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Kelly Advises all Women Take "Fruit-a-Tives"

RSVILLE, ONT., AUG. 26th. 1913.

an highly recommend "Fruit-a-tives" because they did me an awful lot of good and I cannot speak too much about them. About four years ago I commenced taking "Fruit-a-tives" for a general break-down and did me a world of good. We at a good many dollar's worth, was money well spent because it did all that you claim for them. I am a letter, and if they do, I am sure the results will be the same as my own case."

Mrs. W. N. KELLY

"Fruit-a-tives" are sold by all druggists at 50c. a box, 6 for \$2.50, trial box, or sent postpaid on receipt of 10c. to Fruit-a-tives Limited, Ottawa.

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The latest war bulletins received exclusively by The Daily News are posted immediately after coming off wires at the following places:

Wark's Cigar Store, 3rd Ave
Wark's Jewelry Store, 3rd Ave.
Prince Rupert Hotel, 2nd Ave.
Royal Hotel.
Central Hotel.
Windsor Hotel.
Knox Hotel.
Daily News windows, 3rd Ave.

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Hotel Directory

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W. M. Wright, Prop.

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HENRY JOHNSON, or to any persons to whom you may have referred your interests. Take Notice that the undersigned Co-Owner with the "Gold King No. 1" and the "Gold King No. 2" Mining Claims, situated at the Hastings Arm about three-quarters of a mile from the beach, in the Skeena River Mining District, Province of Columbia, have done the required work on the above mentioned claims for the year 1914, amounting to in order to hold the same under 94 of the Mineral Act, and if 90 days of the publication of this notice you fail or refuse to contribute your share of the cost of this advertisement, your interest in the said mineral claims will become the property of the undersigned under Section 4 of the Mineral Amendment Act of 1910.

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Box 22—3rd Ave. and 3rd St. (Post Office.)
Box 23—3rd Ave. and McBride St.
Box 24—1st Ave. and McBride St.
Box 25—2nd Ave. and 2nd St.
Box 26—2nd Ave. and 6th St.
Box 27—G. T. P.

CIRCUIT NO. 3.

Box 31—5th Ave. and Fulton St.
Box 32—Borden and Taylor Sts.
Box 34—7th Ave. and Fulton St.
Box 35—9th Ave. and Cornish Ave.
Box 37—8th Ave. and Dodge Pl.
Box 38—6th Ave. and Thompson St.

CIRCUIT NO. 4.

Box 41—4th Ave. and Emmerson Pl.
Box 42—5th Ave. and McBride St.
Box 43—5th Ave. and Green St.
Box 44—6th Ave. and Basil St.
Box 45—7th Ave. and Eberts.
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HERMANN RIDDER WOULD REVIVE DEAD EMBERS OF THE LONG PAST

REVIVING FEELING THAT EXISTED BETWEEN BRITAIN AND RUSSIA IN CRIMEAN WAR — BOTH COUNTRIES HAVE SINCE CHANGED.

Mr. Herman Ridder, editor-publisher of the New York Staats Zeitung, is by far the most subtle and effective of the numerous apologists for Germany in the present miscellaneous discussion of international problems. In a recent monograph he recalls, by a long citation from The Illustrated London News of February, 1854, the bitter animosity felt in Great Britain against Russia in general and the then Russian Emperor in particular in connection with the Crimean war. An excerpt of invective will serve as an illustration of the temper of the British people and the tone of the paper.

"Though it is highly probable that the Emperor will persevere in his projects, and that the war will be a disastrous one, we cannot imagine that it will be disastrous either to Turkey or to the Allies, who have honestly and fearlessly resolved to fight it out. The Allies take upon themselves the office of judges of European law and the executors of justice. It must not be forgotten in the calculation of chance against the Emperor that the restoration of the ancient Kingdom of Poland has long been considered necessary. It may be urged that it is possible the Czar will yield at the last moment, and sue for peace. Such a result is possible but not probable."

Contemporaries of the war will remember, and those who read European history must know, that Nicholas I. went into the war for which Russia was ill-prepared, and for which Turkey, France and Great Britain were not prepared at all. There was only a small minority in Britain opposed to the war at the time, but not for a generation has it been deemed by anyone a military episode of which the Allies have any reason to be proud. After a winter of suffering in trenches, similar to what the troops are suffering in Europe now, and after the loss of many fine soldiers in battle and sieges, the war ended with the front forces walking in by the front entrance of Sebastopol as the Russians were retreating through the back door, and all parties agreed to a stalemate and far from glorious peace.

The situation now, when Great Britain and France are fighting in alliance with Russia against Germany, is very different from what it was two generations ago, but, of course, it does not suit Mr. Ridder's ex parte purpose to bring the real position into view. "This is the Russia to which England is allied today," he says, "by bonds closer than the English people know; the short space of sixty years has wrought a remarkable change." Each statement is true in fact, but neither of them is true in Mr. Ridder's sense of it; for Russia and Great Britain have very much changed in sixty years, and so has the group of countries that now compose what we call "Germany."

