

## THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

Published Every Afternoon, except Sunday, by The News Printing and Publishing Company, Third Avenue.

H. E. PULLEN, Managing Editor.

### SUBSCRIPTION RATES:

City Delivery, by mail or carrier, per month.....\$1.00  
By mail to all parts of the British Empire and the United States, in advance, per year.....\$6.00  
To all other countries, in advance, per year.....\$7.50

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### DAILY EDITION

Thursday, Feb. 16, 1922.

### Cultivation of Memory.

Attention is drawn to the report of a lecture by Archbishop Du Vernet, an eminent psychologist, published in this issue. The lecture was delivered last evening in the Anglican Church to a large audience and was generally appreciated.

The cultivation of the memory is one of the most important factors making for success. Some have good memories naturally, others have to develop them. The great feature of the art is to look carefully at objects and note them particularly and think of remembering them. Perception and auto-suggestion with practice in recognition are the main features of the natural system.

Some business men make a practice of remembering the names of every man who comes into the store, and all about him. One case in point was that of a traveller who called on a merchant and did not return for three years. He called at a shop where he had spent only two or three minutes on the former visit and where he had done no business. He was greeted with: "Good morning, Mr. Jones. How is Chicago? I should like to have a look at your leather samples."

This was a case where the man, although seemingly of no particular importance, had been remembered by the storekeeper, and his place of residence and line of business had also been noted. Business men should always remember customers, clergymen the members of the congregation, teachers their pupils, and newspaper men everybody. Memory is one of the factors of success.

### Freight Rates to the West.

Owing to the difficulty of hauling freight over the mountains the C. P. R. was granted a higher freight rate from the prairies to the west coast than from the prairies to the east coast. The cost was higher and they were to some extent justified in their demands. Since that time other railroads have been built where the cost of hauling is not any greater westward than eastward. The Grand Trunk Pacific has as low a grade through the mountains as the C. P. R. has on the prairies, or nearly so. The road west is just as good as the road east. Yet because the C. P. R. would not be able to compete on an even basis, the rates to this coast have to be kept high. The C. P. R. has so far controlled the situation.

For the past year the provincial government has had a man working up the case for this coast. Premier Oliver appointed G. G. McGeer to go thoroughly into the matter and the question is now being argued at Ottawa. Naturally the C. P. R. is opposing any reduction. The people on the coast do not see why they should have to pay higher rates than the people in the east. If wheat is to be shipped this way we must have as good a rate as the eastern route. If we are to live as cheaply as they do in the east we must have as good freight rates.

Premier Oliver is now in Ottawa in connection with the case and he will be heard by the Railway Commission. With a new government in power the commission should be in a position to listen to the demands of the west. If they fail to give us justice it will be for the west to consider what her next move will be.

### Why Not Erect Elevators Here?

If the C. P. R. can not haul wheat to the coast at as cheap a rate as to the east, why not erect elevators here and have the wheat brought to Prince Rupert and shipped from here? We have the harbor and the railway and the dock. It may or may not be practical to ship wheat right away from this port but if the C. P. R. can not haul it at a cheap rate the G. T. P. ought to be able to do it. There is no reason why the whole coast should be held up because the C. P. R. grade is not a good one.

### Irish Condition Much Improved.

Many people will feel relieved at the news that the Irish situation is improving. There has probably been some plain talking among the leaders and strenuous efforts to bring order out of what seemed almost like chaos. With the government of the south making an earnest effort to improve conditions, there should be no real difficulty in straightening out the tangles.

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A. T. Broderick, Manager

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Calling at Oceanic and Naas Harbor on sailings Jan. 29, Feb. 12, 26, March 12, 26.  
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622 Second Avenue JACOB BARNESLEY, Agent Prince Rupert, B. C.

### In the Letter Box

#### OPENING OF SEVENTH STREET TO WATERFRONT

Editor Daily News:

According to the newspaper reports of last Monday night's council meeting, at which the petition of the residents of the western end of the city for the opening of Seventh Street was discussed, the city engineer stated that "there was something wrong if any man thought of heavy traffic being carried over a five per cent grade" and that "Seventh Street involved a seven per cent grade which would make it prohibitive for teaming."

#### Some Much Higher.

Now as regards grades generally—there are cities having grades as high as fifteen per cent, while some cities impose a limit of seven per cent as a reasonable maximum, a grade of five or six per cent not being considered by any means "out of the way."

And as regards the grades in this city, which the new city engineer may not perhaps have had time yet to look into closely, the following are some of those it presents existing:

First Avenue, at Manson Way, six per cent.

Second Avenue between first and Second Streets, six and one-half per cent.

