

THE DAILY NEWS

THE LEADING NEWSPAPER IN NORTHERN BRITISH COLUMBIA
Published Daily and Weekly by
THE PRINCE RUPERT PUBLISHING CO. LTD., PRINCE RUPERT, B.C.

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HEAD OFFICE

Daily News Building, Third Ave., Prince Rupert, B. C. Telephone 98.

BRANCH OFFICES AND AGENCIES

New York—National Newspaper Bureau, 219 East 23rd St., New York City.

Seattle—Puget Sound News Co.

London, England—The Clougher Syndicate, Grand Trunk Building, Trafalgar Square.

SUBSCRIPTION RATES—To Canada, United States and Mexico: Daily, 50c per month, or \$6.00 per year (\$5.00 if paid in advance). Weekly, \$2.00 per year. All Other Countries: Daily, \$8.00 per year. Weekly, \$2.50 per year, strictly in advance.

Subscribers will greatly oblige by promptly calling up Phone 98 in case of non-delivery or inattention on the part of The News carriers.

DAILY EDITION



Thursday, March 19, 1914

Perhaps nowhere in the world are the lines of party politics more clearly drawn than at Ottawa today. The Conservatives to a man are standing up for high tariff and special privilege. The Liberals on the other hand, while friendly toward capital and industry, have taken a decided stand on freer trade and wider markets, which means a distinct relief for the farmers and for all who toil.

Only a few days ago did the Liberals bring forward a resolution in favor of free farm machinery. In this line certainly the old cry of protecting infant industries would not work, for Canada possesses some of the largest implement companies in the world. Notwithstanding this, however, the Conservatives strongly opposed it and of course voted it down. How such a reasonable request could be refused it is hard for fair-minded people to understand. Certainly such conduct does not entitle the government to the support of those who would like to see justice established on the earth.

The year 1896 saw the close of one of Canada's dark ages. The country was dying for the want of a progressive government. In that year the Laurier government came into power and immediately began a policy of publicity and expansion. People swarmed into the country and prosperity came with a rush. This continued for fifteen years when the Borden government secured control by means of a silly Yauke scare. With them was ushered in a period of depression that is still with us.

The reason is not far to seek. The time had just arrived when it was useless to bring in more people without furnishing a market for their

products. The far-seeing eye of Sir Wilfrid had focused this fact and because of that he staked his all on the reciprocity issue. This would have supplied exactly what was required, but instead of that we have had thrust upon us the old national policy of increased protection. Consequently the farmer was deprived of his market and began to lose faith. With this depression in the air it was useless to induce more homesteaders to take up land and so the immigrants all took to the cities. The result was congestion, pessimism and hard times.

The prairies today are the pulse of Canada. In that region there are thousands of bushels of grain that are rotting for the want of a market, which, but for an imaginary line, is right at their doors. Consequently the price of wheat is now so low that it does not pay to farm.

The only possible excuse the Borden government can have for such a state of affairs is that they cannot afford to adopt the policy of the Liberals.

Reciprocity is becoming more of a live issue every day. People are beginning to realize how much a reduced tariff has already done for the American people. The hope that the Wilson tariff bill would benefit Canada has disappeared. Every article which the Americans put on the free list was immediately sought in large quantities, with the result that the Canadian price went up, and with it the cost of living. If Canadians had an equal privilege in the American markets prices would soon right themselves. As it is the advantage is entirely in favor of the Americans, and Canadians must pay the bill.

WELSH COAL BARON HAS OPTIONS ON B.C. ANTHRACITE COAL LANDS

D. A. THOMAS TO INVESTIGATE COAL PROPOSITIONS AS WELL AS NAAS AND PEACE RIVER RAILWAY

Options are reported to have been taken by Mr. D. A. Thomas, the Welsh coal baron, who is now en route to the coast from the east, on the claims of anthracite coal lands controlled by the British Columbia Anthracite syndicate, a company composed of prominent Quebec financiers, who hold charters from both the Dominion and provincial governments for constructing a railway from the mouth of the Naas river into the Groundhog coal-fields, a distance of 140 miles, and beyond its holdings for an additional sixty miles.

The head of the Cambrian Coal company has announced his intention of safeguarding British coal interests in the north, and it is said that he is acting under instructions from the British admiralty. The product in the Groundhog district is said to be the only hard, smokeless coal in the world, beside that found in South Wales, Pennsylvania and West Virginia.