In 1854 it seemed necessary to Great Britain to keep free from Russian control of the overland route from the Mediterranean Sea to India; with a controlling influence over Egypt and the Suez Canal it matters little to her what power dominates the Black Sea and its navigable outlet to the Mediterranean.

But in a far more important way than this a practically new situation has arisen. Mr. Ridder, like other protagonists of Germany, would much rather Great Britain had been her ally in this conflict, and he affects "chagrin" at her co-operation with one of seventeenth century culture." If he does not yet understand the real position of today he will be able to do so by the time the war is over. The fact is that Russia has greatly changed in character

for the better, and it is certain that her evolution in this direction will go on. There is no reason of self-interest why there should be any conflict, or even friction, between her and Great Britain, and there is no reason to doubt that Russia will before long be an ally of which any civilized power might be proud. It is quite otherwise with Germany. The change that has taken place in her character is for the worse, not for the better. In their modes of warfare Germany has been and is determined to remain immeasurably the more barbarous of the two, and certainly the Russian people have never been surpassed in the heroic temper and moral self-control they have constantly displayed since the beginning of the war.—Globe.

GOVERNMENT OWNERSHIP SURE, SAYS, J. W. BRYAN

Impossible Clash Between People and Transportation Machine Asserts Congressman

New York, Jan. 28.—Government ownership and operation of railroads of the United States are inevitable, in the opinion of Representative James W. Bryan, of Washington, who spoke on this topic at the Republican Club here yesterday. "Eventually the democracy of the people and the aristocracy of the railroad corporations must grapple in a fight to the finish," he said.

Railway Monopoly Inevitable

"Monopoly of railway transportation is inevitable and necessary," the congressman asserted. "The attempt to keep the railroads apart and compel them to fight each other is absurd and wasteful. Harriman did a great service for the people in going as far as he did toward harmonizing the railway systems, but a government which costs \$1,000,000,000 a year feels its weakness in the presence of an internal corporation which must, under present systems, be managed by a few men. Such power naturally adds to itself other great interests, such as the banking, manufacturing and water power interests, and leads to an aristocracy of wealth in which a half dozen men become more powerful than kings."

"Too Big" for Country

"The big transportation machine in the United States has become too big to live under the people's corporation known as the United States of America. The 100,000,000 stockholders of this \$130,000,000,000 company will inevitably conclude that the supremacy of the government is challenged by the power."

Benjamin F. Yoakum, chairman of the St. Louis & San Francisco Railroad Company, declared it made little difference who owned railroads, because the government could exercise the same regulatory control over them as if it really owned them.

TO WHOM IT MAY CONCERN

The firm of Kissick & Edwards, heretofore doing an insurance business under the above name, has this day been dissolved. Warren Kissick will continue the business and assumes all outstanding liabilities and to whom all accounts are payable. (Sgd.) W. KISSICK. J. A. EDWARDS. Prince Rupert, Jan. 18, 1915.

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GOMPERS CAUSTIC ON PHILANTHROPY

Labor President Testifies He Dis-trusts the Rockefeller Foundation.

New York, Jan. 29.—Samuel Gompers, president of the American Federation of Labor, does not believe that any conclusion the Rockefeller Foundation might reach as to industrial conditions would carry conviction to the workers of the country or greatly influence the employers of labor. He said so here in testifying before the inquiry being conducted by the United States Commission on Industrial Relations into the administration of the great philanthropic foundations of the country and the cause of industrial unrest.

"The effort of the Rockefeller Foundation to undertake to be an all-pervading ministry for the molding of the minds of the people in their constant human struggle," said Mr. Gompers, "should be curbed by law or regulation. I understand the foundation used its influence to get representatives in the offices of the Federal government and this gave the foundation the right of the franking privilege. This, I think, was a fraud upon the government, a violation of the principles of education and an imposition upon the people of this country. I do not think the people are ready to surrender their rights, especially to a foundation which has such a history behind it of the means by which the money was first made and later circulated."

The morning session was taken up by George W. Perkins and Henry Ford, of Detroit, millionaire manufacturer of automobiles. Mr. Perkins declared that what business depression, if any existed, could be blamed directly upon the new tariff law.

Mr. Ford said he would guarantee to take every convict in Sing Sing prison and make a man of him by giving him a decent living wage and comfortable surroundings. Philanthropic foundations, he thought, were inadequate.

DON'T MENTION IT.

It is reported from Europe that official Germany has dropped the word "neutrality," their equivalent for neutrality, and are now using "ohneseitigkeit," which means literally without-sidedness. The canceled word seems to have been too reminiscent of Belgium, scraps of paper and other torn things. There is an old proverb to the effect that in a family whose relative has been hanged one must never say rope. Germany feels that way.—Colliers.

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The Daily News goes into nearly every home in Prince Rupert. It is the popular newspaper of the city because it is clean and reliable. It has all the news of the city, and keeps in touch with events and topics interesting to Northern British Columbia. It treats these subjects with moderate optimism and reliability.

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THE DAILY NEWS

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