Third Avenue, between Second and Third Streets, six per cent, at eastern end six and one-half per cent, and between Fifth and Sixth Streets seven per cent.

Styles Place, six and three-quarters per cent.

Fifth Street, nine per cent.

The G. T. P. Company's approach to their wharf has an eight per cent grade and the Government wharf a five per cent grade.

These grades are all in the heart of the city where the traffic is heaviest. Of course it would be an advantage if they were easier, but there they are, and such grades would never keep this or any other city from growing. The city engineer's expressed opinion, if correctly reported, does not appear to be borne out by the actual facts.

#### Original Intention.

Those who planned the city and the railway evidently recognized the necessity for a connection between them at Seventh as well as at Second Street, hence those two streets were made very much wider than any of the other streets, and there are letters and other documentary proofs in existence showing that this was the original intention. The connection was made at Second Street, but that via Seventh Street has still to be made, and the petitioners contend that it has now become necessary. Their proposal is that a solid roadway should be built from Seventh Street curving at that point toward the railway station on the land side of the tracks and then running parallel to the present line of excavation till the tracks are reached at the station, at which point only two lines of rails have to be crossed to reach the docks, both new and old.

#### Needs It Most.

Following this route the distance from the end of Seventh Street to the station would be approximately eleven hundred feet and a grade of about five and one-half per cent could be secured. The bulk of the material for the construction of this roadway is at hand in the bluff, so that the cost should be about the minimum, and no bridge would be required. This connection with trains and steamers would serve Sixth, Seventh and Eighth Streets about equally well, and also the Avenues between them, and this area constitutes the business section requiring most urgently the improved accommodation asked for.

The mayor and city engineer recommend connecting Tenth or Eleventh Street in some way with the waterfront, but that would be impossible save by constructing a roadway from there to the vicinity of the station, a distance of about half a dozen blocks. At Tenth and Eleventh Streets fifteen or more lines of rails have to be crossed to reach the water, and at that point no roadway of any kind could be constructed at the water side of the tracks. Furthermore, that point is altogether outside the business district and ninety per cent of all freight and passengers brought out there from train or boat would have to come back against a distance of several

# St. Charles-more than a name!

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BACON FRAZE.—Beat four eggs into batter with one-fourth teaspoonful St. Charles Milk, an equal quantity of water, one teaspoonful flour; dip slices of bacon in this and fry. Then lay bacon in frying pan, pour remaining batter over it. When both sides are well browned lay on heated dish and serve at once.

SEND FOR THE BORDEN COOK-BOOK! (FREE!)

At its best in  
cooking recipes.



### AGENT AT SMITHERS CAPTURED MURDERER

Visit of S. H. Hoskins to Victoria Recalls Memories of His Police Work.

On the evening of November 15, 1900, the people of Victoria and Esquimalt were startled by news of a murder on the Esquimalt Road—a sequel to jealousy and drink—when Thomas Connell shot William Astley in the boiler house of the greenhouse then owned by Mrs. Connell, aunt of Astley. Connell ran away after the murder. A posse of police from the provincial police and the city police spent the night searching the vicinity.

Stephen H. Hoskins, then a police officer in the provincial force, and now government agent at Smithers, who is visiting Victoria, was the man who captured Connell. He told a reporter of the Victoria Colonist about it recently. From a haystack Connell fired in vain at the policeman. Connell emptied the last shell into his own brain, and died later at the Jubilee Hospital.

Mr. Hoskins owes to the incidents leading up to the capture of the desperado the reasons for his leaving Victoria. He became seriously ill from exposure, and eventually had to go up to the Kootenay, where he was in police and later government service work. Eventually he was transferred to Smithers, and has grown up with the town, which has the honor of being the first place in British Columbia incorporated as a village. Smithers, says Mr. Hoskins, has a population of 700 persons, full of optimism and confidence in the agricultural and mining possibilities of the district. The vicinity is rapidly developing as a mixed farming area, with some mining in progress in the Babine district and Hudson's Bay Mountain.

### SUITCASES TRUNKS CLUB BAGS

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### LUCKY LIE.

Judge—Rastus, you've been shootin' craps again.

Rastus—No, suh, Jedge. Ah wuz walkin' along pas' where a crap game wuz goin' on, when mah dice fell out of mah pocket an' rolled a seven.—Zit's Weekly Newspaper.

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Seal Cove, Prince Rupert

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DR. BAYNE

Rooms 4, 5, 6, Helgerson Block

Phone 109

Office Hours: Mornings, 9-12; Afternoons, 1-3; 5-7; Evenings, 7-9.