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Liberal Regime Again in Canada.

Yesterday afternoon at 3 o'clock Hon. William Lyon Mackenzie King officially became the Prime Minister of the Dominion of Canada, succeeding Hon. Arthur Meighen who, it is intended by the Conservatives, will be the next leader of the opposition. After ten years of Conservative or modified Conservative administration, the country is again in the hands of the Liberals and their political allies. Prince Rupert should soon begin to reap the benefits of a government which from the outset has been friendly to the port. To make things even more favorable, the district has as its representative a man who will be a member of this favorable administration. With Premier Mackenzie King, who is pledged to carry on the work of the late Sir Wilfrid Laurier in making this a great port, guiding the ship of state, and Fred Stork as his lieutenant in this district, the people will expect and will be justified in expecting better things for Prince Rupert and Skeena constituency.

Selection of Brilliant Men

In the selection of his cabinet Premier Mackenzie King has gathered around him the cream of administrative ability in Canada. Several of the members, for example Hon. W. S. Fielding, Minister of Finance, Hon. Dr. Beland, Minister of Health and Soldiers' Re-establishment, and Hon. George P. Graham, Minister of Militia, Defence and Naval Affairs, have already had long and successful experience in the guiding of federal affairs. Sir Lomer Gouin, Minister of Justice, and Hon. Charles Stewart, Minister of the Interior, have each attained to the highest executive positions in their respective provinces, Quebec and Alberta, and both are regarded as leading statesmen of the Dominion today. Others, such as Hon. Ernest Lapointe, Minister of Marine and Fisheries, and Hon. W. C. Kennedy, Minister of Railways and Canals, have demonstrated great ability while in the opposition ranks and may be expected to give efficient service as executives. All in all, the cabinet appears to be a splendid empanelment of Canada's best legislative minds.

Ministers Concerned Sympathetic to Port.

Prince Rupert's main interest centres in the two portfolios, Railways and Fisheries, held respectively by Hon. W. C. Kennedy and Hon. Ernest Lapointe. Both Mr. Kennedy and Mr. Lapointe will commence their work familiar with the needs and conditions of this place, for they both visited here a little over a year ago. The whole local question at that time was gone fully into with them, although perhaps neither of them thought then that they would be in such a short time actually guiding the destinies of the port. With them was Premier Mackenzie King, and all three expressed great sympathy and made suggestions as to advancement. This is a further reason why Prince Rupert and district may from this time on expect to get fair treatment, and that is all it asks, at the hands of the new Dominion Government.

DISTRICT ENGINEER GIVES INTERESTING ADDRESS ON WORK OF HIS DEPARTMENT

(Continued from Page One.)

during May June, July and August, whereas in the interior the fall is the best time.

Duties of Department.

"Our work consists of the construction and re-construction and maintenance of public buildings, bridges, ferrys, wharves, roads, etc. The total spent last year on public works was $443,000, and even at that the finances are always too small for the work on hand. You must realize that this sum of money has to be spread over a very large and scattered district.

"The accounting has been organized in such a manner that every penny we spend must be accounted for and charged against the exact work to which it belongs. The comptroller general will not stand for anything being charged to contingencies, everything spent must be charged to the particular work.

"The District Engineer is not responsible for new buildings of any great dimensions, the new court house for instance coming under the direct supervision of the architect for the province. The repairs and erection of small buildings come under district officials.

"River protection work is something which few people realize is carried on. Farms along the Bella Coola river are in constant danger of damage by water. It seems unfortunate that farms and villages have been built on the river beds. Stewart and Alice Arm suffer not only from high river waters but from the effects of tidal waters at high tide, and on the prevention of such damage we have had to spend money. Something has to be done to try and save them.

Nine Miles Bridges.

"We have nearly nine miles of bridges to take care of in District No. 7, which if put end to end would reach from here to Port Edward. The mere maintenance of these structures is a big problem in itself. A great number of the bridges were built in 1910 and they have reached a point now where they are liable to break down all together. The cost will be very great to reconstruct them. There is a great demand for new bridges at all times, and what we are trying to do in future is to build better bridges. They will last longer and the cost of maintenance will be cut down.

"The ferrys are quite a problem also. The ferries on the Skeena require a lot of attention to keep them and the approaches in shape for traffic. As soon as the development of any part of the country warrants the expense we should put in bridges where there are ferries.

"There are five wharves in the district, two in the interior and three on the coast.

Roads and Trails.

"Perhaps the building and maintenance of roads and trails is the biggest problem of all. Next to education I think good roads are the most to be desired. Our small communities will remain in semi-isolation until we get good roads. The railways do not connect up communities in the same manner as good roads do, that is, not in the same intimate manner. We have to get more people into the country and more roads.

