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Prince Rupert Board of Trade Makes Reply to Editorial on Dry Dock in Vancouver Paper

The Prince Rupert Board of Trade has prepared and sent to the Vancouver World a reply to the editorial, advocating the removal of the local dry dock to Vancouver, which appeared in that paper last week. The Board has asked that its reply be published in order to clear up the misstatements that were made in the editorial.

The reply is as follows:

"There appeared in your edition of November 18 an editorial headed, 'Vancouver, Victoria and Prince Rupert,' dealing principally with drydocking facilities existing or under construction at these three ports.

"All right minded Prince Rupert citizens, and we have our share of such, admire and take pride as citizens of the province in the great and busy city of Vancouver. We realize the need of the port of Vancouver for drydocking facilities and sympathize with your efforts to obtain same.

The editorial mentioned, however, contains so many glaring mis-statements with regard to the Prince Rupert ship repair plant that this Board feels bound to take up the matter, trusting your paper will give our letter as much prominence as was given the original article.

Usefulness of Dock

The Prince Rupert plant was built by the Grand Trunk Pacific Railway Company and was completed in 1916. By reason of its location, five hundred miles north of the nearest point at which ships can be docked and repaired, and on account of the large amount of coastwise traffic between southern ports, Prince Rupert and Alaska, the yard at Prince Rupert constitutes a very valuable asset to shipping interests on the coast. Since the plant was built in 1916, it has handled a very considerable amount of work and a great deal of use has been made of the floating drydock.

In referring to the fifteen ships plying out of Vancouver to Australia and the Orient, you state or infer that since the beginning of the year these vessels have had to take the trip from Vancouver to Prince Rupert to be docked and painted, thus taking a week to do what could be done in twenty-four hours. As a matter of fact only two of these vessels have come to Prince Rupert and these have been on the run from Japan to British Columbia. For such vessels, it is very convenient to call at Prince Rupert, eastbound for drydocking. In fact, the best authorities state that it is more economical in point of mileage on these trips to send the ships to Prince Rupert for docking than it is to send them to Esquimalt. We

have it on the best authority that only vessels on this run are to be drydocked for painting at Prince Rupert and that those ships coming from Australia, or through the Canal, will go to Esquimalt as heretofore.

Far From Facts

Since this is so, it is apparent that many of the remarks in your editorial are far from actual facts and your criticism of policies is without any justification whatsoever. Surely the Canadian National Railways is pursuing the proper policy in handling vessels which it operates in a repair yard which it also operates when this can be conveniently done. If this course were not followed, then the taxpayers of the country would indeed be justified in voicing a protest.

Ships have not been sent north from Vancouver to Prince Rupert in a single instance, nor is it contemplated that this shall be done as far as we know. It would seem that this information could easily have been obtained by your paper, had you so desired, and we cannot understand why yours or any other Vancouver newspaper should take so much pains to create an impression which could only be expected to work an injury to the Port of Prince Rupert.

Room for Both

There is surely room for two sea ports on the mainland of British Columbia. The development of Prince Rupert can only work advantageously to the city of Vancouver. This has been the case in the past, for it is probably true that more than 90 per cent of the materials used in the building of our city were purchased in Vancouver.

Many thousands of trips are made each year by steamers along the route which you have described as being hazardous. If the risk to vessels on this run is as great as you apparently believe, then surely Prince Rupert, located half way between Vancouver and Skagway, is the logical point for a first class ship repair plant."

(Signed)
PRINCE RUPERT BOARD OF
TRADE.
C. V. EVITT, Secretary.

APPEAL IS DISMISSED

Fine of \$1,000 Upon P. R. Mercantile by Magistrate McClymont is Sustained

The appeal of the Prince Rupert Mercantile Co. Ltd. against the conviction made by Magistrate McClymont in the city police court which resulted in their being fined \$1,000 for illegally selling beer was dismissed by Judge Young in the county court yesterday afternoon, the decision of the lower court being thus sustained. The hearing started at 2:30 and, with the giving of evidence and argument of counsel, continued all afternoon. Milton Gonzales, of Williams & Gonzales, appeared for the appellant company and T. B. Hooper for the crown.

Mayor H. B. Rochester was the first witness called for the crown. He stated that about 6:30 p.m. on the evening in question he was in his room at the Prince Rupert Hotel getting ready for dinner when he heard an auto truck coming into the lane. Looking out he saw that it belonged to Wakefield's Cartage Co. with Wakefield driving. The auto was backed in between the St. James Hotel and the Alaska Rooms. The driver got out and, under the pretense of letting down the tail board, scanned the windows in the hotel to see if anybody was looking. Apparently being satisfied, he proceeded to unload two barrels of beer which he rolled into the lean-to at the side of the St. James Hotel. He then drove away hurriedly.

Mayor Enters Hotel

His Worship continued by stating that he was considerably annoyed by such work going on on Sunday so he phoned the police station and Sergeant McGlinchy answered. The two entered the St. James Hotel and asked for the proprietor who answered from the lean-to. He was questioned about a shipment of beer being just delivered but at first denied it, stating that it came on Saturday and then changed his date to Friday. Witness said the proprietor's name was George James. Later he admitted the delivery of the two barrels a few minutes previous and said Joseph Sigmund had delivered them but when confronted by the mayor confessed that Wakefield had brought them. On being request-

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BOARD.

BOARD.—Inlander, 830 Second Avenue. Phone 137.

ed to identify the two barrels produced as exhibits the mayor showed where he had put crosses on them. The barrels were stamped with the address of the Prince Rupert Mercantile Co. agents for the Vancouver Breweries at Prince Rupert.

Sergeant McGlinchy

Sergeant McGlinchy, on taking the stand, corroborated the mayor's evidence. James, he said, had told him that he had ordered a barrel and a half of beer from the vendor on Friday but it had not been delivered. He had phoned Sigmund of the Mercantile Co. with the result that the two barrels were delivered on Sunday. He stated that Sigmund had said he would make good for the extra half barrel with the government vendor the next day.

Mayor Rochester was recalled by Mr. Hooper and asked if he had seen any other deliveries to the St. James Hotel. The witness then stated that on the Friday previous he had seen Sigmund drive up in the evening and deliver two trays of pint bottles of beer and one barrel.

The crown then called Wm. J. Wakefield who told of being asked by Sigmund on the Sunday to deliver two barrels for him. These he got at the Mercantile warehouse and was paid \$1.50 for delivering them.

Herman Capstick

This evidence concluded the crown's case and Herman Capstick, manager of the Prince Rupert Mercantile Co. took the stand. At some length he told of the company giving up the export business and of how Sigmund, vice-president and a director of the company holding one share like the other members, had been greatly incensed and had taken over that part of the business himself. He stated that Sigmund, who acted as delivery man for the firm, had been given orders to deliver beer only on the request of the government liquor vendor. A book with the entry of deliveries together with requisitions from the vendor for August 18th and 21st were produced as exhibits in court.

The last witness for the defence was Joseph Sigmund.

1923 VOTERS' LIST.

Take Notice that on the 11th day of December, 1922, at 10:30 a.m. in the Court Chamber, City Hall, a Court of Revision will be held for the purpose of revising and correcting the above voters' list. Any person having any complaint regarding names improperly included in or omitted from said list should attend said court and lay his complaint.

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