

THE DAILY NEWS

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DAILY EDITION

Tuesday, Nov. 25, 1913

A CITY TO BE
PROUD OF.

It is significant that of all the cities of the west Prince Rupert real estate has been the least affected by the tightness of money in the past six months. Cities that have been growing rapidly for some years past, and increasing their real estate values in proportion, have suddenly ceased to increase their population, and to find the real estate values tumbling away below late market prices. Prince Rupert is, happily, not in the slump. Here the population is growing and real estate remains firm at prices made in the good times of some months ago. Prince Rupert citizens must feel a pride in the unique situation of their home city. It is today the best city in the west.

The fact that in a great many instances the unpaid portion of Prince Rupert real estate is held by the Provincial government and the Grand Trunk Pacific, who are lenient on overdue payments, is in a measure responsible for holding up the local real estate values, but it is not due to that alone. Here every property owner, whether a resident or a non-resident, has absolute confidence in the immediate future of the city. The opening of the transcontinental railway—now only a few months distant—is bound to give a new impetus to the prosperity and growth of the city. In other coast cities business is dull, laborers are idle and the prospects are a hard winter and an uncertain summer to follow. Here mercantile and labor conditions are normal, the population maintains a steady growth and the prospects of the coming year are bright indeed. Prince Rupert is a good city to be in.

ANOTHER P. O.
SITE ROW.

Prince Rupert is not the only city that has a grievance with the Borden government on its selection of a new post office site. Saskatoon newspapers are now daily publishing columns of charges and explanations over the selection of the corner of Fourth avenue and Twenty-third street for the site of the proposed new post office. The selection was made by a faction of the Conservative party and there is a general civic indignation over the location, which is several blocks from the centre of the business section. The judgment of local Conservative executives in the expenditure of federal monies is not likely to be free from favoritism or in the best interest of the public welfare. Premier Borden must be lamentably weak in statesmanship when he will stand for a policy of rule by an irresponsible local machine.

The last Toronto Globe received here contains in its illustrated supplement the first of a series of articles by Peregrine P. Acland, formerly editor of The Daily News. Mr. Acland, who is the son of the Deputy Minister of Labor, was called home on family affairs and decided to go by way of the railway to the end of steel and make the eastern end of steel as best he could. His first article shows that he had then reached Telkwa, and gives a photograph of the town. There are also photographs of New Hazelton and other points en route, and the story going with them, being that of a clever writer viewing the country for the first time and giving his fresh impressions of it, is decidedly interesting.

BUILDING AIRSHIPS TO CROSS
THE ATLANTIC IN FIFTY HOURS

EACH TO CARRY THREE HUNDRED PASSENGERS AND TO BE
LUXURIOUSLY FITTED WITH EVERY COMFORT AND
CONVENIENCE

The building of a line of airships, each capable of carrying 300 passengers, as luxurious as the Imperator, and to cross the Atlantic in 50 hours, is the extraordinary enterprise in connection with which efforts are now being made in Paris to raise capital by the inventor, a German named Boerner.

Boerner plans to build a fleet of aerial leviathans. His airship which is based on new principles, has been worked out in every detail, and the reports of French experts on his specifications say that his system is the most convincing ever invented in its adaptability for long ocean voyages. The air cruiser is to be nearly 800 feet long, more than 80 feet wide and nearly 100 feet high, containing 300 cabins, each with two beds.

There will be dining and smoking rooms, a promenade deck, first class kitchens, electric lighting, in fact every comfort and convenience possible to obtain in an up-to-date hotel.

The construction is to be semi rigid with a car running the en-

tire length, fitted with thirty-four motors of 150 or 200 horse power each, so arranged that the ship can be navigated in any direction without the employment of ballast.

Boerner claims that an engine breakdown, or an explosion of the gas bags, is absolutely impossible. Three separate bags contained in a single envelope lift the ship. Even should one balloonette explode, he asserts, there would be no risk of disaster.

He declares a cruiser built on his principles can make a non-stop flight of 4000 miles at an average speed of sixty-eight miles an hour and can land without external aid and descend to the water on which it can travel at the rate of sixty-five miles an hour.

Boerner is now negotiating with important financial interests in Paris, with the object of building a fleet of six vessels immediately which will require a capital of \$5,000,000. The construction of each air cruiser costs \$800,000.

HUDSON BAY RAILWAY
ENGINEER RESIGNED

Was Upon His Reports and Surveys Government Chose
Route of the Line.

Ottawa, Nov. 17.—It is learned here tonight that the resignation of John Armstrong, Chief Engineer of construction for the Hudson Bay Railway, is in the hands of the Government. Hon. Frank Cochrane, Minister of Railways, is absent from the capital at present and the details of the matter cannot be ascertained tonight. It is stated, however, that the resignation has not yet been officially dealt with or considered by Council. It is believed that the resignation will be accepted.

This is the second resignation which has occurred under the present Government's administration of the Hudson Bay Railroad during the past year. Chief Engineer Hazen of the terminal end of the road at Nelson resigned his position during the early part of the summer. John Armstrong has been in charge of the work for several years, and it is upon his reports and upon surveys conducted under his supervision that the route has been chosen to the Bay.

Movies Getting the Goat.

A small party with a moving picture camera are in the Atnarko Valley trying to get pictures of mountain goat, grizzly bear and other wild animals of the coast.

Loose Leaf Ledger forms at the Daily News office.

AMERICANS DREADING
INFLUX OF JAPANESE

Activity of Orientals on Mindoro
Island Causing Great Anxiety
in Philippines.

Victoria, Nov. 22.—An important political change, due to an industrial episode, is foreshadowed in the attempt of Japanese capitalists to take over the sugar interests of the Mindoro Development Company, an American concern, which controls the island of that name in the Philippines. A passenger on the Mexico Maru, which berthed yesterday, Ira Abrahamson, after some years residence in the group, says that the effect of this announcement had considerably stirred public attention just before he left Manila.

American residents have the same fear of Japanese aggression as other islands in the Pacific Ocean, and this announcement, which has yet to be matured into fact, has made the white residents anxious of the results upon which they reasonably count, principally the effect of the influx of Japanese who would naturally be brought into the country.

As the normal influx of Japanese is about 1000 a year, and Chinese are excluded under the application of the Chinese Exclusion Act to the Philippines in 1902, the fear of an increase in Japanese immigrants is naturally very real to the white residents.

The Daily News has the largest circulation in the city and district. To be had at all the news-dealers.

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Sunday service 11 a.m. Sunday school meets after the morning service. Testimony meetings Wednesday at 8 p.m. Reading room is open every day except Sundays and legal holidays from 2 p.m. to 5 p.m.

CHRISTMAS
HOLIDAYS

If you are planning a trip for Christmas to the south or to Eastern Canada or United States or to the Old Country, bear in mind the Grand Trunk STEAMERS PRINCE RUPERT AND PRINCE GEORGE to Vancouver, Victoria and Seattle and the Grand Trunk Railway System from Chicago to the principal Eastern cities.

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