"There is no trunk road completed through the interior yet. There is still twenty-seven miles between Burns Lake and Endako to be built. A great portion of the land in the interior was purchased land lying adjacent to the railway, therefore new comers requiring land had to get back of the purchased land, and got as near a station as was possible. These people had to get an outlet and short roads were built to the nearest railway station. The result has been that it has necessitated a net work of roads of a gridiron pattern, either leading to a station or connecting with part of the main road. It was undoubtedly the best thing to do under the circumstances and gave the settler an outlet. It is going to take a lot of money to finish the trunk road. Our main roads breaking off the trunk road and leading into main parts of the country are not in such bad shape considering, and settlers' roads on the whole have been given quite a bit of attention as also have the mining roads. The trunk roads seem to me to be the most vital thing.

"The Dominion Government three years ago, passed legislation to assist the Provincial Governments all over the country to build good roads as far as funds would allow. What our friend, Campbell, at Ottawa, had in mind was taking old roads and making good roads out of them. When I prepared a statement for a road through the interior, to be sent to Ottawa he nearly had a fit. The first project was 170 miles long and for 56 miles there was not road at all. I pointed out to the engineer from Ottawa that it was not good roads we wanted, but what we wanted was a road of any kind to open the country up. We had to get the country opened up and get a road through it. It would be better to get the whole thing opened up connecting the Nechako and Bulkley Valleys together and making it possible to go right through to Vancouver by road, than to spend a lot of money on bits of permanent road here and there. I have often been asked why we did not build a mile of permanent road and have done with it, but I do not know of a road that is permanent. The idea is that we ought to build a mile of good road in preference to two miles of indifferent road. What settlers need is good passable roads that can be used during any part of the year. We pointed out to Ottawa that we would build the trunk road, possibly a parallel road, and get it on the proper location so that there would be no change and that in future every dollar spent on it would be money well spent. The projects approved are from Hazelton to Endako, and from Burns Lake to Francois Lake. The Hazelton to Prince Rupert has not been approved as yet but I think there may be something doing on this next year, although I do not wish you to misconstrue my meaning or think that I am making any promises.

Methods Employed.

"A great deal of our bridge and road work is done by day labor. Personally I am strongly in favor of the contract system, but it has to be considered that from 1918 to 1920 very little grading work or bridge work was done by contract in B. C. I do not know of a single straight contract. There is some good reason for this, which of course most of the members well know.

"Conditions were such that no contractor could be certain of completing a contract at the price he would have to quote to get the contract. The cost of labor was going up all the time and you could not depend upon labor, materials could not be delivered and the whole state of industry was unstable. When conditions will allow, in my opinion it would be better to get back to the old contract system, where a contractor received a lump sum for a particular job. Conditions are slowly but gradually becoming stable, labor is becoming more reliable, materials are settling down in price, and when these conditions become favorable, I think that we should start in to contract as much of our work as is possible. However there is a certain amount of our work which we will never be able to let by contract, for instance, maintenance of bridges. It is very hard to get contractors to take on this class of work.

Splendid Equipment.

"We have a splendid and up-to-date plant, including work horses, wagons, etc. Our graders are the latest word in graders, in fact everything that is required for work of the nature we are responsible for."

At this point the speaker passed round several photographs to the members.

"You will notice a steam shovel on caterpillar treads. This class of machine has never been tried in B. C. before. We managed to get this steam shovel, and had a good deal of trouble in getting it going properly. However towards the end of the year this was accomplished, and the reports for the last few months have shown that we have been able to cut the costs in half on the heavy grading work. The machine weighs 26 tons, runs on its own treads, doing without track or mats to travel on. It will grade and leave a road crowned behind it as a grader would leave it, and we do not have to put plows in on either side to grade it up. It cost $15,000 delivered on the job and has done very excellent work. So you will see that our department is up to date.

A Word of Criticism.

"A public servant must expect criticism, he is going to get it anyway, and it is the privilege of the citizen to criticise, in fact it is his right, and where criticism is coming I think that the official should get it. However, I will tell you one thing, people criticise before they are well informed. The reputation of two or three men in my district has been damaged, which could have been prevented if people had obtained the facts first. Before criticising people should find out to see if there is not a good reason for doing certain things. By unfair criticism you drive out of the public service all men of any spirit at all. The good, honest worker is usually a sensitive man. If you are going to criticise, then in all fairness you must commend where commendation is due. If you wish to commend a man in the public service you should commend him to his superior officer, in criticism the same way, and he will attend to the matter. We have some first class men employed and get on the whole good average results."

MINERAL ACT.

Certificate of Improvements.

NOTICE.

Maybelle No. 1 Mineral Claim, situate in the Skeena Mining Division of Prince Rupert District; located on Princess Royal Island, one mile and a half from Surf Inlet Postoffice.

Take notice that I, Mrs. Florence Howard, Free Miner's Certificate No. 44234C, 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 37, must be commenced before the issuance of such Certificate of Improvement.

Dated this 17th day of November, 1921.

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