

THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

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DAILY EDITION

Tuesday, Jan. 23, 1922.

Storms and Intense Cold in East.

On the prairies they have been having a cold snap, so cold that unless dressed in furs the average person would freeze. In the neighborhood of the Great Lakes there has been a terrific storm that has tied up transportation. Another terrific storm has been raging off the south coast of Ireland. When we consider our own climate on the British Columbia coast, even with its occasional gale, we must feel that we are favored above most places. During an unusually cold winter the thermometer has kept a considerable distance from zero, and during most of the time when it was frosty there was only a few degrees of frost registered. People object to Prince Rupert climate, but it is difficult to heat it when taken the year round.

Usk Depends on Lumber Business.

Usk depends on its lumber business and for that reason is very much concerned about freight rates. Along with other mills, those at Usk closed down when the freight rates were raised. Shipping lumber became an impossibility under those conditions. While there has been a slight mitigation of the condition which caused the shutdown, the rates are still too high, the lumbermen say, and the mill men are reluctant about opening up. As the condition of the market and of the industry seems to have something to do with the rates set, the lumber trade should have consideration.

Another matter which Usk mentions is the establishment of an assembly dock here for lumber. If there were such an institution the mills of the interior could join with the mills on the coast to make up shipments for the overseas business. Spruce and cedar could be shipped to the orient, where the demand is good.

The matter of an assembly dock needs careful planning and the matter of costs will be a powerful factor, but an attempt should certainly be made in the near future to arrange for the building of such a dock here for the sake of the shipping business which it would bring. The matter has already been taken up by the railroad men. It was the head of the traffic department that first suggested it here and he seemed quite alive to the situation.

Co-operation With the Interior.

Says the Prince George Citizen:
"Between Prince Rupert and Prince George, the two prospective cities of Central British Columbia, there lie many interests in common. A closer co-operation between these cities for the development of the whole country tributary to the C. N. R. between the mountains and the coast would produce good results. It is time that the communities linked together by the old G. T. P. began to assert their advantages and to realize that they have a right to expect a better return for the revenue which they contribute to the provincial government than they are receiving."

"Prince Rupert lies nearly 500 miles nearer to the Orient than Vancouver, and yet Prince Rupert is only a beacon on the shipping route to Oriental ports. The grade of the G. T. P., which can not be competed with in this important factor in railroad operation by any other road on the American continent, taken in conjunction with the fact that on every round trip to the Orient 1000 miles could be cut off the sea route, should make Prince Rupert in time the great port for oriental exports in North America. The question of the time that will be consumed until this freight and passenger route comes into its own is a matter for speculation. The fact remains that public opinion, reflected through the press and the deliberations of the public bodies interested in these economic and material factors in the development of the old G. T. P. territory through Central B. C. will, if it is long, loud and insistent enough, eventually deflect traffic for the Orient to the route that it should travel."

"The misnomer applied to this section of the province, that of 'Northern British Columbia,' is something that should not be tolerated today. Prince Rupert and Prince George are only about half way between the north and south boundaries of British Columbia. They are regarded as a long way north by Southern British Columbia, which knows very little about the territory, but concentrated effort on the part of the people, the press and the public organizations of this whole territory could do much to establish the values of the big things that will make for logical development in this territory."

Northern or Central B. C.

It is all very well for Prince George to urge the use of the phrase "Central B. C." instead of "Northern B. C." when speaking of the district of which it is the centre, but so far as Prince Rupert is concerned it is no more in Central British Columbia than is the city of Nelson. One is on the south, the other on the west. Prince Rupert is in western British Columbia and it is close to the Alaskan boundary, which, generally speaking, is to the northward. For that reason Prince Rupert is in the north of the western part of the province, or perhaps it would be better to say, north of the British Columbia coastline.

WHAT CAUSES HEADACHES?

"Fruit-a-tives" Prevents Auto-intoxication

Auto-intoxication means self-poisoning. Many people suffer from periodical Constipation or insufficient action of the bowels. Waste matter which should pass out of the body every day, remains and poisons the blood.

As a result, there is Headaches, Indigestion, disturbed Stomach, Pain in the back, Rheumatism and Eczema and other skin diseases.

"Fruit-a-tives" will always relieve Auto-intoxication as these tablets, made from fruit juices, act gently on the bowels, kidneys and skin and keep the blood pure and rich.

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SUITCASES

TRUNKS CLUB BAGS

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Prices very low.

J. F. MAGUIRE

Next the Prince Rupert Hotel

Ten Years Ago in Prince Rupert

January 24, 1912.

S. A. Tallender and his son, Hector, perished last night within a foot of safety when the tug "Glen Rosa," in which they were sleeping, caught with her mooring ropes on the piles of the Rupert Marine Ironworks wharf and sank as the tide rose. The bodies have not been recovered.

