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**THE DAILY NEWS**  
 PRINCE RUPERT - BRITISH COLUMBIA  
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 H. F. PULLEN, Managing Editor.

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**Increasing Business For Local Drydock.**

Business at the local drydock is improving. A number of vessels are coming here for overhaul and this keeps the staff busy. The spring overhaul season is on and there should be steady activity if the present policy of the company continues. This overhauling of vessels is worth a good deal to the town. The crews of the vessels that come here are bound to spend some money while here, and every dollar spent in the city helps to make up for the sums sent away by local citizens but which should be spent here.

**Proportional Representation.**

Is proportional representation a failure? Many aver it is and others stoutly maintain that it is the only proper system of electing representatives to the city council, the legislature or parliament. The House of Commons at Ottawa took a day off in order to discuss the matter.

The difficulty about proportional representation is that hardly anyone quite understands it. There is no difficulty about how to vote. That is easy enough. But to explain what is done after the voting is over and why it is all done is more than the average man can master. A great many people who have heard the system explained many times are unable to explain it to anyone else.

One of the arguments against it is that if the system is so complicated that no one can explain it, then it must be too complicated for the country to adopt.

Judging by the very short note on the debate that came on the wire yesterday, it would look as if members of parliament considered the system an experiment and wanted to test it out in a few districts. That is all nonsense. There is nothing experimental about it. The system has been in force in many places in British Columbia and other parts of the country and some of the places adopting it have reverted to the old way of voting. Proportional representation is too much bother for them. They prefer something which they understand.

**Tends Toward Group System.**

Proportional representation tends toward the formation of the group system and the danger of the group system is that it places too much power in the hands of those who hold the balance in parliament. Suppose, for instance, there were in Manitoba twenty Farmers, twenty Conservatives and five Liberals, then either the Farmers and Conservatives would have to unite or the Liberals would rule the province. Holding the balance of power the influence of the group would be out of all proportion to the numbers in the Legislature. Such a condition arose once in British Columbia and at least one politician is said to have got rich as a result.

After all, the single transferable vote system is not anything like a perfect system and it is doubtful if it will be generally accepted. The tendency is rather toward carrying on in the old way but educating the electors to their duties as citizens and getting the best possible expression of opinion from them in each constituency. Given an intelligent electorate and the system is not at all important. The one important matter is education of the voters to consider impartially the pros and cons of every question and to vote on it in an intelligent manner. Such electors would discard many of the candidates that are today chosen and would send to the capital an intelligent body of legislators who would pass just laws and few. Possibly one of the first things they would do would be to repeal half the laws already on the statute books.

**Political Matters Are Most Important.**

Sometimes people think the newspapers devote too much space to political matters. Our opinion is that they devote too little. National and provincial questions must be discussed if the people are to be educated so that they may vote on them intelligently. So it is with civic affairs. If civic affairs are to be conducted on a high plane there must be publicity. It is necessary to trust the people all the time and to let them see wherein the interests of the city lie. No bureaucratic government can continue to operate indefinitely. Step by step the people have to be educated and allowed to know the reasons which actuate certain lines of action. This is the only way to get a continuously successful government.

**STORK TELLS ABOUT RUPERT AND DISTRICT**

Address in Parliament on Skeena District and Its Needs

**WONDERFUL DEVELOPMENTS**

Explains Handicaps Under Which Work is Carried on Here

Yesterday a short portion of the speech of Fred Stork, member for Skeena, was published showing his plea for transportation support by this route. Today the remainder of the address is published herewith. Mr. Stork said:

I have listened with a good deal of interest to the speeches that have been made in this debate, and in the main, we have heard a great deal of complaint as regards conditions which obtain in various constituencies. Coming as I do from the far-off constituency of Skeena, which is bordered by the northern Pacific ocean on the west and by the Yukon-Territory on the north, I would say, Sir, that the same disabilities and disadvantages which obtain throughout the Dominion of Canada and, in fact, throughout the entire world, are just as much in effect in Skeena as they are elsewhere. But I bring to you, Sir, I think, some little ray of hope, and some degree of sunshine in the brief report which I beg to convey to you from the constituency of Skeena. We are carrying on there, and I believe it is a tribute to any section to be able to maintain its industries and to carry on its progress and development in the face of such difficulties as are receiving such tremendous advertisement in this house. The constituency of Skeena is and has been a pioneer constituency ever since the day when the great pioneer, Alexander Mackenzie, within 300 miles of the city of Prince Rupert, pointed on the rock at the mouth of the Bella Coola river where it falls into Burke channel "Alexander Mackenzie overland from Canada, July 22, 1793." Pioneer countries require some attention, and I have every sympathy with the hon. member for the Yukon (Mr. Black) when he requests certain telegraphic communication in the Yukon Territory. Without prospectors there can be no mining industry. There can be no mining prosperity unless the prospector takes his pack on his back and hikes it into the hills. Without the rugged pioneer there can be no development and no building up of trade centres, and the pioneer, therefore, is entitled to some consideration. In that connection I would review very briefly some of the utilities which are of great importance in a pioneer country. In the first place, the pioneer expects that he shall have access to the centres of business. He must have methods of communication with the outside world.

