

THE DAILY NEWS

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DAILY EDITION

Thursday, April 16, 1914

A recent visitor to Prince Rupert has used a convincing argument in favor of the importance of this city's future. He compared the resources of this city to that of St. Johns, Nfld. St. Johns is located in a rough and rocky region. The products of the soil are a nonentity. A small amount of mining is carried on, but the chief resources of the city are derived from the fish. Yet in spite of that St. Johns is a city of some fifty thousand people.

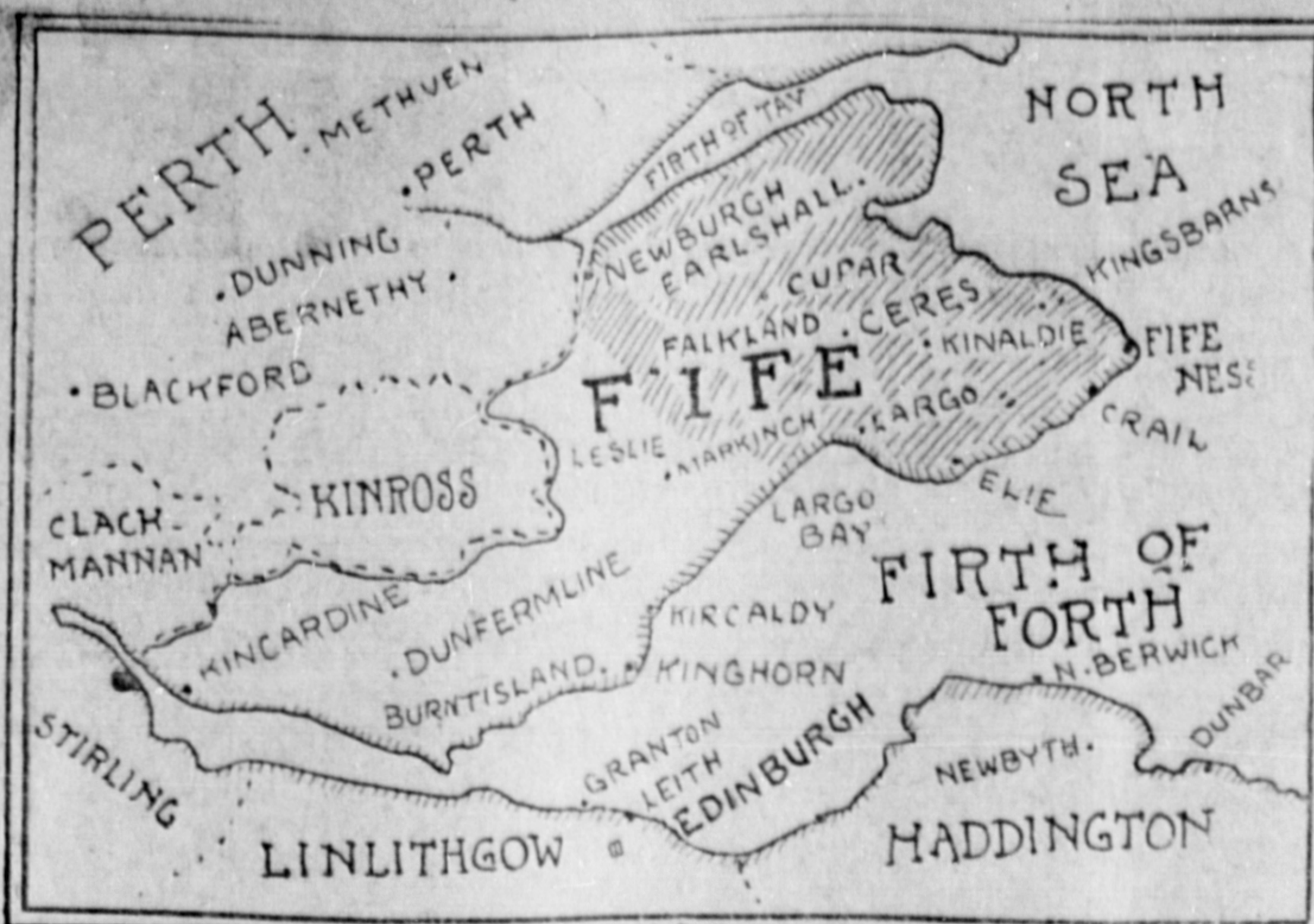
The fishing grounds tributary to Prince Rupert are equal if not superior to those of St. Johns. Besides the fishing business, however, we have a harbor that is open all the year, while theirs is frozen over for many months. We are the terminus of a great transcontinental railway with a throbbing, wealthy country behind us, while they are the terminus of a little narrow gauge track across a land of barren waste. And yet there are some people so short-sighted as to think that Prince Rupert has no great destiny. The fact of the matter is that there is nothing under heaven except our own stupidity that could prevent the city advancing rapidly to a first class modern city.

