

THE DAILY NEWS

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HEAD OFFICE

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EDITORIALS

It is evident that this city need not look to the Borden government for any assistance in its development. That very reasonable request with regard to the shipment of American fish through this port was refused without even an explanation. Prince Rupert, however, is only sharing in the punishment all Canada is receiving for not supporting the Laurier policy of 1911. Under that policy fish was to be placed on the free list. The Conservative cry, apart from the silly one of annexation, was that we shall get the benefit of the American reduction of tariff without any concession on our part. True the States have removed the duty from fish entering Canada, but if the duty was also removed on fish entering the States from Canada Prince Rupert would have no fish problem. There is no place in Canada that would benefit more from free trade with the States in natural products than Prince Rupert. Instead of trying to get a half concession through an unwilling government, let us throw them out of office and let Sir Wilfrid Laurier solve our problem in the natural way.

A visit to our great drydock and a remembrance of the fact that this is one of the grants

of Sir Wilfrid Laurier to Prince Rupert, one cannot help feeling how grateful we ought to be that this grant went through before the Borden government came into power. The building of the G. T. P. was one of the biggest triumphs of Sir Wilfrid Laurier. With great faith in the future, he fought for a policy that opened up half of Canada for settlement. Prince Rupert, the terminus of that road, Sir Wilfrid had destined for a great city. With that end in view he made provision for our great drydock. This, however, was only to be the beginning of many grants to this city. It is well known that he intended to make it a naval base, but his defeat in 1911 stopped all that and since that moment Prince Rupert has been left out in the cold.

It is not only the Borden government which does not wish to see the dream of Sir Wilfrid realized in Prince Rupert. In this province we have a government which insists on taking every cent out of the north and spending it on the cities of the south. Besides that they are doing all in their power to steal the trade of Prince Rupert over the P. G. E. from Fort George. Attorney General Bowser recently made

NO ALUM MAGIC READ LABEL BAKING POWDER

the statement that Prince Rupert would never be anything but "a dirty little fishing village." He also stated that the P. G. E. was built to save the G. T. P. from failure. What do the people of Prince Rupert think of a public man who makes such unfounded statements. The wish no doubt is father to the thought. Bowser wants to kill this town, and why anyone in the north should support him it is difficult to see. With such hostile Conservative interests opposing us, little chance would we have of securing a drydock if we now had to approach them. The only hope for Prince Rupert is to let Laurier finish his work. Let us put him back in power at the next election.

Ignorance is the stepmother of argument.

Anyway, peace is worth fighting for.



RUSSIA TO FORTIFY ALAND ISLANDS.—Germany is complaining because the Allies have allowed Russia to fortify the Aland Islands in the Baltic for naval purposes during the winter when the mainland ports are frozen.

PACIFIC, PEACE RIVER AND ATHABASCA RAILWAY COMPANY. NOTICE.

Pacific, Peace River and Athabasca Railway of Canada, at its next session, for an Act, authorizing the company to lay out, construct and operate the following lines of railway: (a) Commencing at a point on tide water, at or near the head of Kitimat Arm, following the Kitimat River in a northerly direction to the summit between Kitimat and Lakelse Lake, thence in a northerly direction along the valley of the Lakelse Lake and river to the Skeena River, thence crossing the Skeena River by means of a high level bridge and over the Grand Trunk Pacific Railway with standard clearances, thence north-easterly to the mouth of the Kitsumkaleen River and following its course to the summit of Soxax River, and thence, following the valley of the Nass River, at or near Alayash, a distance of approximately one hundred and twelve miles; (b) from the junction of the Blackwater River, with the Nass River, following the course of the Blackwater River, to the summit between it and the Gahnskeest River, thence south easterly along the Gahnskeest River to the Skeena River, thence up the Skeena River to the mouth of Bear River approximately fifty-seven miles. DATED at Ottawa this nineteenth day of October, 1914. PRINGLE, THOMPSON, BURGESS & COTE, Solicitors for the Applicant.

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 J. Pedro Salinas, as agent for William J. Vaughan, Free Miner's Certificate No. 815455, and for myself, Free Miner's Certificate No. 803155, 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.

