

## THE DAILY NEWS

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DAILY EDITION

Monday, Feb. 23, 1914

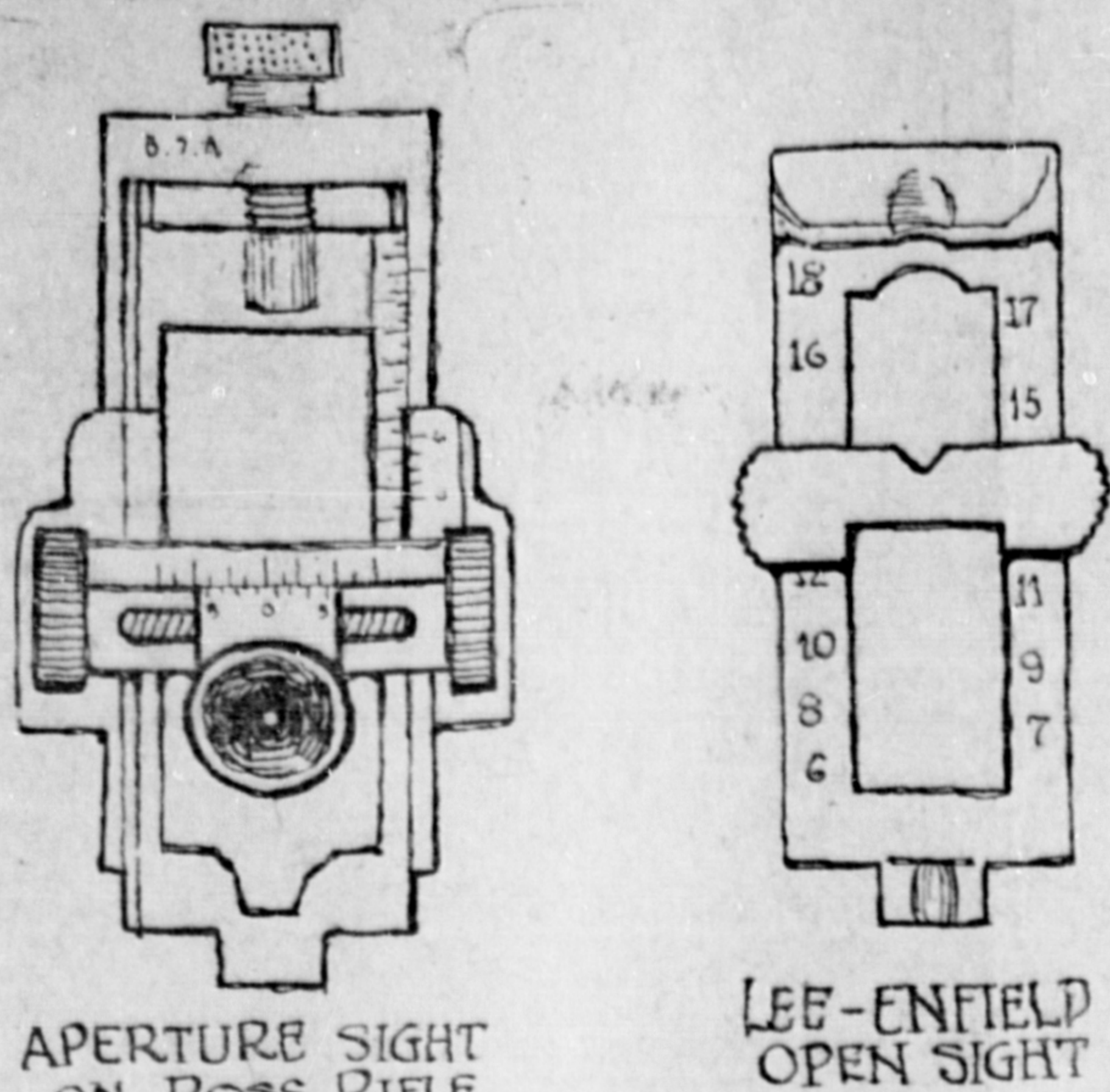
The citizens of Prince Rupert are being treated with a fair sample of Bowserism. William Manson has been boasting for a long time that he had saved Wark's Channel power for this city. He told the electors at the last municipal election when he was advocating party politics in civic matters that if the citizens supported the scheme and started to develop Woodworth Lake he would see to it that Wark's Channel power would be ours.

Woodworth Lake will supply about two thousand horsepower. This city will soon need ten thousand. There is no other power available and Prince Rupert is bottled up completely.

William Manson likes to pose as a public ownership man. In that he is aping from his superiors of the government. Bowser likes to pose as a democrat while he enjoys despotic power. William Manson in advocating a municipal power plant at Woodworth Lake has put us in the position where we just get the taste of this advantage with no opportunity of developing that scheme. All the time he was the friend of the big corporations while playing to the gallery of a fickle public ownership mob.

