TOOK THE HEART OUT OF HIM

"FRUIT-A-TIVES" Restored Vim and Vigour

What a blessing "Fruit-a-tives" proves to those worn out and weary by the day's work. A blood purifier, a builder of health and strength, this marvellous medicine, made of an extract from fruit juices, combined with the finest medicinal ingredients, is just what is needed to regulate bowels, kidneys and skin—sharpen the appetitie—steady the nerves—and restore the whole system to its former vigour and vitality. As Mr. John O. Ringheim, Wyndel, B.C., writes: "My nerves were completely gone and I was so tired out and run-down that work seemed impossible. Since taking "Fruit-a-tives" I am eager to work and life is worth living again."

One cannot realize, until he has gone through the mill, how fine it is to be well again. I owe my present good health to "Fruit-a-tives." Try it. 25c. and 50c. a box—at dealers everywhere.

The sea is his home . . . the ocean lanes his streets . . . the ship his life and his love. He takes a floating city along his three thousand mile highway as you would walk the sidewalk.—A Cunard Captain: a tradition of the Seas. . . *Sail Cunard!*

Book through The Cunard Steam Ship Co., Limited, 6221 Hastings St. W., Vancouver (Tel. Seymour 3648-9), or any steamship agent.

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FASHION FANCIES

As Nature blossoms forth in a profusion of beauty in spring, so does Dame Fashion emulate the season by revealing a glory of color and line in woman's apparel. Here are mannequins displaying the very newest of the spring evening dresses.

ADVERTISING INCOME TAX

Newspapers Being Used by Government to Assist in Making Collections

Once again, Hon. W. D. Euler, Minister of National Revenue, is using newspaper advertising to assist taxpayers in complying with tthe requirements of the Dominion Income Tax Act.

In this issue an advertisement appears reminding the public of the law which stipulates that certain information must be in the offices of the Income Tax Inspectors by March 31 next. This information is required from employers, corporations, and trustees or persons acting in a fiduciary capacity. It applies to year ending December 31, 1928.

For instance, employers have to file a return giving the amounts paid each person in salaries, bonuses, commissions, and fees where the amount was $1,000 or more, or where the salary or wages was at a rate of $1,500 or more. Corporations have to file the names of those who were paid dividends, whether in cash or stock, and the amount of each. Persons acting in a fiduciary capacity, such as assignees, executors, administrators, receivers, trustees are required to file details of the trust they represent, together with the names of and amounts paid to beneficiaries.

Those mentioned in the act as having to produce this information are asked to secure the proper forms from the nearest Income Tax Office, fill in their forms according to instructions, and mail them to the Income Tax Inspectors at these offices before March 31. These forms are known as T3 for persons acting in a fiduciary capacity; T4 for employers and T5 for corporations. Each form contains complete instructions about what the law requires. These are information forms only, and no cheques are sent with them.

Officials of the Department fully appreciate the trouble required in making out these forms, but are doing everything in their power to facilitate matters by reminding the public in plenty of time respecting the demands of the law.

The total collections under the Income Tax Act for last year are some millions of dollars ahead of the year before, in spite of a ten per cent reduction in the tax. Mr. Euler attributed this increased collection to three things:

1. More efficient methods of collection.

2. The increased prosperity of the country.

3. Advertising.

for Tired Nerves
DR. CHASE'S
NERVE FOOD

BIPLANE FLYING BOAT ARRIVES AND SPENDS WEEK-END AT RUPERT; LEFT FOR KETCHIKAN LAST NIGHT

(continued from page 1)

Carthy, leader of the expedition, and Mrs McCarthy; Capt. E. J. A. Burke, pilot; George Lottie, mechanic; and Mrs. Jack McCord of Seward, Alaska. Captain McCarthy is an American, but his speech alone reveals that much of his life has been spent under the Union Jack, for he went to school in England and learned his flying there, also following it in Australia. Interestingly enough, he is a cousin of Capt. Kingsford-Smith, who last year made an epochal flight across the Pacific ocean. Captain McCarthy had no small part in the making of preparations for that flight. And to make it pretty well a British party, Captain MCarthy revealed in an interview soon after he arrived Saturday night that "we had to come over here to borrow Burke and Lottie," who have also had long experience in the navigation of the air.

Survey Flight

Captain McCarthy explained that this was not actually a commercial flight as first reports had stated. It is more in the nature of a survey flight preparatory to a rather ambitious commercial air service between Seattle and Alaska, and possibly later the Orient, which the International Airways Company of Seattle proposes to inaugurate this year. Next month, it is planned, the first ship, a 32-passenger tri-motored Consolidated plane, by far the biggest air machine ever seen in the north, will come over the route which the present plane is now scouting.