WILL TEACH LESSON TO GERMAN NAVY

Britain's Floating Forts Will Be Most Powerful That Ever Sailed Seven Seas.

Great Britain is to amaze the world with several warships of a new type, as much above the superdreadnought as that is above the dreadnought. Admiral Jellicoe will be able to lay down a hand on the playing table of the North Sea next summer at which the Kaiser's navy will stare in astonishment.

These new ships are of the Queen Elizabeth class, not one of which is yet in commission. Details of them are carefully guarded, and publication of facts concerning them in Great Britain would probably be followed by severe punishment. From a friend who recently visited the jealously barred Devonport yard, however, I have obtained a layman's view of one of these giant craft. She was the Warspite, which will be ready for action within six months.

The Warspite will carry ten 15.5-inch guns. What this means can be realized when it is remembered that the latest American battleships carry only 14-inch guns. Even more important is the wonderful turret arrangement. The turrets rise above each other like boxes in a grandstand, so that it is possible to fire all of her 15.5-inch guns from her bow. This is an achievement of which naval construction would have despaired only yesterday.

More wonderful still, this monster floating fort is able to pursue swift cruisers. She makes twenty-six knots, a speed greater than the fastest transatlantic liner. Her bow is narrow at the water line and widens in such a way as to offer the least possible resistance to the seas.

Another important feature is her armor. It is said she will be able practically to defy any ordinary torpedo or mine. This is accomplished by means of a triple coating of armor below the water line. An external explosion can damage but not sink her. Of course, she is oil driven. Her cost will be about \$16,000,000.

There are six such ships building which are expected to shake out their colors within six months. Construction is so perfectly organized that they can be built in eighteen months from the time they were started, it is estimated.

I am unable to learn whether all, or only one, of the new battleships will be able to fire all ten of its large guns from the bow. I am informed, however, that besides these six new battleships, the Devonport and Portsmouth dockyards alone are to produce eight battle-cruisers by next spring or early summer. At Devonport 9,000 men are employed, with about 5,000 soldiers and marines always on guard.

When you hand a lemon to an optimist he will dig up a little sugar and a little whisky and a little hot water and make himself comfortable.

UNITED STATES SHOULD REMEMBER THE PAST

Certain recent actions of the United States government, regarded in the light of that country's history of half a century ago, afford an interesting view of the way in which the doctrine of neutrality works out in actual practice. Mr. Schwab, the great ironworker of America, secured from the British government a large contract for the construction of submarines in parts to be exported to Britain and put together there. When this was announced, President Wilson intervened with a request that he cancel his contract, because the building of submarines would be a violation of the nation's neutrality. Mr. Schwab promptly complied with the request, and at once received from the British government an order for ammunition to an amount much larger than had been involved in the submarine contract. To this order no exception has been taken by the United States government.

A few months ago, when Generals Carranza and Villa were hard pressed by the Huerta government, President Wilson was strongly urged to permit the sale of ammunition to the Mexican civil war parties, but the embargo on it was retained; it is interesting to speculate as to the reasons which justify the free exportation of ammunition to Great Britain and the prohibition of its exportation to Mexico.

During the American civil war of half a century ago British shipbuilders sold to the Confederate government of the South a few hulls of vessels which were afterwards used as commerce destroyers, and for the damage done by these cruisers Great Britain was subsequently held liable under the finding of the Geneva Tribunal of 1871; the prototype of The Hague Tribunal of today. Throughout the whole of the war each side was permitted to buy in Europe all the ammunition it could procure. At first the two governments were on a par in advantage, or nearly so, but as the Northern blockade of the South became increasingly effective all importation by the South was cut off and all the advantage accrued to the North. It is easy to see the almost perfect analogy between the positions of the South then and that of Germany now. It is plain from the contract to Mr. Schwab that Germany will have to put up with the disability. Woe to the conquered.

BOMB CAUSES DAMAGE TO CHURCH IN ROME

Rome, Jan. 4.—A small bomb exploded yesterday in the courtyard of the Basilica of San Clemente, which is the titular church of Cardinal O'Connell, of Boston. Another bomb, which failed to explode, was found. Windows of the church were broken, but no other damage was done.

A man's past interests a woman less than his presents.

Fear of being reformed keeps many a man in the bachelor class.

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