

THE DAILY NEWS

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DAILY EDITION



Saturday, Dec. 20, 1913

Reports from Victoria and Vancouver indicate that the southern cities are passing through a period of hard times. Civic employees are only working half time so that as many as possible may have a job.

Prince Rupert is fortunate in that there is not an idle man within her bounds. Work is plentiful and business is good and everybody is happy.

While a great deal of this prosperity is due to the fact that Prince Rupert is the centre of a rapidly developing territory, there can be no denying the fact that very much of this also can be credited to a competent handling of affairs. If the city's accounts were in the condition in which they were last year, with no one knowing how the funds stood, there would be little chance of steady employment for the city hands. This year we are in the fortunate position of showing a good balance at the bank, with no demands upon us that we cannot meet.

While we are in the throes of a Hydro-Electric discussion it might be interesting to bring up another closely allied subject.

Mr. William Manson takes the credit, and that rightly, for instituting the plans for our Woodward Lake scheme. Before many days are past we shall no doubt hear him in defence of that project. In view of this it might be profitable to ask him a few questions in order that he may enlighten the electorate.

Since Mr. Manson professes to be such a stout champion of public owned utilities (and in this he is right), why has he not urged the McBride Government to come forward with an electric policy similar to that which they have in Ontario? We hear a great deal of the large deposits the government holds in the banks (large enough we are told to relieve the money stringency in British Columbia). Why was not some of this money set aside for the developing of electric power throughout the province? That would be good constructive statesmanship, and especially so in a country like this where water power is to be had in abundance.

When Mr. Manson has answered that question (and it will not do to say that such legislation is "unusual") it might be interesting to have him answer another. Why was it that he did not strengthen the hands of the mayor when he was endeavoring to get financial support from the government? Nobody heard of him taking a trip to Victoria for that end or advocating that policy in the public press or platform.

If Mr. Manson and the McBride Government had done their duty there would be no electric problem to contend with in Prince Rupert today. The public utilities would be definitely in the hands of the people where they rightly belong, and the franchise-seekers would not be found in the land.

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GRADING IS ALMOST COMPLETE SAYS PRINCE RUPERT REALTY MAN

F. M. REYNOLD MAKES OVERLAND TRIP TO FORT GEORGE, WHERE HE WILL SPEND WINTER

A few weeks ago F. M. Reynolds of the firm of Collart & Reynolds started on an overland trip to Fort George. He has arrived safely after looking over the country and he tells of his trip to the Fort George Tribune.

Mr. Reynolds left Prince Rupert on November 8 and reached Fort George November 19. Counting for a stop of two days at Fort Fraser, the trip was made in nine days, although it included a "mush" from the head of Burns Lake to Fort George.

"At Rupert we took the train to the end of steel, which at that time was Mile 303, Decker Lake. The first night we stopped at Smithers, which is the passenger divisional point.

"Sunday morning we left Smithers for the end of steel, which was then Mile 303, although when I passed through they had another stretch of 30 miles ready for the track-layer. This would bring the railroad to the head of Burns Lake, a place known as Freeport. Freeport is quite a town, and was very busy while I saw it. It had its start through being the head of water navigation in that region.

"Speaking of water navigation reminds me of the next step in the journey. We spent the night at the end of steel and on Monday morning left for Freeport on a gasoline scow. We went through Decker Lake into Burns Lake to the head of that water on this craft. Between the two lakes we passed through a beaver meadow about a mile along, but our course made it much longer than that. We wound this way and that, turning at times almost back towards our starting point, so crooked was the channel.

"From Freeport we went by foot to Pine Creek, about seventeen miles. I may say that I was a novice at walking with a pack, and the first few days on the trail proved to be somewhat hard for me. At Pine Creek we found a nice roadhouse, where we spent the night.

"Next morning we proceeded along the grade to the G. T. P. townsite at Endako, a mile the other side of Stella, and Dan Shedy, who has the contract for the work at that point, told us that he would have his work completed by the first of April. From Stella we passed through the Stella Indian Reserve and came to the G. T. P. townsite of Fraser Lake.

"Along the south side of Fraser Lake and to the eastern of it we found a splendid agricultural country. We stopped one night at Fraser Lake, and the following day walked 13 miles farther to Fort Fraser, where we rested a couple of days, staying at the

hotel there. At Fort Fraser we crossed the Nechaco river on the ferry, and I made up my mind then that here was the point where the golden spike on the G. T. P. would be driven. Bostrom's contract is away behind, while the work on the other contracts is well advanced.

The grade is practically completed all along the line, and every contractor assured me that he would be finished by April. So far as I could see there are lots of supplies in the camps and no dearth of men.

"I would like to have the people of Prince Rupert know that the climate here is so mild. Over in Rupert I have heard some awful tales of the Fort George winter weather. I was really afraid to come here in the winter after what I heard. As a matter of fact



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I have found the weather more like spring than winter.

As regards the land I saw on this trip, apart from the Pleasant valley in the Bulkley country, there seemed to be very little good land immediately adjoining the railway until we passed Burns Lake. From Burns Lake here, however, we found a very fine farming country.

"There is another point that I consider worth of remark also," he said. The roadhouses along the line seem to have figured out that this is their last year and their last chance. You now pay 75 cents for a meal and 50 cents for a bunk."

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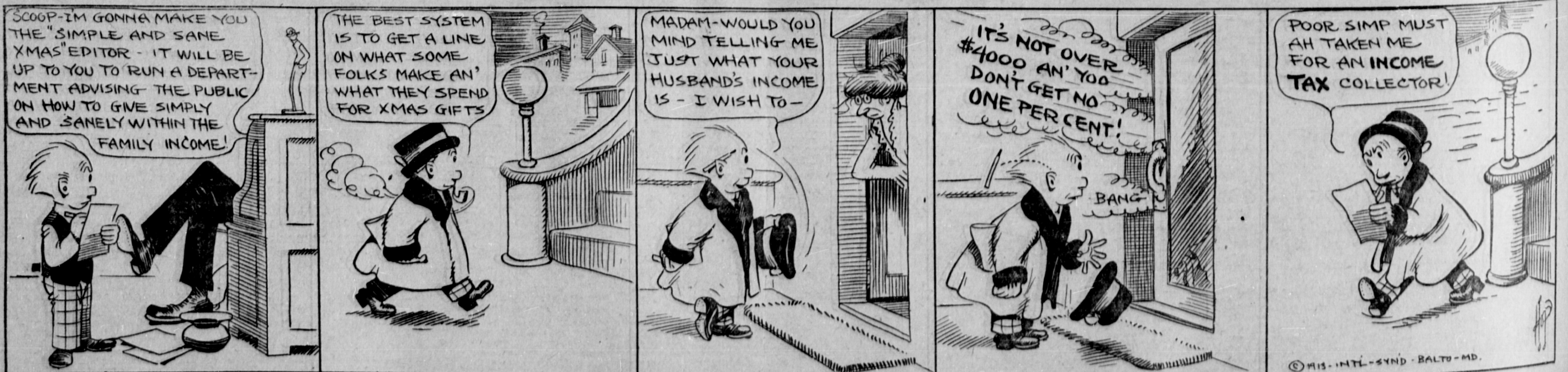
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