This little ship is actually destined for Nome. It has some commercial work to do into tin mine properties, lying 200 miles north of that remote Alaskan town, which are owned by a Seattle capitalist who has been instrumental considerably in financing this flight. From here the plane goes to Ketchikan and thence to Juneau. Out of Juneau some passengers will be carried including Governor Parkes of Alaska.

Recognizes Rupert

In any air service that may be inaugurated northwards from Seattle to Alaska—or to the Orient—Prince Rupert will, through its location, have to be an important point of call or departure, Capt. McCarty opined. This port is in a particularly strategic position and it will eventually have to be equipped with a radio beacon and other aids to aerial navigation.

Capt. McCarty spoke highly of the courtesy which had been extended himself and his party by Oscar Smith of the Canadian customs department when the plane landed here Saturday night.

Though going smoothly enough, the flight from Seattle to Prince Rupert was not without adventure, particularly since it was a course along which these flyers had never come before. The plane left Seattle last Thursday afternoon and reached Campbell River for the first night, the ship being moored in a convenient cove nearby while the flying party went ashore and stayed at a hotel.

A stop was made at Alert Bay on Friday to clear the customs and the plane pushed off northwards over Queen Charlotte Sound. Whale Channel, just north of the Sound, presented a problem for, as Capt. McCarty humorously remarked, the old chart he had most certainly did not agree with the lay of the land—or rather islands—and there was just a little doubt as to "where do we go from here?" Discretion ruled that a stop should be made to take bearings so the plane was brought down to the sea. Two Norwegian loggers happened along in a gasboat, kindly offered more modern charts and the flight was resumed. The plane brought up Friday night, without further notable event, at Lowe Inlet, north of Swanson Bay. The party slept aboard the plane that night.

Boarded Steamer

Departure was made from Lowe Inlet early Saturday afternoon for Prince Rupert. Over Grenville Channel, carburater trouble developed and the plane was brought down to the water to make repairs. Union Steamship Co.'s freighter Chilliwack came along and hove to, Capt. John Muir inquiring if he could be of assistance. First aid to hungry mouths was appreciated by the party which went aboard the freighter and partook of a square meal with the popular and hospitable Skipper as the host. Repairs were effected and the ship flew on into Prince Rupert without having to accept Capt. Muir's offer to tow them in. An overhaul was given the engine before proceeding north from here. The plane left here at 10 minutes to 6 last evening and arrived safely at Ketchikan exactly an hour later. It was refuelled here.

People who went down to look at the plane yesterday were all impressed with its rather small size. It has a wingspread of 38 feet and its varnished veneer fuselage contains all be closed in passenger accomodation as well as oil tanks. The 425 h.p. Wasp engine is mounted above, between and just to the rear of the wings. Though apparently small from outside size the accomodation inside, however, is quite comfortable.

Dry, Hacking Cough Was Caused By A Bronchial Cold

Mrs. A. Primeau, 36 Ingram St., Chatham, Ont., writes:—"I am pleased to take this opportunity of telling you of my experience with

Dr. Wood's Norway Pine Syrup

"Early last winter I suffered from a severe bronchial cold that left me with a provoking, dry, hacking cough. After being bothered with it, both day and night, for some time I had a professional nurse recommend the above cough syrup which I took with wonderful results, and, now, it is the only remedy I ever use for colds."

Price 35c. a bottle; large family size 60c. at all druggists or dealers.

Put up only by The T. Milburn Co., Ltd., Toronto, Ont.

TERRACE HAS BIG CONCERT

Celebrates St. Patrick's Day Friday Evening Under Canadian Legion

TERRACE, March 18.—The St. Patrick's concert put on by the Canadian Legion on Friday evening drew a record attendance, even standing room being taxed to accommodate the crowd. Decorations were carried out in honor of Ireland's patron saint, the hall being gay with green festoons. G. H. Dyson was chairman for the evening. A splendid program was rendered following which interest centred around the drawing for the lucky tickets, this was done by little Connie Duncan and most of the lucky numbers were drawn by local people, although a few went to outside points. A dance followed the program and brought to a close an enjoyable evening.

The following was the program rendered:

O Canada! vocal solo, Rev. A. W. Allan; Irish vocal duet, Mrs. Haney and G. H. Dyson; recitation, Mrs. Duncan; solo, Mrs. Allan; dance, Misses Helen Green and Carmen Smith; solo, Mrs. Haney; choruses, A. Attree; accordion duet, Misses Sophia McLaren and Adeline Thomas; play, "Casket Scene From Shakespeare's Merchant of Venice," High School students; solo, Rev. W. Allan; solo, Rev. A. W. Robinson; Irish jig, J. McLaren; solo, Mrs. Kenney; solo, Mrs. Dyson comic song; J. Cook; male quartette, Messrs. Chalk, Robinson, Dyson and Kenney.

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