for tackling the problems of a railway."

The right line of evolution is that of having in addition to the board of directors of public companies a council of supervision, the directors being the executive body and the supervisory council the watchdogs and ultimate authority over appointments (including those of directors).

Semi-monopolistic undertakings should be registered as "public corporations," with special responsibilities as to publicity, and should be required to introduce profit-sharing or ownership-sharing schemes.

Safeguards against monopolies are proposed, but trading associations should be entitled, under carefully defined conditions, to make common rules compulsory on a small minority.

ECONOMIC GENERAL STAFF

An economic general staff should be set up, which would be expected to look ahead and take a national rather than a departmental view, to make a continuous survey of economic problems.

It would work in conjunction with a standing committee of the cabinet, which would be an economic "committee of national defence."

INDUSTRIAL CO-OPERATION

A complete system of industrial co-operation is outlined. Starting in the workshop, it is proposed that in every concern employing more than fifty persons a works council must be set up by law which will keep in continual review the whole work of the factory, discussing all questions of hours, conditions of employment, etc.

The management will be required to make a clear statement to this body at regular intervals of the firm's financial position and prospects.

Proposals are put forward which are designed to secure the worker against arbitrary dismissal.

For industry as a whole the existing system of negotiating bodies is to be extended and their powers enlarged and defined.

Encouragement and guidance are to be given by a ministry of industry (which will absorb the present ministry of labor).

With the ministry will be associated a council of industry with twenty-four members, representing capital and labor but including six members appointed by the minister.

While a universal minimum wage is impracticable, every properly constituted negotiating body should be empowered, under proper safeguards, to fix a legally enforceable minimum applicable to its own industry.

Workers should also share in the prosperity of their industry. No universal scheme of profit-sharing is to be created by law, but certain types of large-scale concerns should be required to adopt schemes.

The public should be protected against arbitrary stoppages in the essential public services.

NATIONAL DEVELOPMENT

A great scheme of national reconstruction is advocated under a co-ordinating committee of the Privy Council to be called the Committee of National Development.

The public works undertaken would include a comprehensive program of road construction (the present road system being entirely insufficient for the requirements even of present-day traffic), the development of garden cities, slum clearance on a large scale, and the development and improvement of docks, harbors, canals, and electricity supply.

To facilitate these undertakings a Board of National Investment should be set up in whose hands would be pooled the various funds accruing to the different departments of state.

(continued on page six)

DEPARTMENT OF PUBLIC WORKS

BELLA COOLA LOCK-UP

SEALED TENDERS, endorsed "Tender for Lock-up Bella Coola," will be received by the Minister of Public Works up to 12 o'clock noon of Monday, the 19th day of March, 1928, for the erection and completion of a standard Lock-up building at Bella Coola in the Mackenzie Electoral District, B.C.

Plan, specification, contract, and forms of tender may be seen on and after the 24th day of February, 1928, and further information obtained at the Department of Public Works, Parliament Buildings, and at the offices of the Government Agents, Vancouver and Prince Rupert, and the office of the Public Works Department, Bella Coola.

Copies of plans, specifications, etc., can be obtained from the Department on payment of a deposit of Ten Dollars ($10.00) which will be refunded on return of the plans, etc., in good condition.

The lowest or any tender not necessarily accepted.

P. PHILIP,
Deputy Minister and
Public Works Engineer.
Department of Public Works Engineer,
Parliament Buildings,
Victoria, B.C.

NOTICE.

Re-Certificate of Title No. 2094 I to Lots five (5) and six (6), Block nineteen (19), Section six (6).

Re-Certificate of Title No 2901 I to Lots seventeen (17) and eighteen (18), Block twenty-six (26), Section six (6).

Re-Certificate of Title No. 3902 I to Lot nineteen (19), Block ten (10), Section seven (7).

Re-Certificate of Title No. 2447 I to Lots forty-three (43), forty-four (44) and forty-five (45), Block twenty-seven (27), Section eight (8), City of Prince Rupert, Map 923.

Whereas proof of loss of the above Certificates of Title issued in the name of Ira E. Mahon, has been filed in this office, notice is hereby given that I shall, at the expiration of one month from the date of the first publication hereof, issue a provisional Certificate of Title in lieu of each of the said lost Certificates, unless in the meantime valid objection as to any be made to me in writing.

DATED at the Land Registry Office, Prince Rupert, B.C., this 3rd January, 1928.

H. F. MacLEOD,
Registrar of Titles.

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"GOVERNMENT LIQUOR ACT,"

NOTICE OF APPLICATION FOR BEER LICENSE

NOTICE is hereby given that on the 13th day of March next, the undersigned intends to apply to the Liquor Control Board for a license in respect of the premises being part of the building known as Port Clements Hotel, situated at Port Clements, B.C., upon the lands described as Lot No. 5, Block 44, Subdivision of Lot 746, Queen Charlotte Island District, Map No. 1079, Prince Rupert Land Registration District, in the Province of British Columbia, for the sale of beer by the glass or by the open bottle for consumption on the premises.

DATED this 13th day of February, 1928.

BRYDONE LORNE TINGLEY,
Applicant.

