

THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

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DAILY EDITION

Friday, March 17, 1922.

ALASKAN OBJECTION TAKEN TO FISHING CENTRE HERE EXPLAINED AT WASHINGTON

H. C. Strong, one of the large property owners of Ketchikan and part owner of the cold storage and canneries in the district, appeared recently before the marine and fisheries committee of the House of Representatives at Washington. As reported in the Ketchikan Daily News, a newspaper recently started in Ketchikan, he urged the establishment of a car ferry between Prince Rupert and some point in Alaska. He did not ask that it go to Ketchikan and he did not ask that the railway be extended to Alaska, but said he was speaking in the interests of Alaska as a whole. He said in part:

"Here is a map of Alaska as it lies in connection with the Dominion of Canada. During the past few years the Canadians have built a transcontinental line across the country, terminating at Prince Rupert. This terminus is within 42 miles of Alaska. It is the natural and logical route for fish to take across the continent from Alaska to the American markets."

Mr. Chindblom—Is it shorter?
Mr. Strong—Shorter and quicker, but the unfortunate part of it is that the Canadian regulations, geographical position and everything goes to centre the fishing industry at this terminus at Prince Rupert. The fishing fleet of Alaska, that is, the fleet fishing off the coast of Alaska, both Canadian and American vessels all centre at Prince Rupert. They are building up a great industry there.

Mr. Chindblom—Do you refer exclusively to southeastern Alaska or also to western Alaska?
Easy Going Lot.
Mr. Strong—Even to western Alaska. Of course it hurts southeastern Alaska materially. These vessels take their catches to Prince Rupert. There they are bought by the agents who really represent the American consumers. The fish are there paid off and the proceeds of the trip are disbursed. Then the fishermen go uptown and spend their money. They usually spend the great part of the proceeds from their trip there. By this time the master of the ship proceeds to buy his entire supplies for the next trip—the entire returns of the catch have gone into circulation at the Canadian port. The fish that came from Alaska and the money to pay for them came from the United States. They are building up a great industry in Canada.

Now, they do intend to have a Canadian mosquito fleet to operate out of Prince Rupert for the Grand Trunk Railway and the Canadian Pacific Railroad would like to have the same out of Vancouver for their line to pick up Alaska business and get the rail freight across the continent. It is right from their standpoint; it is good business. It is not right for us as American citizens to sit idly by and see great warehouses, the main establishments, the cold-storage plants, all handling American products operated at a Canadian terminus.

Silver Lining.
The silver lining that I saw in that cloud when the Jones bill first came up was this: That railroad is built almost to the border of Alaska, and I could see that the only way that the Canadian railroads could get any amount of business out of Alaska was to have conditions that would require them to establish a real Alaskan terminus for their railroad. Now it is entirely a practical to construct a car ferry

to operate between Prince Rupert and Alaska.
Mr. Chindblom—What point in Alaska?
Mr. Strong—Any point where there are good harbor facilities. My home is 90 miles from Prince Rupert. It is not a thing that would require them to go to any particular point, but to establish a terminus in Alaska. Then we could have a mosquito fleet operating there, and let it be an American mosquito fleet that will go over Alaska and distribute freight and pick up our products. We must build up something in Alaska instead of doing it at a Canadian port, as it is now.

Mr. Hardy—Have you got your Canadian railroad terminus just over the line in Alaska?
Mr. Strong—Not yet.
Mr. Hardy—Would not that railroad, then, carry the freight?
Mr. Strong—Sure.
Mr. Hardy—The only difference between that and this is that you would have the building up of the town along in your vicinity instead of over there?
Mr. Strong—That is the idea.
Mr. Hardy—As matter of fact if Canada was a part of the United States all these questions would be done away with?
Mr. Strong—Sure.
Mr. Hardy—After all, it is just a little question of petty interest between somebody who wants to build up a town there and somebody who wants to build up a town at Prince Rupert and the people who suffer from this conflict?
Mr. Strong—No, sir.
Mr. Hardy—How much better off would the people be if you had this just over the imaginary line that separates Alaska from Canada.

