

THE DAILY NEWS

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DAILY EDITION

Tuesday, Dec. 16, 1913

OPTIMISM

The general feeling about town in business circles is excellent. Perhaps never before were the merchants so optimistic as they are at present. This is of course, because business has been on a gradual increase for months past. The Christmas trade is always good, but in addition to that this year there is a decided increase in general business.

The pioneers of Prince Rupert have had a long wait for the completion of the road. For the last three years the promise went forth that "next year" will see that consummation. We are told that hope deferred maketh the heart sick, but that doesn't work here. There never was a moment when anybody lost faith in the future of the city. The prices of real estate were never as firm as they are now, and this at a time when the values in other towns are falling to pieces.

There is a danger to the pioneers, however, when activity does return. A small increase in value is liable to be grasped at and right immediately the prices will soar as they did in Vancouver. Prince Rupert is a gilt edge proposition and the old timers should see that they are not deprived of its benefit.

Of course a boom is not the best thing a city could have. A gradual and natural development will prove to be much better in the end. Let us

therefore expel all expectations of a boom and turn our attention toward the development of our resources. When we have done this the boom will take care of itself.

THE MOTOR BUSS

The proposals of the Hydro-Electric company bring up that of the street car franchise. It has been contended that the prices to be charged by that company would be much too expensive to use for operating a street car service. This of course has not been proven, but it brings to the front another important issue, as to whether we shall require street cars at all in this modern age of ours

Instead of installing a system that will introduce unsightly poles and wires above our heads, and dangerous and inconvenient tracks beneath our feet, why not put in a modern system of motor busses. It is well known that this system is replacing the old cars in a great many of the European centres. Of course there will be some time yet before such a system would pay but it is worth considering in connection with the present discussion.

Ex-Mayor Newton says he hammered the present council throughout the year because The News hit him first. That sounds like the little boy's answer. Some people are born with a little hammer in their hand anyway.

RUPERT HYDRO POWER COMPARED WITH TORONTO

NIAGARA POWER BRINGS \$18 h.p. AT CITY LIMITS IN TORONTO — COMPARE THE AGREEMENTS

To the Editor of Daily News:

Dear Sir,—In Saturday's issue of The Journal there appeared an article which compared the conditions of the street railway franchises in Toronto with the proposal of the Prince Rupert Hydro-Electric Company to sell power in bulk to the city of Prince Rupert at the city limits.

The cases have no similarity. In the case of the Toronto Street Railway a franchise was given allowing the railway company to do business on the streets inside the city limits. Under the proposed agreement with the Prince Rupert Hydro-Electric Company, the city of Prince Rupert retains absolute control of every utility within the city's present or future limits; but there is a marked similarity between the contract which the city of Toronto has with the Ontario Hydro-Electric Commission, and the proposed Prince Rupert Hydro-Electric agreement with the city of Prince Rupert. The city of Toronto buys 10,000 horse power at the city limits from the commission and pays \$18.10 per horse power year for it. The Prince Rupert Hydro-Electric Company's rate at the city limits of Prince Rupert for 3,000 horse power is \$20.06 per horse power year. Furthermore, the City of Toronto agrees under its contract with the commission as follows:

"The contract between the Ontario Hydro-Electric commission and the city of Toronto. Sec. B. To take electric power exclusively from the commission during the continuance of this agreement, provided if the commission is unable to supply said power as quickly as required, the corporation may obtain supply until the commission has provided such supply, thereupon the corporation shall immediately take from the commission; and the corporation may generate, store or accumulate electric power for emergencies or to keep down the peak load of the power taken from the commission, and nothing herein contained shall effect existing contracts between the corporation and other parties for supply of electric power, but the corporation shall determine such contracts at the earliest date possible.

"Sec. C. To pay for three-fourths of the power supplied and held in reserve at said date and upon said notice whether said power is taken or not and when the greatest amount of power taken for twenty consecutive minutes in any month shall exceed three-fourths of one amount during such twenty consecutive minutes so supplied and held in reserve, to pay for this greater amount during that entire month."

From the above it is clear that the city of Toronto, a city of over 375,000 population, taking power from the Hydro-Electric Commission which generates about 100,000

horse power at Niagara Falls, the greatest power development site in the world, is paying for 10,000 horse power but little less than the city of Prince Rupert will pay if the proposed agreement is passed when it is taking only 3,000 horse power. Besides the power from the commission the citizens of Toronto receive power from many other sources.

There has been considerable correspondence in the press bearing on the proposed Hydro-Electric agreement, but this correspondence has not dealt with the proposed agreement as a business issue. Factional and political issues have been brought in and these should be left entirely out of the discussion. The questions which should affect the ratepayers of this city are as follows:

What is the cost of power under the proposed agreement with the company compared with the cost of power from any source the city may have?

What will be the cost of light, heat and power to the consumers in the city if the proposed agreement is passed? How do these rates compare with the city rates at present and how do they compare with rates in other cities?

What is the earliest date at which the city could expect to get power from its own sources?

What is the earliest date at which the company could supply power?

Is it to the advantage of the city to welcome outside capital or is it to the advantage of the city to put every obstacle in the way of outside capital coming in to develop the city and district?

Provided rates from the company are lower than from any source the city may have, is it to the advantage of the city to get outside capital to build power plants outside the city for which the people are not taxed one cent, and leave the city's credit open to obtain money for much-needed civic improvements inside the city limits, thus having \$2.00 spent in the district instead of \$1.00?

Surely these are the points which affect this agreement and none other. Leave out the politics and factional issues and look at this agreement from the point of view of the business interests of the city. If it is a fair and favorable agreement to the city, pass it; if it can be shown that the city can do better elsewhere, turn it down.

Yours truly, A. W. AGNEW.

Who wants a modern seven room home cheap? I will sell for the price of the lot and will throw the house in. Look at this: Lot 9, Blk. 8, Sec. 6, Hays Cove Circle, \$3,000, all cash, or can arrange terms. Apply 103 Hays Cove Circle. 2911f

WHEN BUYING YEAST INSIST ON HAVING THIS PACKAGE



DECLINE SUBSTITUTES

Not a Live Issue

A couple of weeks ago the Scott government in Saskatchewan submitted to the electors the question of whether or not direct legislation should be introduced in that province. A minimum of 30 per cent. of the voters on the list was required to secure its passage and only 12 per cent. of the votes were cast. Initiative and referendum can't be a live issue in that province yet.

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WARK'S THE RELIABLE JEWELERS
WARK'S OPEN EVENINGS

As Far As Bad Luck Is Concerned, Why, Ish-kah-bibble

Drawn for The Daily News by "Hop"

