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Had Thirteen Boils On His Neck

Mrs. H. V. Duncombe, Grassy Lake, Alta., writes: "My husband was covered with boils, having as many as thirteen on his neck at once. He tried everything possible, but nothing did any good until he took Burdock Blood Bitters, and before he had used one bottle the boils were all gone, and he has not been bothered with them since."

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THE DAILY NEWS.

PRINCE RUPERT - BRITISH COLUMBIA

Published Every Afternoon, Except Sunday, by Prince Rupert Daily News, Limited, Third Avenue

H. F. PULLEN - - - Managing-Editor

SUBSCRIPTION RATES

City delivery, by mail or carrier, yearly period, paid in advance... \$5.00
For lesser periods, paid in advance, per week... 10c
Contract rates on application.
Editor and Reporters' Telephone... 86
Advertising and Circulation Telephone... 98
Member of Audit Bureau of Circulations

DAILY EDITION Thursday, Feb. 25, 1932

AGAINST P. G. E. SCHEME

The railway engineers' report on the Peace-Coast outlet, tabled in the House at Ottawa the other day, will come as a surprise to nobody, says the Vancouver Province in a recent editorial article. It says, in brief, "not justified at present." If we said also that it would not satisfy anybody, that would not be to say that it was the wrong report. There could be few schemes of large-scale railway extension in Canada these days that would be likely to commend themselves as sound business, and what is not sound business these days is not likely to be practical politics. So, if we say that this report, adverse to the immediate prospects of a Peace-Coast outlet, will neither surprise nor satisfy anybody, that is only another way of saying that the Peace River-railway project, along with many other desirable projects, has got to mark time.

That marking time is inevitable in this business can hardly be gainsaid, but certainly it will save much lost motion and energy if the fact is recognized. This report is the result of the joint survey undertaken by the two transcontinental railway companies and the Tolmie government, and it is signed by the chief engineers of the railways and by J. R. Crysdale for the Tolmie government. It says that no western outlet is justified in the present general condition of Canadian business, because the existing railway furnishes the most economical route. It says also that it will take many times the existing traffic to justify another outlet. And it concludes that, by the time the volume of Peace Valley traffic reaches a point where the construction of a new coast outlet would be justified, all the relevant conditions may have materially changed.

What does this mean? It means, unless we are greatly mistaken, that neither the Canadian National nor the Canadian Pacific, and neither separately nor jointly, will touch the coast outlet project until times are better. It means, in consequence, and it should so mean, that what can not be practically considered by the principal Canadian railway companies as a sound business venture can not be considered as good public policy by any Canadian government. And it means most likely that we had better allow a considerable discount, for some time to come, from any of those frequent stories we are hearing about the completion of our own Pacific Great Eastern into the country of the Peace.

There is no great comfort in all this, but neither is there reason for unrelieved gloom. It does not mean that there is to be no development of the great potential grain areas of the Peace, and it does not mean that some day the stream of Peace wheat will not flow down by its most natural channel to its most natural outlet on the coast. It simply means what it says: "Not justified at present."



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COAL MINE IS VISITED

Judge H. A. Robertson Investigates Telkwa Colliery and Sees Much of Interest

SMITHERS, Feb. 24.—While in Smithers last week, holding his regular monthly sittings of the County Court, relieving Judge Young who is absent on sick leave, Judge Robertson of Prince George accepted an opportunity of seeing for himself the Bulkley Valley Coal Mines, the only coal mine in Central British Columbia now in active operation.

The first striking thing on the trip was the condition of the road leading from Telkwa to the mine, seven miles distant. Slipping smoothly along at forty miles an hour in a high powered automobile in the middle of February struck Judge Robertson as being very different indeed from the time when he "mushed" on snowshoes over the "Trail of Ninety-eight" on the most spectacular mining expedition the world has ever known. The mine road is in the very best of condition and roads in the Bulkley Valley district are the best winter roads that the district has ever known.

Although seven miles from the railway at Telkwa the mine is in the valley of Goat Creek, a tributary of the Telkwa River, and the ascent from the railway level is so gradual that one does not realize that he has climbed at all. The good road and easy grade have been of great benefit to the operators of the mine in getting their product to the railway track at minimum cost for truck hauling.

On arrival at the mine Judge Robertson was conducted by Frank M. Dockrill, the operator, through the mine in person. The camp buildings and bunkers are on the flat valley floor beside Goat Creek, along which excellent saw timber gave plenty of building material right on the ground. In constructing the present buildings in the fall of 1930 the method followed was to take in a portable sawmill, owned by Van Horn and Sons of Telkwa, and cut the material at the mine.