The Woodworth Lake hydro-electric project was discussed at last night's council meeting but was left over until the Mayor and the finance committee have visited the bank to ascertain the exact condition of municipal finances.

M. G. Mustard, Joseph H. Swift, A. G. Thatcher and E. A. Mann have applied for the position of city purchasing agent.

VANDERHOOF

The people of the Stuart Lake district have sent a petition to the provincial government asking for a new bridge at or near the present ferry location on the Fort St. James-Vanderhoof road.

Vanderhoof won both hockey games with Burns Lake last week by scores of 2 to 1 and 4 to 2. The locals also divided a two game series with Smithers on their tour.

Mr. and Mrs. J. N. Dezell entertained about twenty-five friends at a card party and dance last Thursday night.

The ladies of the G.W.V.A. auxiliary are preparing for a big St. Valentine's Day social and dance to be held on February 13.

STEWART

The annual meeting of the Stewart Citizens' Association was held last week, President H. W. M. Rolston presiding. Reports showed that valuable work had been done during the year and that the organization was in healthy financial condition. W. W. Rush is the new secretary and Edgar Harris has been elected to the executive succeeding Walter Broad, resigned.

The outlook for mining in this district for the coming year was never brighter. The Premier Mine is breaking shipping records and the eyes of the mining world are on Portland Canal.

Pat Daly left on the Prince John on Saturday for New York where it is his intention to raise sufficient capital to place the New Alaska Mine on a permanent basis.

The Bank of Montreal is building new premises here on Fifth Street. The building will be a frame one of two storeys and will be ready for occupation about April 1. Lawrence & Workman have the contract.

CAPT. ROBERSON IS AT HEAD OF PILOT CONCERN

Capt. Barney Johnson is Secretary of New Organization to Compete with Old.

Word has been received here that Capt. H. L. Roberson of this city to head a new pilotage body at Vancouver with Capt. Barney Johnson as secretary. In making the announcement the Victoria Colonist says:

Formation of a second pilot body to compete, from February 1, with the B. C. Pilotage Association, as announced in a despatch from Vancouver, comes as a surprise to shipping circles in Victoria. The present association is well organized, with eight or nine pilots and two pilot boats stationed at Victoria, and a similar organization at Vancouver. From the two ports pilots are supplied for any point on the coasting of the Province. The members are practically to a man men whom the steamship companies using these waters know and trust, men with years of experience guiding ships into British Columbia harbors. It is a bold organization that sets up to compete with them.

Four Pilots.

The new body, according to the information from Vancouver, will start with four men, the names of two of whom are not yet to be announced. Captain H. L. Roberson, master of the Grand Trunk steamer Prince Rupert until a few weeks ago, when he resigned, will be head of the new concern, and Capt. B. L. Johnson will be secretary. Another member, says the despatch, will be Capt. Percy Shadford, of Victoria. Inclusion of Capt. Shadford in the new organization seems peculiar, and may be in error, as he is a member of the B. C. Pilotage Association and actively engaged in work for them. Yesterday afternoon he took the C.G. M.M. steamer Canadian Winner out from Esquimalt, going up to Port Alberni with her last night.

Capt. B. L. Johnson was in pre-war days a Victoria pilot. On his return from overseas, and the organization of the coast pilots under the control of the Dominion Government he was appointed by the Government to their control, but resigned some time later to engage in private business. The Government later gave up its organization, the pilots then organizing independently as the B. C. Pilotage Association.

RAILWAY REPORT SHOWS DEVELOPMENT CENTRE OF PROVINCE

Fish Trade Improved Very Considerably Over Previous Year.

In the annual statement sent out by the Canadian National Railway in regard to its business and improvements is the following paragraph in regard to Central British Columbia:

"In British Columbia, particularly in the central portion which lies between Tete Jaune Pass and Prince Rupert, considerable development has taken place. Mixed farming is now being carried on to a great extent, together with fruit production. In order to get a fair idea, it will be interesting to know that no less than 32 new schools have been established in that portion of British Columbia during the last three years. Where there is a community in which ten children desire education, the province sees to it that educational facilities are provided. The usual products of farming, consisting of grains, vegetables, live stock, etc., are to be found in Central British Columbia, and the climate, owing to the fact that the territory is west of the Rockies, is more moderate than many portions of our great West. The demand for minerals has not been very great latterly, but nevertheless systematic prospecting and testing of ore bodies is being carried on generally throughout the coast range more particularly. The lumber industry is receiving a fair amount of attention, and with the prospects in view of a great demand for building material, which is bound to come before very long, the numerous mills along the Canadian National Railways throughout British Columbia will no doubt be in a position to supply requirements."

PLAYER'S NAVY CUT CIGARETTES



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Greatest Value
in the World

10 for 18¢
20 " 35¢

And in tins
of 50 & 100

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Prince Rupert, B. C.

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CATABH BLADDER
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Each Capsule bears name of MIDY
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