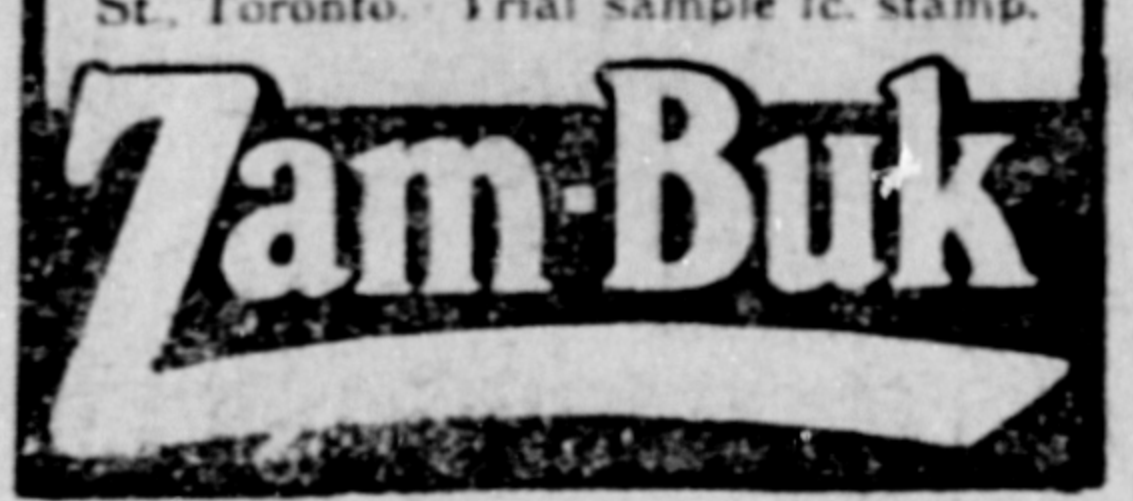
Greater Payroll.
Mr. Strong—They would be better off at the present time. Mr. Hardy, by a greater payroll than Alaska today possesses.
Mr. Hardy—That payroll would come to a little different point, but it comes to the same people?
Mr. Strong—No, sir; that payroll comes entirely to Prince Rupert, Canada, a foreign port.
Mr. Hardy—And in Prince Rupert it is paid to these fishermen?
Mr. Strong—Those fishermen become Canadians, they are not American citizens.
Mr. Hardy—What is the harm in that?
Mr. Strong—Do we not want to build up our own country?
Mr. Hardy—I think, we can carry it to an extreme and make our people suffer.
Mr. Strong—No, sir. We will establish good and better transportation facilities for all of Alaska, and we would have a transcontinental railroad and Alaska and American markets.
Extend Railroad.
Mr. Hardy—I think if you get the railroad it would be a good thing. We have spent a



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Large Stock on hand. Prices very low. J. F. MAGUIRE Next the Prince Rupert Hotel

good deal of money to get a railroad to the interior of Alaska.

Mr. Chindblom—Would you mean to extend the Canadian railroad, or would you mean that we should build our own?

Mr. Davis—Is not that proposition likely to work both ways? If you build a railroad from Prince Rupert extending up into Alaska, would not that be just as likely, if not more likely to prove an additional feeder for Prince Rupert than it would divert the freight away from Prince Rupert, which is already established?

Mr. Strong—No, sir. Before we proceed that far we must have a congressional act that will protect the Alaska fisheries. As it is today fisheries are an asset of a Canadian port instead of an American port. Therefore we must have a congressional act that will either place a duty or prohibit fish from the north Pacific Ocean and tributary waters entering the United States which are prepared for shipment at a Canadian port.

CAPTAIN DAN HARRIS DIED LAST WEEK IN CITY OF VANCOUVER

The entire north country will regret to learn of the passing away last week at Vancouver of Captain Daniel Harris, father of the well known Harris brothers, Hazelton mining men. Captain Harris was 72 years of age and had been in poor health for some time past.

Death occurred at the home of his daughter, Mrs. D. R. Shewen, in Vancouver. His aged wife was at the death bed and also his son, W. S. Harris. Deceased is survived by four sons, W. S. Harris, Al Harris, Edgar Harris and Hugh Harris.

The late Captain Harris was a resident of Hazelton and New Hazelton for many years, coming with his sons in the early days of that camp. He was one of the early residents of Rossland and had seen many of the great mining camps of the continent rise and fall.

Advertise in the Daily News.

ALICE ARM IS WAITING WORD TAYLOR PLANS

Activity in District Is Quiet Now That the Dolly Varden Railway Is Closed.