It is not surprising in the light of recent developments that the city council refused to ask for Wark's channel power in order to start the municipal plant there. The local Tories, too, favored developing a two thousand-h.p. scheme when a ten thousand one was apparently to be had. Any business man would have preferred the larger proposition. The Tories, however, did not have the backbone to oppose Bowser, so they accepted the smaller stream. William Manson, while telling the public that the larger power could be had, no doubt told the inner ring that this was not the case.

Surely in this William Manson has shown his hand. He has revealed to the people that he is insincere and that he cares nothing for their rights. He has proven himself to be a friend of the big corporations. He has shown the people that he is not a fit man to represent them, and when next election comes around the people should make this very clear.



## OLD SIGHT CONTRASTED WITH NEW

These sketches show the old Lee-Enfield open sight and the newer Ross rifle aperture sight used in the Canadian service. The war office ordered the discontinuation of this sight in contests at Bisley, which resulted in a declaration of defiance from the Canadian militia department. The matter has now been satisfactorily adjusted by the war office withdrawing their objection to the Canadian rifle.

ONE MILE OF BAD ROAD PER YEAR  
RECORD OF BELLA COOLA VALLEY

SETTLER WRITES TO LOCAL PAPER ABOUT THE ROAD CONDITIONS AND CAUSE OF COMPLAINT—SETTLERS GENERALLY DISSATISFIED

The following letter is taken from the Bella Coola Courier and is a faithful report of a settler's view of the provincial road building in that district:

Sir: I have been a close reader of your paper since it was first published, and I notice in nearly every issue there is something about the roads through this valley.

To people on the outside it must seem that there must be some cause for these complaints, or else that the people of Bella Coola are chronic "kickers."

Perhaps it would be well to go over the ground, so to speak, and let those people on the outside have a better understanding of the matter.

It is common knowledge that the Bella Coola valley was first settled by a colony of hardy Norwegians, and according to the terms of an agreement, the provincial government was to provide them with a road through the settlement.

Prior to the year 1909, the government had no settled road policy other than that, and even that was not carried out.

The annual appropriations were small, and were supplemented by much gratis work on the part of the settlers. In fact, a man to be anyway sure of work on the road had to furnish his own tools. So it is plain to be seen that the local foreman was not justified in undertaking any work of a heavy nature, and naturally followed the lines of least resistance, as the small sums doled out by the government were not sufficient to keep the existing road in decent shape. Nevertheless, much excellent work was accomplished.

With the spring of 1909, however, we see a change. A permanent road superintendent was appointed and a permanent policy seems to have been laid down by the government.

It must be remembered that, prior to 1909, it was possible to drive a team with a strong wagon not too heavily loaded, from the steamboat landing at Bella Coola to the P. O. (formerly Sloan), which according to present measurements is a distance of 30 1/2 miles.

What progress has been made

during the past five years, with fat appropriations?

If the road had been properly surveyed, it would no doubt be straight, instead of following the old wagon path. However, the road is being hitched over a little every year, so it is only a question of time and money until it is straight as it should be.

During 1909 several crews were put to work at different points from tidewater as far up the valley as fifty miles, and much of the slashing done at that time has been left to grow up with brush worse than ever.

A weak attempt at grading was made at the Bella Coola end of the road the same year. The Canyon bridge over the Nootsa-sum river and the "short cut" around was commenced. So closes the first year of "vigorous policy."

During 1910, some grading and gravelling was done from the town to about half a mile above the first bridge crossing the Bella Coola river (a distance of some two and a half miles), but only in patches. About three-quarters of a mile was slashed and graded between the 23 and 24 mile posts, and some slashing done above the Crossing (24 miles from tidewater). With the exception of a small amount of trail work, nothing was done above that point.

In 1910 road work boomed. A gang worked around the town a short time, another at Hagersborg, another between the 18 and 19 mile posts, another at the Crossing and Gibson's Cabin. Some small bridges were put in on the Upper Atnarko and some bridge timber was got out for the Canoe Crossing bridge.

In 1912, thanks to the railroad surveyors, we got in a straight piece of road. The first good honest piece of work since the introduction of a "vigorous policy." Some grading was done at Hagersborg for a distance of about one mile. The Canoe Crossing bridge was constructed and about a mile of adjacent road graded. A bridge over the Kahylst river was completed and a sleigh road opened as far as Mr. Gillenspit's ranch, and some trail work in the upper valley.

Nineteen-thirteen was a busy

year, most of the time being spent "kink-locating" in the lower part of the valley. In the spring efforts were made to squeeze the water out of the road with a big roller. Some grading at Hagersborg and a little slashing on the Saloomt side of the river. Two miles of grading above Canoe Crossing bridge. The road extended about a mile and a half above Gillenspit's ranch and the season's work was ended with another attempt to use the road roller as a wringing machine, and also a little mud-mixing with the grader.

(Continued on Page 3)

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