

**THE DAILY NEWS**

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DAILY EDITION

Saturday, Jan. 25, 1913.

**BRITAIN NEEDS NO CONTRIBUTION.**

Sir Wilfrid Laurier, discussing the navy bill, said that it was not Canada's money Great Britain needed, but that what the situation called for was ships to be manned and maintained by Canada, forming a Canadian fleet as part of the Imperial navy.

This is amply borne out by the position of British finances as shown in the statements of the government regarding the national debt. These show that while all the other nations of Europe have for years been piling up debt upon debt in the mad race of armaments, Great Britain has been reducing her public debt at a rate never paralleled since nations became sufficiently civilized to have public debts. In fact, since 1904—a period during almost the whole of which Liberal governments have been in power in England—the gross British national debt has been reduced by the stupendous sum of approximately \$500,000,000.

In the year 1903-04 the British "deadweight" debt was \$770,778,762. From that time onward the debt has been steadily reduced—with the exception of one year—until a statement just issued for 1912-13 shows the debt to be \$674,744,567. That is, in Canadian money, the debt has decreased from \$3,853,893,810 to \$3,373,722,835, or an absolute reduction in the national debt of \$480,170,975. The "Weary Titian" does not seem badly in need of money for purposes of emergency.

This was reasonable, Great Britain having reached the years of maturity when except for sudden exigencies such as war she should properly expect to reduce her debt. But during the same period Canada, as a young nation, forging her way ahead, increased her gross national debt from \$364,962,512 in 1904 to \$508,338,591 in 1912—a total increase of \$143,376,079, practically all of which is invested in the National Transcontinental Railway.

**QUEEN CHARLOTTE ISLANDS THIRTY YEARS AGO**

**CHARLES HARRISON TELLS OF TRANSPORTATION DIFFICULTIES IN THE EARLY DAYS — MAIL SERVICE IS NOT KEEPING PACE WITH GROWTH**

The Vancouver Sun in a recent issue published an interesting interview with Charles Harrison, of Masset, who recently went south with a delegation of Queen Charlotte Islanders for the purpose of securing, if possible, better mail, passenger and freight service. Mr. Harrison settled on the Queen Charlotte Islands 30 years ago as a missionary among the Indians. Referring to the early experiences of Mr. and Mrs. Harrison the Sun says:

They crossed Hecate Strait, dividing the mainland from the islands, in an Indian war canoe, paddled by six stalwart Indians, landed upon a strange shore and among strange Indians, who had seen few white men before. Their escape from death in a heavy storm as they crossed was miraculous and their hardships may be imagined when it is considered that it was necessary to throw overboard almost all the baggage so that the long canoe would not sink with the added weight of the water in which they sat waist deep, unable to bail fast enough.

Mr. and Mrs. Harrison are well loved in all the north country by Indians as well as white persons, for both had much to do with not only the education of the Indians but in the upbuilding of the group of Islands whose population within the last five years has increased from a score to probably 2,000.

**Every Six Months**

In the days when the Harrisons first went to the Queen Charlotte Islands, Indian canoes were the only means of crossing from the mainland, but now there are fair-sized steamers, but these at times find it unsafe to venture through the treacherous strait where the Harrisons, 31 years ago, made a safe passage in a canoe. Mail in those days came at long intervals and the daily papers the Harrisons used to open up and begin reading one day until they had caught up with the news of the world. And they were glad enough in those days to get any mail once in six months.

Among the especial business of Mr. Harrison here now is to make a complaint on behalf of the northern settlers, about the poor mail service by the Grand Trunk steamships. Despite the fact that there are hundreds of settlers now, the mail service is nothing like it should be to accommodate the rapidly growing district. Mails come twice a month, and just before Mr. Harrison left there had been no mail for three weeks and then a steamer arrived with the announcement there was no mail aboard, though there should have been. A large petition to the government, the post office department, boards of trade and officials was at once prepared and a commit-

tee left Masset to back up the complaint.

**Substantial Increase**

"Persons who have not had their attention especially turned toward the Queen Charlotte Islands," said Mr. Harrison to the Sun yesterday at the Dunsuir Hotel, "will scarcely believe the marvellous changes which are taking place there. Why, three years ago there were scarcely 50 white persons on Graham Island. There must be 2000 now if there is one. And there has been no land boom or mining boom to attract attention—just the worth of the country after thorough investigation.

"All the settlers are looking for great improvements this year for the country is becoming widely known. Our principal drawback now is poor transportation and mail service. We ought to have mail service at least once a week in winter and summer."

**CAPITAL PUNISHMENT IN WASHINGTON**

**Effort is Being Made to Substitute Life Imprisonment—Bill Before State Legislature**

Olympia, Jan. 22—Seeking aid in his fight to abolish capital punishment in Washington, Representative Frank Goss today sent an invitation to Governor Oswald West of Oregon to address the Legislature here in support of the former's bills abolishing the death penalty.

The Goss bills which were introduced before the House today provide for life imprisonment instead of death as the punishment for first degree murder and

treason, and contains a clause limiting the power of the governor to pardon persons convicted of these crimes.

Warden Reed of the State penitentiary is a supporter of these bills.

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**THE AFTERMATH**

Usually the day following Christmas brings with it unpleasant recollections of friends who have been inadvertently overlooked in the matter of Christmas gifts. Isn't it fortunate that New Year's Day follows so closely and gives us an opportunity to make amends for our oversights during the Christmas rush. While the past week's shopping made very heavy inroads into our stock, the assortments in each line are practically unbroken. We have a large range of beautiful things for New Year's gifts. CONSULT OUR CATALOGUE.

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For Skidegate, Allford Bay and other Queen Charlotte Island ports, 10 p. m., Jan. 12th, 26th, Feb. 9th, 23rd, March 9th, 23rd.

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