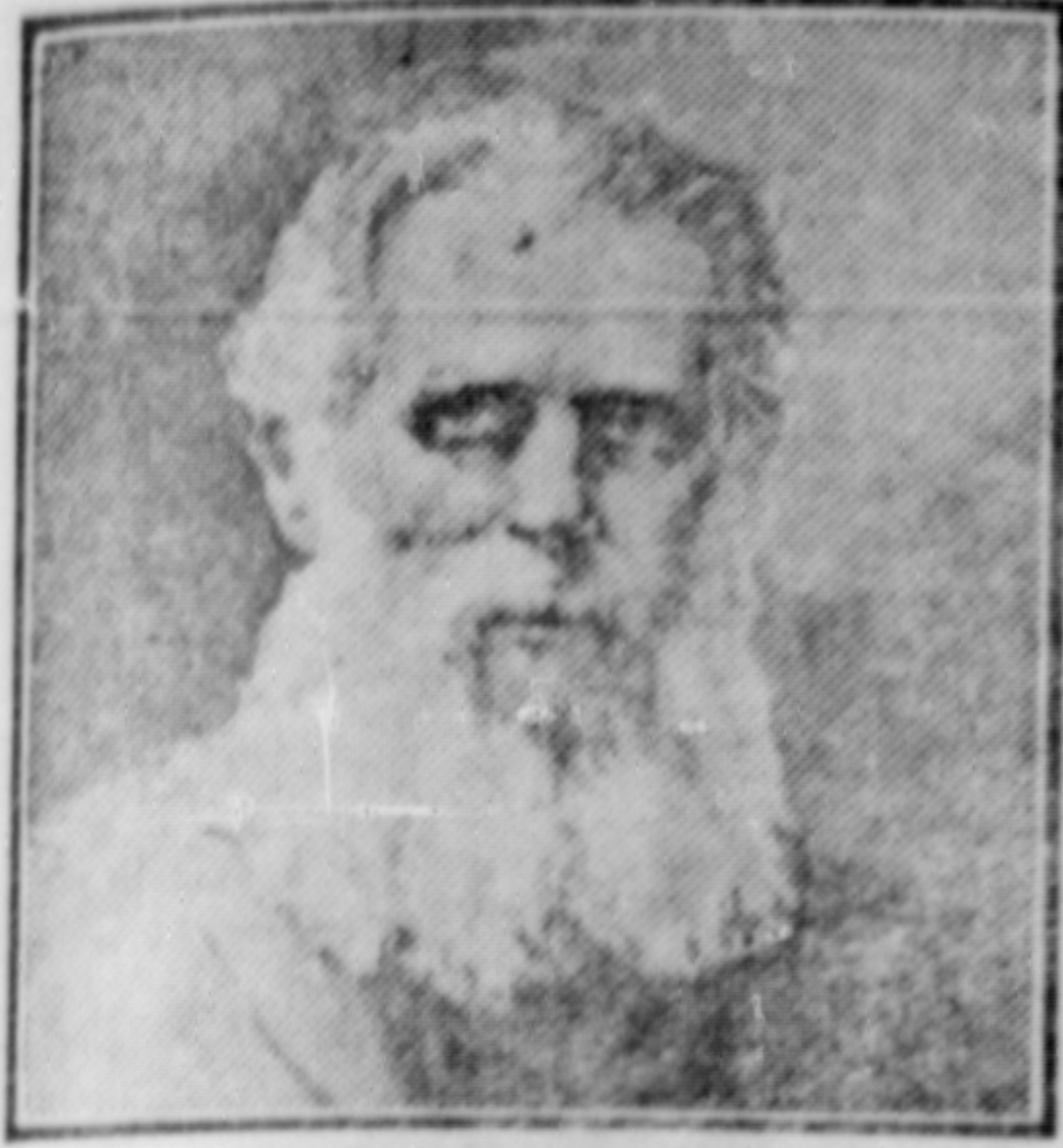


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- Central Hotel.
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- Knox Hotel.
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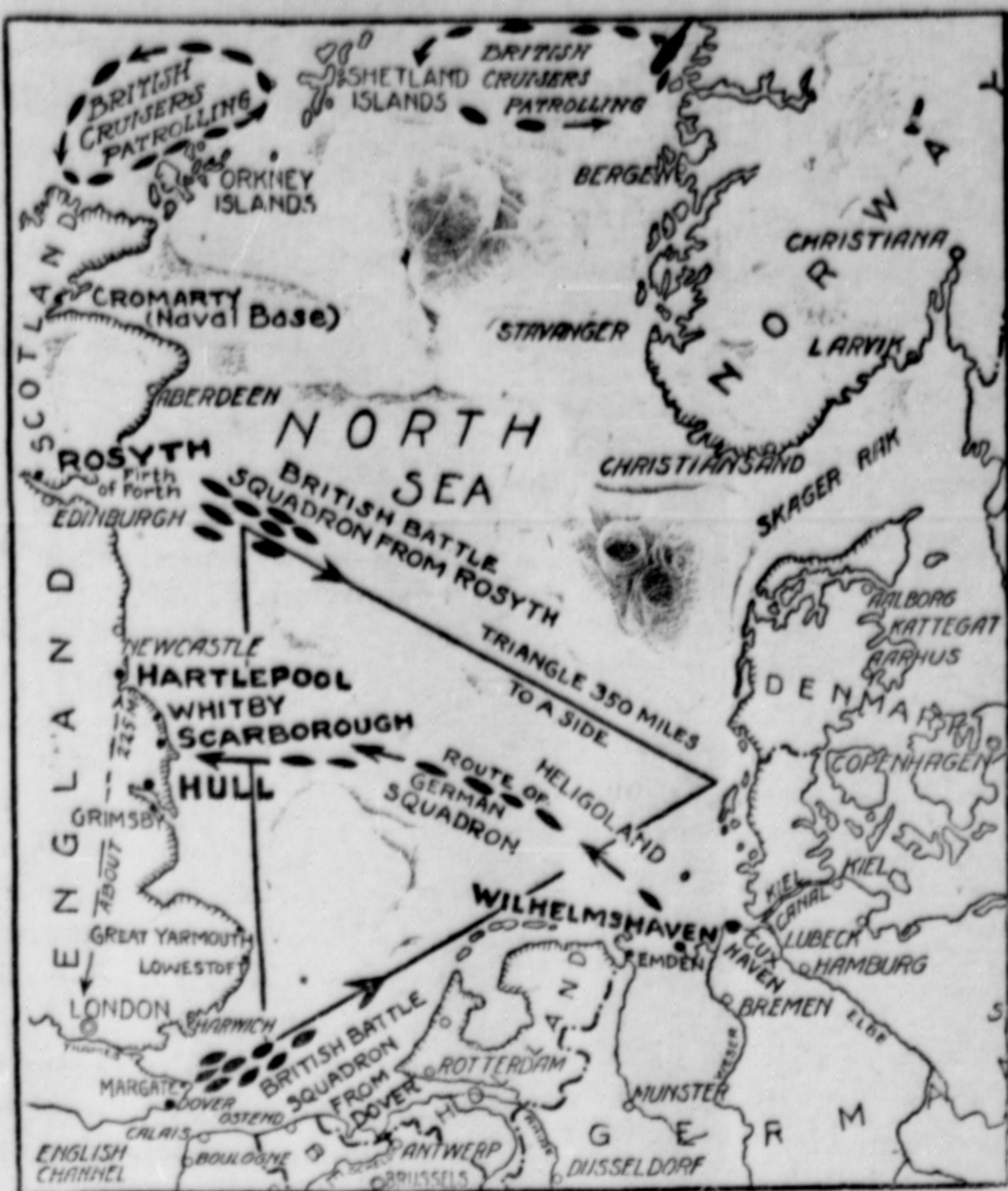
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Two heads are better than one—in a kissing match.

It takes a woman to point out the faults of other women. Even the man with a constitution of iron is apt to get rusty.



THE GERMAN RAID ON THE BRITISH COAST.—The route taken by the German cruisers which dashed at the English coast midway between the British naval bases at Rosyth and Dover and bombarded Scarborough, Hartlepool and Whitby on December 16. The triangle forms an equilateral triangle with sides 350 miles long. British squadrons at either two mentioned bases would be as near one another as the German fleet would be to either and on prompt notice could reach either exit of the North Sea before the German fleet.

## NAAS RIVER VALLEY DEMANDS PART TAXES SPENT IN VALLEY

CONDITIONS IN VALLEY WOULD BE EXCELLENT IF A TRUNK ROAD WAS PROVIDED—NO WORRY OVER HIGH COST OF LIVING.

Gwinoha, B. C., Dec. 14, 1914. To the Editor of The News.

Dear Sir,—We are now in the middle of the winter. We have had nearly three weeks of clear, cold weather and the cold snap is not over yet. This is the longest spell of continuous cold weather we have had since I came into the valley, nearly five years ago. The thermometer, however, has not gone down below zero and it rises from ten to twenty degrees during the day. We have had a foot of snow and there is therefore good sleighing and it is easy clearing and doing the other necessary improvements.

Generally speaking, the Naas River homesteader is living on the fat of the land and at a cost of about 25 cents a day. He has no rent or taxes to pay; his butcher shop contains grouse, rabbits and fish, and when he buys a few shells, snares and traps, his meat bill is paid; his cellar is full of vegetables grown in his own garden; the hills have supplied him with wild fruits; thus grocery bill has been reduced to a small change affair. He gets his fuel at the cost of a little exertion. He doesn't worry a bit over the high cost of living.

