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DAILY EDITION.



WEDNESDAY, OCT. 23

Editorial Notes and Clippings

WORK FOR RUPERT AND THE NORTH.

In commenting on the proposed fair to be held in this city next fall, the Omineca Herald whole heartedly endorses the scheme, which will bring the producer and the consumer together and be the means of cultivating a bond of fellowship which must work to the advancement of the country. It will also stimulate an interest in the Interior claims the Herald, which does not now exist in the minds of the Prince Rupert citizens.

Prince Rupert must depend a great deal on the wealth of the Interior, as well as the riches of the fisheries and islands, and while this city is the natural outlet for the Interior, and the produce must necessarily come this way, it becomes the citizens to lose no opportunity of cultivating the very best of feeling with the hardy settlers and miners who are developing the land and mines of the North and are providing the backing for this city.

Every opportunity should be taken by the merchants and citizens of Prince Rupert to encourage the development of the land to the east of us and advance the products of that section of the province in prefer-

ence to those from the South. If this is done, and no opportunity is lost to "boost" the neighboring communities, much of the trade that now passes Prince Rupert and goes to the mail order houses of the east will come to this city.

Not only must the Prince Rupertites "boost" their neighbors, but they must commence the work at home, and buy everything possible from local merchants in preference to sending the money out of the city. While we don't think that many persons send out of Prince Rupert for their merchandise, the practice is growing in the west of sending to the mail order houses of Eastern Canada for goods which often are not worth the cost of bringing them here.

When a merchant invests thousands of dollars in a city and lays in a stock suitable to the requirements of the community he should be patronized, even if his prices are a few cents higher than those catalogued by a mail order house. He has had faith enough to invest his all in the place and is doing his share to build up and advance the city, and it is incumbent on the citizens to do their portion by buying as much at home as they possibly can.

IMPRISONMENT REST OF LIFE

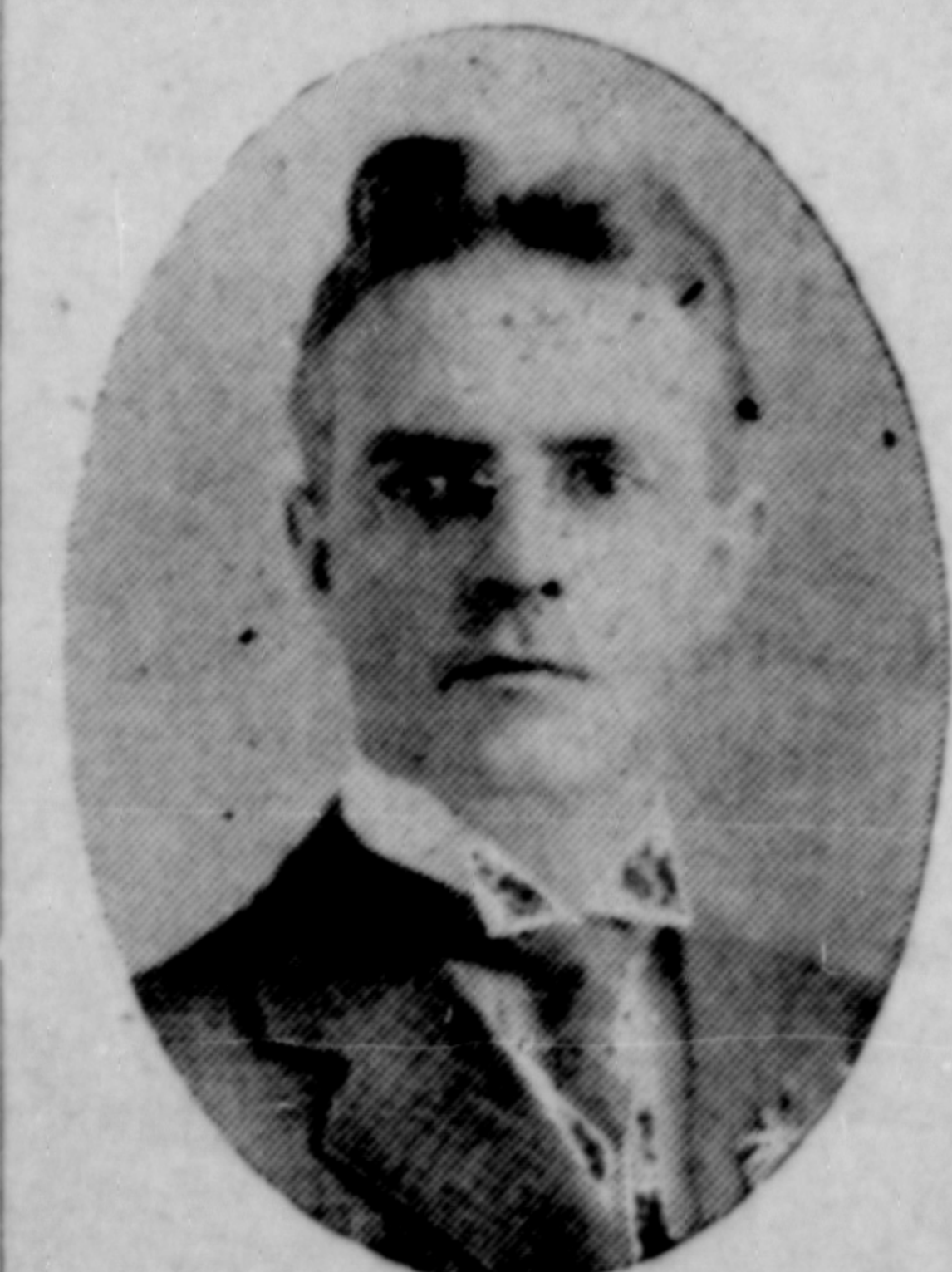
Indian Murderer is Sentenced to Life Imprisonment for Killing Constable

