

# THE DAILY NEWS

THE LEADING NEWSPAPER IN NORTHERN BRITISH COLUMBIA  
Published Daily and Weekly  
Guaranteed Largest Circulation

## HEAD OFFICE

Daily News Building, 3rd Ave, Prince Rupert, B.C. Telephone 98.  
TRANSIENT DISPLAY ADVERTISING—50 cents per inch. Contract rates on application.

## DAILY EDITION



Wednesday, June 23, 1915.

## INFORMATION BUREAU

While the general opinion of the members of the city council seems to be that the Board of Trade Information Bureau should be assisted, if at all possible, it also seems clear that they feel that financial assistance at the present time is out of the question. There is no doubt that the finance committee has its hands full, but it will be a great loss to the city if the bureau is to be closed for lack of financial support. It is too much to ask a few private individuals to keep on paying much more than their share towards the upkeep of such an institution, and it seems only fair that property holders in general, and absentee property holders in particular, should contribute towards a movement which is doing so much good public work.

There is no question as to the value of the work done, in fact it seems that, instead of property holders not being able to afford to support the bureau, they cannot afford to allow it to go out of existence. The sum asked for is so small, and the value received is so great, that the loss to the city by the closing of the bureau will be more than the \$50 per month necessary to keep it open. The city cannot afford to lose this institution any more than a farmer can afford to refuse to buy seed, because he is at the moment short of cash.

## THE CHANNEL TUNNEL

A year ago there was a lively discussion in England over the proposal to construct a tunnel for railways under the Channel between Dover and Calais.

Those who followed the arguments as they appeared in letters and interviews in the British press will recall that most of those who joined in the discussion favored the project. In reply to those who objected that the tunnel might

be used in war for the invasion of England, engineers replied that both ends of the tunnel would be so built that they could be entirely filled with water at any time. No enemy could put an army into England by means of a tunnel if half a mile of the island end of it could be opened to the inflow of the waters of the sea. The worst that could happen would be that an enemy might gain possession of the Continental end at Calais, and put the tunnel out of use in war time.

What if that tunnel had been built and were now in use, with trains proceeding to and from France carrying men and munitions as freely as trains do between London and Liverpool?

The Germans have made tremendous efforts to gain Calais. Had the tunnel been in operation their desire to reach and get Calais would have been tremendously greater—not so that they could use the tunnel as a means of invasion, but to stop its use as a free British way to the Continent. And, perhaps, that projected tunnel, as a work for the future, that will unite Britain and France physically and every other way, largely accounts for the German determination to take Calais at whatever cost.

Nobody can be bold enough to say how far the submarine vessel may be developed in a few years' time. It may entirely revolutionize navies. Already some of these vessels are very large, fast, equipped with wireless, and carry powerful guns for use on the surface as well as torpedoes. In other words, it is quite possible that in a few years the rival navies of Europe may consist almost wholly of submarine vessels. Since the war began Germany is putting all her naval resources into under-water boats not only because the British navy is too strong for the Ger-



## FAST TIME MADE BY G. T. P. STEAMSHIPS

The Grand Trunk Pacific Railway has cut the running time between Vancouver and Prince Rupert by their steamships Prince Rupert and Prince George from 33 hours to 30 1-2 hours. This is the fastest schedule yet made by any ships between these points. The distance is 482 nautical miles, the average run per hour, therefore, being 16 miles.

man navy, but because the disappearing vessel is the vessel of the future. Floating ships have not only the submarines as they develop—and who doubts that they will develop wonderfully?—will be another serious menace.

Britain can build submarines and air craft as fast or faster than any of them. But surrounded by the sea she is a target from the air, and enemies well prepared could so infest the waters all about her as to shut off surface shipping entirely. The continent of Europe could get along almost indefinitely if not a ship were on the sea. But in time of war Britain must get soldiers out and food in. No doubt submarine provision carriers and air craft could engage in the work, but a tunnel from Dover to Calais, safe from both submarine and air craft, may be one of the great works of the near future. The possibility of it may heighten, if that were possible, the determination that the Germans cannot have Calais nor any Belgian coast too near it.—Toronto Globe.

## For Protection

against the serious sickness so likely to follow an ailment of the digestive organs,—biliousness or inactive bowels, you can rely on the best known corrective

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For headaches use Mathieu's Nerve Powder—these are useful also to chase the fever and reduce which often accompany colds. See a box of 10 powders. 4-1-13

## "READY MONEY" AT WESTHOLME THEATRE

The Westholme Theatre, tonight and tomorrow, presents a 5-reel Paramount feature entitled "Ready Money," with Jessie L. Lasky in the leading part. This is a most thrilling mining camp story, with a delightful love affair threading its way along.

Steve Baird, the mining man, encounters misfortune at the hands of crooks, but ultimately the final attempt of a crook to ruin him, by blowing up his property, showers untold wealth instead. The story is splendidly staged and acted, and will please the most exacting.

A most interesting Pathe Gazette completes a program of real worth.

## SCOTCH MERCHANTS TRADE WITH ENEMY

London, June 22.—Sentences of six months imprisonment for each and fines of \$10,000 were imposed in the court of Edinburgh on Robert Hetherington and Henry Arnold Wilson, members of the firm of William Jacks & Co., iron merchants of Glasgow, for trading with the enemy.

The allegation was that the accused were instrumental in supplying part of a cargo of iron ore to Krupp and other German firms. The goods were at Rotterdam after war began and the accused directed delivery to Germany as agents for the shippers within consideration of getting payments for former deliveries.

## LAND NOTICES

Skeena Land District.  
Queen Charlotte Islands Land District—  
Graham Island.

TAKE NOTICE that I, Grant Thorburn, of Prince Rupert, hotel man, intend to apply to the Chief Commissioner of lands for the Province of British Columbia for a license to prospect for coal and petroleum: Starting at a post planted two miles west of the northwest corner of Section 6, Township 9; thence east 80 chains; thence south 80 chains; thence west 80 chains; thence north 80 chains to point of commencement; containing 640 acres, more or less.

Dated the 16th day of March, 1915, at the northwest corner.

GRANT THORBURN,  
Samuel Horner, Agent.

Skeena Land District.  
Queen Charlotte Islands Land District—  
Graham Island.

TAKE NOTICE that I, Samuel Horner, of Vancouver, prospector, intend to apply to the Chief Commissioner of Lands for the Province of British Columbia for a license to prospect for coal and petroleum: Starting at a post planted two miles west of the southwest corner of Section 7, Township 9; thence east 80 chains; thence north 80 chains; thence west 80 chains; thence south 80 chains to point of commencement; containing 640 acres, more or less.

Dated the 16th day of March, 1915, at the southwest corner.

112-140 SAMUEL HORNER.

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For Special Excursion Rates to All Eastern Points, allowing Liberal Stop-over Privileges, Apply to—  
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\*\*\*\*\*

PRINCESS ALICE

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\*\*\*\*\*

PRINCESS MAQUINNA

SOUTHBOUND

SUNDAY, 6 P. M.

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THE DAILY NEWS

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eyestrain injures the health

because it is constant. The

strain which first manifests

itself as a slight discomfort

should be remedied at once.

This we guarantee to do with

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—By "Hop."



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