

THE DAILY NEWS

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While no one can anticipate that with the opening of the Grand Trunk through traffic Prince Rupert will leap into the position of a great ocean port, we can anticipate a greatly increased activity in trade and commerce passing through the city, and we can do much to stimulate the growth of Prince Rupert's shipping trade.

One of the big prospects of the early history of Rupert's shipping will be the Alaska and Yukon trade. This trade is at our doors and it does not require the establishment of a string of ocean liners to bring it to Rupert. This trade is handled by coast steamers.

The geographical advantage of Prince Rupert over the other coast ports in being two days' closer to the northern trade centres, will undoubtedly be taken advantage of by the Grand Trunk Pacific Railway Company to get eastern Canada shipments and bonded United States shipments for the North. But Canadian merchants and Rupert business men should take advantage of the new opportunity as well.

The commencement of the Alaska Government railway will create a new and enlarging market on the Alaska coast for food products and other supplies. Canada and even British Columbia can furnish some of these. The Canadian West can supply to this north country meats, flour, cereals, oats, hay, a limited quantity of butter and eggs and other articles. It should all come through Rupert. There is a duty on some of these supplies going into Alaska, but the transportation advantages can overcome that in many instances.

One of the most promising products for shipment to the North so far as British Columbia is concerned is hay. The great Bulkley Valley is producing thousands of tons of the very best quality of timothy hay, and it can be made to produce a tremendous supply at a low figure. The country is particularly adapted for growing hay and the short haul to the market offers good profits. The north demands double compressed bales and a special and expensive machine is made for this purpose. Already a prominent business man of Rupert who realizes the possibilities of this northern trade, has opened negotiations with some of the big ranchers of the Bulkley Valley to go after this business.

The ranchers on the Bulkley are also going into the cattle business and within a few years there will be several big stock ranches in that country. This will enable the buyer to get meat to the north on a short haul. Besides those mentioned there are numerous openings for the live business man to get into the northern trade and incidentally it will all help Rupert.

A. E. Lancaster, M.P. for Lincoln, Ont., is withdrawing from politics because he finds the \$2,500 indemnity insufficient to meet living expenses and the demands upon the generosity of a member. Mr. Lancaster is not a sport or a high roller. In fact he has no extravagant habits, yet he finds politics are keeping him poor. How different it is with some members we know who go in poor, spend freely and grow rich.

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To Marry and Survey in the North



The Nascope and her passengers. The larger picture shows the captain and some of the passengers of the steamer Nascope, which sailed from Montreal on its long trip to Hudson's Bay and the Arctic Circle. Those in the group are Captain James Meikle of the Nascope, Miss M. Anderson, who sails to wed the manager of a Far North trading post; Mr. Jay Eaton; Mr. G. F. W. Jennings, Mr. R. C. Ridley, Miss Reid, Mr. W. H. Welsh, Mr. D. McConnell, and Captain Cox of the steamer Othello. The smaller picture shows the Nascope leaving Windmill Point on her trip north.

GOVERNMENT GEOLOGIST
REPORTS ON SALT DEPOSITS

ONE GALLON OF BRINE YIELDS A POUND OF SALT — INVESTORS INTERESTED IN DEVELOPMENT OF THESE DEPOSITS

R. G. McConnell's report on the section along the Grand Trunk Pacific Railway between Prince Rupert and Aldermere anticipates rapid development of the mineral resources of this territory. The salt deposits at Kwinitza, about forty-four miles east of Prince Rupert are described. A basin a mile long and a mile and a half long has been filled with sands, clays and gravels to a level equal to that of the highest tides which affect the Skeena River at this point. The surface is covered with from six to eight feet of silty clay, underlain by gravel, and it was in the latter that D. C. Whiteford found strong brine. Several test holes were put down, but no attempts made to ascertain the extent or thickness of the brine saturated gravels. The brine is considered to be imprisoned sea water, somewhat concentrated. Mr. McConnell considers the geological conditions favorable for the retention of the salt water and its partial evaporation. The analysis does not show much concentration, however, as this brine contains only 2,823 grams of sodium chloride per gallon, as against 2,435.74 grams of sodium chloride in sea water. It is probable, however, that more highly concentrated brine may be found with depth, and it is noted that in a borehole put down by Mr. Whiteford to a depth of a lit-

tle over 200 feet a hard band of partially or wholly rock salt was encountered. Mr. Whiteford claims a yield of a pound of salt to the gallon of brine from this deposit.

Vancouver investors are interested in the development of these salt deposits, and the installation of a manufacturing plant, the neighboring fishing industries affording a ready local market.

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The police are searching for a man who is said to have stolen over 200 musical instruments in the past year. He is probably practising on the lbot.—Exchange.

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