ALICE ARM, Mar. 17.—The people of Alice Arm are anxiously awaiting definite word as to the intentions of the Taylor Mining Co. with regard to the operation of the Dolly Varden railway this year. Since the close down of this railway some time ago, mining operations in the Kitsault Valley generally have been handicapped and activity on a large scale on any properties is not expected until it runs again.

It is reported here that the Taylor Company has raised a sum of \$100,000 to continue work on the Dolly Varden and Wolf mines this year and that the government is being approached to take over operation of the railroad when the charter of the company expires. The Dolly Varden charter calls for the operation of the railway.

JACK HARKLEY HAS GOOD PROSPECT THAT LOOKS LIKE A MINE

Jack Harkley arrived in town last Saturday with several hundred pounds of ore samples from his property, the L. L. & H., on Bitter Creek, says the Portland Canal News of Stewart, B. C. After spending two or three days in town he returned to the property to continue the work of extending the tunnel. The work that Jack has done on his property this winter has proven it to be one of the most promising properties in the camp. When he started work on the crosscut it was thought the tunnel had cut the first two leads, and that the second was 45 feet wide, but the first shot dispelled this idea, for it broke into more ore, and when the wall was reached the lead proved to be 60 feet wide. The depth from the surface is about 140 feet.

Large Tonnage.
This lead, which is only a foot wide on the surface, is traceable for 1200 feet. Thus Jack has proven up a tremendous tonnage of ore. He has returned for the purpose of continuing the tunnel, with the idea of cutting the third lead, which on the surface is quite large, and which he expects to strike in about 40 to 50 feet. At first he thought that he would get this lead in 30 feet, but recent work on the property has proved that he will have to go at least another 40 feet.

It does not appear that this property can be considered a high grade proposition; but it does contain a tremendous tonnage of a good grade milling ore, with gold values predominating, and silver coming second.

ALICE ARM

The Lion property, near the Esperanza Mine, is looking very promising. Development operations have been suspended until the season is more favorable.

Joe Garon and Paul Jacob left here last week for Mayo, Yukon Territory.

R. F. McGinnis left last week for Prince Rupert and will be away for three or four months.

Ten Years Ago in Prince Rupert

March 17, 1922.
Ontario papers are boosting Prince Rupert weather in publishing extracts taken from the Daily News.

Miss Mina Norman and Nels Oman were married last night in the K. of P. Hall. A dance followed the ceremony. Professor Paul Kauffman providing the music. Ald. John Dybbavn was master of ceremonies.

Dr. W. B. Clayton, independent candidate in the provincial election contest, is holding meetings in the Bulkley Valley.

The King of Tobaccos

for Pipe or Cigarette

REX

SMOKING MIXTURE

GOLKEISH IS CLOSED

Flux Mine Near Anyox Has Had a Very Successful Period of Operation.

The Golkeish mine, across the bay from Anyox, closed down operations last Wednesday.

The Golkeish, which has been operated very successfully by W. H. Heideman of Anyox and associates for a year or so getting out flux ores for the Granby smelter, has been rather crowded out by the large amounts of low-grade value ores and fluxes which have been coming from the Premier at Stewart, and this is given as the reason for its closing. However, its operation has been a paying proposition and the owners now find themselves with their machinery all paid for and a substantial cash balance on hand. Besides fluxes, the mine has produced some good ore values.

The Man in the Moon SAYS—

AND after all the fuss made about it that snook at Antigonish was nothing more than a psycho-physiological influence. Simple wasn't it.

THANK heaven the future is still ahead of us, as the man said when he was condemned to 25 years in prison.

THERE was a wedding yesterday in which John Jones the pale spotted faced clerk married Miss Lottie Smith daughter of the popular bootlegger of Rupert Road. The bride wore green taffeta but it looked very incongruous in connection with her mop of red stringy hair. She was given away by her father who was rather unsteady and had a breath. The bridesmaids wore some cut down clothes that were formerly their mother's. The groomsmen wore a squint with great effect. There were few presents as the middle aged couple were not very popular. When they left the city several of the boy friends of the bride threw old shoes and one caught the groom on the cheek but failed to bring any color to it. It is expected Mr. and Mrs. Jones will quarrel before they return home.

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