Sore throats
Rub Vicks on throat and chest. Relieves two ways at once—absorbed, inhaled.
VICKS VAPORUB
OVER 17 MILLION JARS USED YEARLY

H. S. Wallace Co. Ltd.

95c Days
Friday and Saturday

HOSIERY AND GLOVES
Ladies' Pure Wool Cashmere Hose and Silk and Wool, in Grey, Fawns, Black, etc. Per pair ..... 95¢
Pure Silk Hose in Black, Brown, White, Greys, etc. 2 pairs for ..... 95¢
Lisle Hose in Black, Brown and White. 4 pairs for ..... 95¢
Boys' Heavy Rib Wool Turn-top Hose Penman make, 8 to 10. Per pair .. 95¢
Boys' Hercules Hose. 3 pairs for .... 95¢
Children's Cotton Hose in Black, Brown and White, 5½ to 9½. 4 pairs for .... 95¢
Ladies' Chamoisette Gloves. Fancy cuff, in Sand, Grey, etc. Per pair ..... 95¢

DRESS GOODS
All Wool Serges in Navy, Green, Saxe, Brown, etc. Value to $1.75, per yard 95¢
All Wool Tweeds in Blue, Brown and Grey Plaids. Value to $1.50, per yard .. 95¢

LADIES' CORSETS
Ladies' Corsets. Several clearing lines. Gossard and other makes. Per pair 95¢
Ladies' Brassieres made in Brocaded Coutil. All sizes. 2 for ..... 95¢

SILK KNIT SCARVES
Silk Knit Scarves in pleasing stripes. Each ..... 95¢

STAMPED GOODS
A great assortment of varied articles. Each ..... 95¢

HOUSEHOLD STAPLES
Hemstitched Pillow Slips, 42 inch. Fine heavy quality. Per pair ..... 95¢
Table Oilcloth, 45 inches, in White or Colors. 2 yards for ..... 95¢
Roller Towelling Linen or Turkish. 5 yards for ..... 95¢
90 inch Unbleached Sheeting. Heavy quality, for Sheets or Bedspreads, yard 95¢
White Flannelette, 27 inch, in a nice soft quality. 5 yards for ..... 95¢
Towels, Brown and White Turkish. 2 pairs for ..... 95¢
Straw Mats, 27 by 54. 2 for ..... 95¢

DRAPERY SECTION
Roman Stripe Drapery Tapestry. Regular to $1.75, for per yard ..... 95¢
Cretonnes and Art Sateens. Value to 50c a yard. 3 yards for ..... 95¢

COTTON DRESS GOODS
Japanese Crepes in a good range of colors. 5 yards for ..... 95¢
Ginghams in a nice range of Plaids and Stripes. 34 inches. 4 yards ..... 95¢
Unbleached Cotton. Good heavy quality, 36 inches. 4 yards for ..... 95¢
Krinkle Colored Crepes in plain and figured designs. 3 yards for ..... 95¢
Colored Voiles in Pink, Blue, Peach, Sand, etc. 2 yards for ..... 95¢

LADIES' AND CHILDREN'S UNDERWEAR
Ladies' Winter Weight Combinations in Sleeveless Style and a few with long sleeves ..... 95¢
Women's Bloomers, Winter Weight, in Mauve, Cream, Pink, Buff, etc. Per pair ..... 95¢
Children's Combinations in Long Sleeve, Ankle Length, White or Natural. Per pair ..... 95¢
Ladies' Rayon Silk Vests, Bloomers and Uplifts, in a beautiful assortment of shades. Per garment ..... 95¢
Women's Flannelette Gowns, extra values in these cosy garments. Each ..... 95¢

COATS - $12.50
4 Only, Coats to be cleared at $12.50
These are excellent quality values to $40.00 and must be cleared.

95c Phone 9 GREAT VALUES IN SEASONABLE MERCHANDISE 3rd Avenue and Fulton 95c

CANADIAN NATIONAL
The Largest Railway System in America

STEAMSHIP AND TRAIN SERVICE
Sailings from PRINCE RUPERT for VANCOUVER, VICTORIA, SEATTLE, and intermediate points, each FRIDAY, 9.00 a.m.
For STEWART and ANYOX, each WEDNESDAY, 10.00 p.m.
For NORTH and SOUTH QUEEN CHARLOTTE ISLANDS, Fortnightly.
PASSENGER TRAINS LEAVE PRINCE RUPERT
Each MONDAY, WEDNESDAY and SATURDAY at 11.30 a.m. for PRINCE GEORGE, EDMONTON, WINNIPEG, all points Eastern Canada, United States.

AGENCY ALL OCEAN STEAMSHIP LINES.
Use Canadian National Express for Money Orders, Foreign Cheques, etc., also for your next shipment.
CITY TICKET OFFICE, 528 THIRD AVE., PRINCE RUPERT. Phone 266

City Meat Market
(SELVIG BROS.)
3rd Avenue Phone 765
MEAT, FISH, VEGETABLES
and
ALL KINDS OF "NORWEGIAN PRODUCE"
at low prices, and immediate delivery
Observe!—All articles are of superior quality and absolutely fresh.

COAL Prices DOWN
Pembina Peerless Egg $12.00
Pembina Washed Nuts $11.25
Alberta Sootless Egg $12.00
Alberta Lump $13.00
These Coals are under cover and delivered dry.
HydeTransfer
AND COAL CO.
139 Second Avenue