Mr. Thomas and his associates are said to absolutely control the output of naval coal in South Wales and to have acquired extensive interests in the Ponca-hontas mines in West Virginia. The development of the Groundhog fields would therefore place the coal baron in an unassailable position in so far as the control of the world's best anthracite is concerned.

The anticipated repeal of the exemption provision in the Panama tolls regulations will have a big effect on the coal situation. Dues of \$1.25 per ton will have to be paid on coal by American and British vessels alike. The opening up of the Groundhog, it is pointed out, would enable naval ships to come through the canal with a small amount of fuel in their bunkers and to replenish their supplies at one of the Pacific coast ports.

In 1910 Mr. Ronald C. Campbell-Johnston, consulting engineer for the Quebec syndicate, made a trip to the Groundhog to report on some claims. As a result of his explorations he was asked to head a larger expedition the following year into the district and secure comprehensive surveys of the coal lands and to locate a railway line from Naasago bay, at the mouth of the Naas river. Since Mr. Campbell-Johnston made his investigations he has kept the British admiralty posted on the new fields at the request of high officials in Great Britain. The Duke of

Argyll, who is a relative of Mr. Campbell-Johnston, first took the question up with the Rt. Hon. Reginald McKenna, when the latter was first lord of the admiralty.

Nasago bay, the port for the proposed railway into the Groundhog, is said to be admirably adapted for a coal distributing point, the harbor being well protected, and capable of berthing large vessels. The estimated cost of building a railway into the coal fields, equipping the colliery, providing rolling stock, buying coal-carrying ships and general organization on a working basis, is \$10,000,000.

The coal lands controlled by the British Columbia Anthracite syndicate are held under lease from the provincial government. The quantity is estimated by Mr. Campbell-Johnston as 1,141,440,000 tons. The engineer spent seven months in the Groundhog prospecting and driving bores to ascertain the extent of the seams.

The claim is advanced that sufficient coal could be mined from the Groundhog coal fields yearly to supply all the naval squadrons in the Pacific ocean with smokeless anthracite coal, and that on account of its geographical location a port at the mouth of the Naas river would be in a better position to compete for naval business than the Welsh or Pennsylvania interests. Nasago bay is said to be considerably nearer to the Orient and Russia than any other sheltered harbor suitable for a coal distributing centre on the Pacific coast, and thus coal could be shipped to Hongkong, Yokohama, Vladivostok, Australia and New Zealand, and other naval bases at a much less rate than from the other anthracite fields.

The coal company secured in 1911 a charter from the province for a railway under the title of the Naas & Skeena Rivers railway company. The route follows the course of the Naas and other rivers 140 miles in a northeasterly direction from Nasago bay, which is about fifty miles north of Prince Rupert. Mr. D. D. Cairns, who has conducted a number of geological surveys for the Dominion government, is said to have expressed the opinion that there was a feasible route for a connecting link from the Groundhog line to the proposed Alaska railways via the headwaters of the Skeena and Stikine rivers, thence

along the latter stream to the Dease river and lake to the headwaters of the Laird river, through the Atlin district to the White Horse, and thence by way of the Chisana pass into Alaska; along the Tanana river into Fairbanks, the Copper river country and the interior of Alaska.

Manitoba Liberals to Convene

A general convention of Manitoba Liberals has been called to convene in Winnipeg on March 26 to 27. The purpose of the convention is to consider the political situation, declare a platform, and prepare for the general election which is now looked for in the early midsummer.



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F. H. CUNNINGHAM, Chief Inspector of Fisheries, New Westminster, B.C., March 17, 1914.

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Front Counts a Whole Lot With First Impressions

Drawn for The Daily News by "Hop"

MY SOULMATE DATE IS TO DAY-WONDER IF I LOOK OVER-DRESSED - DON'T WANT TO QUEER THE FIRST ONCE-OVER. GUESS I BETTER CAN THE DRESS SUIT. STILL-DAWGONE IT- THIS DONT HARDLY LOOK DRESS-UP-EE ENOUGH FOR THE FIRST TIME ONE MEETS ONE'S LADY, LOVE! OH GEE-WISH I KNEW WHAT TO WEAR- IT'S TIME I WAS DRESSED! MIGHT AS WELL GET IT RIGHT-TAKE BOTH SUITS OVER- AND LET HER DECIDE. ©1914-INTL-SYND-BALTO-MD.