Near Original Discovery
The mine workings on the face of a steep hillside rising from the bank of the creek are close to the spot where in 1898 the outcropping of this 14-foot seam led to the first discovery of coal in the district. The coal measures were taken up and exploratory work one at that time but passed into the hands of Ontario capital who have made no attempt to operate themselves. It was only a year and a half ago, when Frank M. Dockrill obtained a working lease, that this seam was first actually mined. In the short time that he has been operating Mr. Dockrill has accomplished a very great deal and Central British Columbia owes much to him for the establishment of this new industry when so little other mining is being done.

Two slopes are run into the hillside from the level of the top of the bunkers, about 30 feet above the valley level. These two slopes follow down the dip of the measures on an easy gradient, and are connected at the No. 1 level run about two hundred and fifty feet from their portals. Chambers off this level are being mined for the coal now being produced. Horse-drawn cars haul the coal to the bunkers, where it is screened over two screens and then dropped directly into one of the three great bins from which the trucks are loaded.

All of the workings are in coal and it is not found necessary to take out any material but the clean coal, owing to the fact that the seam is of almost uniform width of between thirteen and fourteen feet, all clean coal except for an inch-wide parting of shale in the middle of the seam. It is not found advisable to mine more than the lower nine or ten feet of the seam, so as one walks through the mine-workings one is struck by the fact that walls, floor and roof are all in coal. The workings are dry though some moisture comes from the coal and it is necessary to have a pump in the lower levels, to which the water drains by gravity and is pumped to the surface by a hand-pump.

Makes Investigation
During the judge's visit to the mine, he spent an hour underground making a thorough investigation. He was shown the removal of a pillar which supported a weak spot in the roof of one of the chambers from which the coal was being mined. A gradual settling

down of roof coal brings extreme pressure on the wooden supports until they creak and groan as if in pain like a human being. When the supporting pillar was knocked out by the miners a huge block of coal weighing two or three tons dropped from the roof.

Mining and shipment of coal is going steadily ahead under Mr. Dockrill's personal direction. Not only are Smithers and Telkwa supplied by direct truck-hauling but carload shipments to points along the railway from Prince George to Prince Rupert supply a growing market as the high heating qualities of the coal become better known. It is the highest in B.T.U.'s—13,900—of any coal now being marketed in Western Canada and Bulkley Valley folks are justly proud of their Bulkley Valley Coal Mine.

Twenty Years Ago

In Prince Rupert

February 25, 1912

An English syndicate, of which F. C. Green is the representative, has transported 25 tons of oil drilling machinery to the Queen Charlotte Islands. One hundred sections of land is to be tested. Forty men are now employed.

Thirty local prospectors are to leave on the Princess May tomorrow afternoon for Sixty Mile in the Yukon Territory and the Liard River district where gold strikes have been reported.

Word was received in the city by today's train of the death of Dan Stewart, rancher at Little Canyon and one of the real veteran pioneers of this part of the country.

C. N. TRAINS

For the East
Mondays, Wednesdays and Fridays... 3 p.m.
From the East
Tuesdays, Thursdays and Saturdays... 10:40 a.m.

UNHEARD-OF VALUES

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- Granulated Sugar—Limit 20 lbs.; 10 lbs. for... **46c**
- Potatoes—Selected Terrace 10 lbs. per sack... **\$1.25**
- Creamery Butter—per lb... **20c**
- Lard—Swift's or Gainer's per 3-lb. pail... **35c**
- Jap Rice—6 lbs... **24c**
- Strawberry Jam—Royal City Brand, 4-lb. tin... **47c**
- Thrift Tea—We highly recommend it, per lb... **34c**
- Victory Coffee—per lb... **22c**
- Eggs—B.C. Fresh Extras Scott's in cartons, per doz... **28c**
- Upriver Turnips—10 lbs... **14c**
- Brooms—5 string each... **28c**
- Floor Wax—2 in 1 1-lb. tin... **32c**

QUALITY VEGETABLE SPECIAL

- 2 tins Quaker Corn, 2's... **58c**
- 2 tins Royal City Tomatoes, 2's
- 2 tins Royal City Fancy Peas—Sieve 5
- The 6 tins for
- Picnic Hams—per lb... **14c**
- Many Flowers Toilet Soap—per bar... **6c**
- Chateau Cheese—per 1-lb. pkg... **32c**
- Peanut Butter—per 1-lb. tin... **14c**
- Graham Wafers—per 1-lb. Cello pkg... **20c**
- Singapore Pineapple—2 tins... **21c**
- California Head Lettuce—per head... **8c**

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4 large potatoes
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Pepper and Salt to taste

Slice the potatoes and onions and put them in the pie dish in layers. Mix the Oxo in a cupful of hot water, and pour over, putting small piece of dripping on top. Bake in a hot oven until nicely browned, and serve.

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Every kitchen should keep a supply of Oxo Cubes constantly on hand to add flavour and nourishment to soups, stews and "left-overs". They put in that extra nourishment which your family needs. Save the Oxo Cube Red Wrappers and send them, with your name and address to Oxo Limited, 1910 St. Antoine St., Montreal, Que.

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