Calgary, Alta., Oct. 22.—Life imprisonment was the sentence imposed upon Jim Ham, an Indian, also known as Mike Running Wolf, convicted of killing R. N. W. M. P. Constable Francis Davis near Bassano, June 3rd last. The jury was out less than an hour and found the defendant guilty of manslaughter.

There was a gleam of satisfaction in Running Wolf's eyes when the foreman announced that a manslaughter verdict had been agreed upon. It was good news for the Indian for it saved him from the gallows. He made no comment on the verdict and with a shrug of his shoulders and a perky nod to his squaw he left

the court room in the custody of a constable.

He will spend the balance of his days in the Edmonton jail.



ALDERMAN W. B. CLAYTON

Who expressed his determination not to stand again for aldermanic honors at the last meeting of the City Council.

Choicest liquors and cigars—Savoy.

G. T. P. MUST CARRY C. N. R. FREIGHT, SAYS H. H. STEVENS

VANCOUVER MEMBER OF PARLIAMENT SAYS THAT THE G. T. P. MUST CARRY FREIGHT FOR C. N. R. CONSTRUCTION —HE WILL FORCE THEM TO DO SO.

Vancouver, Oct. 22.—Asked regarding the complaint which Palmer Bros. & Henning, contractors working on the C. N. R. construction work west of Edmonton, are alleged to be making against the Grand Trunk Pacific Railway for alleged discrimination in hauling freight between Fitzhugh station and Tete Jaune Cache, Mr. H. H. Stevens, M. P., who has been approached by the C. N. R. contractors and others interested, said:

"Yes, I will take up with the Dominion government the complaint which is being made against the Grand Trunk Pacific for refusing to carry materials and equipment between Fitzhugh station and Tete Jaune Cache, a distance of fifty miles, for the contractors who are doing the C. N. R. construction work in that neighborhood.

"The Grand Trunk is operating two passenger trains and several freight trains daily over this fifty mile strip of road. They are carrying men, supplies and construction materials for Messrs. Foley, Welch & Stewart, but refuse to carry any materials for the contractors doing the work on the C. N. R. The result is that the C. N. R. contractors are forced to take their materials into the points of distribution by pack mules and wagons.

"The reason given by the G. T. P. is that the line is not finished yet and not doing a commercial business. It is being operated, they say, purely as a part of the construction of the rest of the line. I am advised, however, that the G. T. P. is accepting fares and rates for

freight carried for parties other than the contractors doing G. T. P. work.

"Their pretext that the line is not finished is, in fact, not in strict conformance with the truth. The line has not been approved, as I understand, by the government. One reason that it is not reported "finished" is because the bridge at a point near Tete Jaune Cache is not being used as yet. Instead of using it, as could be done now, I am advised, a temporary bridge around the main crossing is used. This is merely to avoid reporting the line finished.

"This action of the Grand Trunk Pacific is on a par with the whole policy of the road. The G. T. P. is being built with public funds and public credit of Canada, yet this company seems to take a pleasure in obstructing legitimate development wherever it would appear to compete with Grand Trunk interests. The fact has been recently confirmed that it is the intention of this company to violate the spirit of the agreement with the Canadian people by making Boston or some other American port its eastern terminus and to direct all the traffic possible through the United States over the eastern part of their run."

Mr. Stevens intimated that he would use all of his power in Ottawa to have the government open the fifty miles of G. T. P. line now completed between Tete Jaune Cache and Fitzhugh station for C. N. R. as well as G. T. P. construction work. He is preparing data and having maps drawn to uphold his contentions.



NICHOLAS ETHANS

The Calgary Greek who sold all his belongings and donated all the proceeds to the fund for the sending back to their native land of the reservists who are unable to obtain money enough for the journey. Mr. Ethans himself was among the first to leave for the Balkan war.

CONDUCTOR KILLED

Was Standing on Platform of Caboose When Collision Occurred.

Kingston, Ont., Oct. 22.—William Green, C. P. R. conductor, living at Havelock, lost his life standing on the rear platform of near Sharbot Lake. He was the caboose of his freight, which was stalled, when another freight crashed into it and Green was crushed to death.

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HAPGOOD LEFT COLLIER'S

Paper Turns from Democratic to Progressive Side.

New York, Oct. 22.—Norman Hapgood has resigned as editor of Collier's Weekly. The resignation was handed to Robert J. Collier on Wednesday, to take effect the following day. Collier's henceforth will be a Progressive paper and will support Roosevelt instead of Governor Wilson, as formerly.

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PHONE 25

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 W. G. BARRIE, Sec.

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