The city council has built for themselves a monument to their lack of vision and incompetence, which proclaims to the world that they belong to the "cent belt." They have refused to sanction a small vote for city publicity in spite of the fact that advertising

has made Canada what it is and that all over the west cities stand where villages have stood because their citizens were progressive enough to tell the world about their resources.

The striking thing about the vote was that the wage-earners voted against the grant while the only business men in the council voted for publicity. From this one would understand that the day laborers in the city council do not want this city to expand. Of course they are more happily situated than the many other workmen in the city. They have a preference job at which they get 45c an hour up, while many workmen in the city are compelled to work for 35c when they can get it, and the rest of the time go without work. Workingmen should elect representatives from among them who will give them a square deal and at the same time work for the advancement of the city.

A few months ago it looked as if the McBride government had reformed with regard to the giving away of the lands of the province. This apparently is not the case, for that interesting periodical the B. C. Gazette still contains notices of cancellations of reserves. Surely enough harm has been done to the province in giving away the many millions of acres already alienated. Why not call a halt, which would at least convince some people that the government were at least penitent for their past conduct.



EAST FIFE, MR. ASQUITH'S SCOTTISH CONSTITUENCY

East Fife, which Premier Asquith represents in the House of Commons and where he was elected by acclamation last week as a result of his acceptance of the portfolio of War, is in the northeasterly section of the Scottish Lowlands. On the two previous occasions when he ran, Col. Spott was beaten by 2,059 in Jan. 1910 and by 1,788 in Dec. 1910. In the last of these two elections the vote was 5,149 to 3,350.

MAKING RAPID PROGRESS ON THE HUDSON BAY ROAD

ROAD WILL BE CLEARED TO 100 MILES FROM NELSON BY SPRING — OVER 200 HUNDRED TRAINS ENGAGED IN FREIGHTING

Winnipeg, April 16.—N. K. Boyd, of the Hudson Bay Construction Company, who returned from a 375-mile drive along the Hudson Bay railway line reports splendid progress, camps erected and supplies all in to Landing River, within 120 miles of Port Nelson. Over 400 trains have been engaged in freighting this winter. The road will be cleared to Kettle Rapids at the second crossing of Nelson by spring, which point is within 100 miles of Nelson. All of the rock cuttings and large earth cuts have been worked during the winter, and no delay to track laying will occur from that frequent difficulty during the coming summer.

"Pretty cold work laying steel in the winter, up there, is it not?" Mr. Boyd was asked.

"Oh yes, but we have laid 1 1/2

miles per day notwithstanding the weather. Hon. Mr. Cochrane insists on pushing ahead regardless of the weather or imaginary difficulties."

"Where do you expect the steel to be this fall?"

"We intend to be at Manitou, the first crossing of Nelson, 250 miles from the Pass by the close of the season."

"And when do you expect the line to Nelson?"

"Under ordinary circumstances, weather, labor, etc., we will have it graded into Nelson by fall of 1915; but these two bridges over Nelson may hold back track-laying. By the first of May we will have 13 heavy locomotives, 175 hand cars, 450 flats, 100 box cars, 3 steam shovels, and full equipment of plant to rapidly push the work to completion."

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Box 17—1st Ave. and 7th St. (Central Hotel).
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Box 24—1st Ave. and McBride St.
Box 25—2nd Ave. and 2nd St.
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