Most of the ranchers are on their homesteads and taking advantage of this fine weather to improve their places. There are about forty voters in the valley and as many more who will become naturalized citizens before they prove up, and they can make a big noise when they get all together. Their main topic of discussion this winter is road making and they get pretty sore and say some nasty things concerning the slow progress being made in permanent road building. They don't know what amount of money the government has taken out of the valley from public lands sold, timber licenses issued and taxes collected, but they know that very little has been spent on permanent improvements of general utility. They know, too, that nearly 175,000 acres of public land have been alienated from the government, withdrawn from settlement and held by land speculators and timber licensees and that the rest of the land in the valley, outside of the pre-emption reserve, comprising approximately 50,000 acres, is not available for settlement because of the uncertainty of location or tenure, until the whole valley is surveyed and properly platted. They pre-

sume also that all the land marked on the map "A. P." has been actually purchased, the initial payments of 50 cents an acre made, and that 4 per cent interest is being made on the deferred payments and the wild land tax of 50 cents an acre is annually levied against it. If this presumption is correct the government has collected over one hundred thousand dollars from the valley more than it has expended in permanent improvements and that amount should be held to the credit of the valley for permanent road building or other improvements of general utility.

The one great and pressing need of the valley is a road from the head of navigation to the northern boundary of the pre-emption reserve that can be used all the year round. A road that can be used by a team of horses, and wide enough to allow two teams to pass each other; and there is not a mile of road of that kind in the whole valley. For the few farmers who live along the river bank as far up as the Grease Trail, there is no pressing necessity for a road except during the winter, but the great bulk of the settlement is miles away from the river and the disproportion will grow larger every year, and the farmer who does not live on the river bank, near a good landing place, has no way of getting his produce to market except to carry it on his back, and as long as farming operations have to be carried on in such a backward manner there will be very little agricultural progress, very little produce to take to market and consequently high carriage rates. Jack Frost and the snow make a first class winter road from Gwinoha to tide water. Five miles of a road built over the lava from Gwinoha to the Si-ax River would give connection with this natural outlet to the Si-ax District, one of the most important and extensive in the valley, and these five miles of road could be built at less cost than any equal distance on the Naas. From the Si-ax District to the Grease Trail, a pack trail has already been built, and this pack trail should be widened to a wagon road. From the Grease Trail landing the government has begun the construction of a wagon road, which, we understand, is to be extended to the northern boundary of the pre-emption reserve. With half the funds the government have on hand, which have been collected

from the valley, this main wagon road and generally useful artery of communication with good markets for all the produce of the valley could be built and work furnished for all the ranchers next summer. This would put heart into the men and give an impetus to settlement and improvement that would result in speedily turning this fertile district into a large producer of foodstuffs and the settlers would soon be on the high road to prosperity. Yours truly,

W. A. MYERS.

## SIC TRANSIT GLORIA TANGO!

Last winter, in a period of rashness and inconceivable folly, we took a few dancing lessons. We learned the tango, the one-step and the hesitation, with all the dips, drags, grape-vines and lame ducks appertaining and in such case made and provided. We thought we had Terpsichore lashed to the rudder of a Zeppelin. As we glided about the hall or ricocheted from divan to davenport, just missing the piano lamp in our mad flights through some friendly parlor, we used to feel sorry for poor Mr. and Mrs. Castle. We were the dancing demon of the day. We were. But last night we happened to drop in on some friends, whose virola, as we entered, was tearing off, "By the Sea, by the Beautiful Sea." We shall forever hate that tune, for it is inextricably intermingled with the wreck of our fondest conceit. We learned last night that we can't dance. There was a young fellow in that parlor who had brought with him, from the city, a slew of new steps and motions and gestures and poses and by the time we got there he had taught the young ladies such delicatessens as the "half and half," "the fox trot," the "silo slip" and "the Ford Flop," or something like that. Why, we didn't even know the holds any more. Everything we did passe or Aisne or Przemysl. We were Major-General Dub. Last year we didn't hesitate, well—you needn't come around. This year if you hesitate you are lost and no reward offered.—Ex.

No man is so illiterate that he cannot teach another something.

When all others fail, booze can always give the pugilist the knockout blow.

### Certificate of Improvements.

Aldebaran Mineral Claim, situate in the Skeena Mining Division of Cassiar District.

Where located:—About three-quarters (3-4) of a mile, more or less, from the northwest point of the head of Alice Arm and adjoining the Black Bear Mineral claim on the southwest.

TAKE NOTICE that I, Pedro Salinas, as agent for William J. Vaughan, Free Miner's Certificate No. 81545B, and for myself, Free Miner's Certificate No. 80313B, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 85, must be commenced before the issue of such Certificate of Improvements.

Dated this 21st day of September, A.D. 1914.

PEDRO SALINAS.

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