**Telegraph Line**  
 A great many years ago the Western Union Telegraph Company, in their endeavor to reach Europe by telegraph, prior to the laying of the Atlantic cable, tried to establish communication by way of Siberia. They started the construction of an overland line and got the work completed as far as the fourth cabin north of Hazelton. Repeated attempts had been made to lay the Atlantic cable, and at last, after the construction of that wonderful ship the Great Eastern, another attempt was made to lay the cable, and the transatlantic cable became an accomplished fact. The company therefore abandoned that overland line, and many years afterwards the right of way of that line as far as the fourth cabin north of Hazelton was utilized for telegraph communication with the Yukon territory when it was opened up. That line was completed some twenty-five years ago. Wireless was not even dreamed of as a possibility at that time. Had wireless been a commercial fact then, I am thoroughly satisfied that the overland line would not have been built. It was built, however, and today the upkeep of that line is a tremendous drain on the resources of this country. From Hazelton north to the Yukon there is one thousand miles of territory. This wilderness of a thousand miles is divided into stations twenty miles apart, each of which is manned by two men. The supplies that are needed for that telegraph line are largely carried on the

backs of pack horses. Now, when you consider that the specifications in calling for tenders for those supplies stipulate that each package must not exceed a certain dimension and must be of a certain width so that it may be properly handled and be easily carried on the backs of these horses; that each parcel must be sewn in burlap and properly stencilled for the particular cabin for which it is destined; when you consider that the sugar and flour intended for these cabins must be packed in sacks each separately sewn in strong canvas, and when you take into consideration the value of canvas today—when you consider all these things you can easily appreciate the tremendous cost entailed in the upkeep of that overland service from Hazelton to Dawson City. I am told that in the interests of true economy this line cannot be kept up under something like three-quarters of a million dollars per year. I am fully satisfied that this line could be abandoned and a better service instituted if there were placed along the coast of British Columbia, at Stewart, at Alice Arm and at White Horse, wireless stations, the initial cost of which would not be greater than the cost of one year's upkeep of the present line. Such a system as I suggest would give the Yukon an uninterrupted telegraphic service that could be kept in operation at all times and under all conditions of weather.

**True Pioneers**  
 Among other things a pioneer country requires lights, buoys and aids to navigation. It was my privilege during the recess to visit Queen Charlotte Islands, and I was struck by the wonders of that country. I found in Queen Charlotte Islands, a vast inland sea known as Massett Inlet, which today is just as dark as when Columbus discovered America. A great deal of development is in progress there. The country around Queen Charlotte Islands is wonderfully rich in timber. A company is operating at Buckley Bay and is doing a big business exporting lumber. It is highly essential that there should be placed in Massett Inlet some aids to navigation, for they are badly needed. But all pioneers are not clamouring to the government to have something done for them. I notice with a great deal of pleasure that some of the railroad employees along the line of the Grand Trunk Pacific have organized a company of their own under the direction of Mr. Len Bell and Mr. George Biernes. They are true pioneers in every sense of the word. Believing that up-to-date methods are the order of the day, they have filled a tremendous want in that country by inaugurating a hydroplane service between Hazelton Head and Finlay river. The locality around Finlay river is very rich in minerals, and I have seen splendid samples of gold from that region. But it has been almost impossible to reach that country in the past, because the only means of transportation has been by pack train. The snow does not disappear from the trails until the middle of June or early in July, and the rivers being in flood it is difficult to ford the streams. It therefore takes six weeks by pack train to make the trip from the railway into the mining dis-

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trict. These people, however, have inaugurated a hydroplane service, and the trip that formerly took six weeks now occupies but two hours. They are so enterprising that at the present time,—they have taken the pontoons of the hydroplane, fitted them with skis and will be beginning next week,—make the trip over the snow. This hydroplane of theirs will carry 1,500 pounds of supplies, so that we can expect a great deal of development in that region. I am particularly interested in this matter because in that district are located the great coal deposits of the Groundhog country. There is an unlimited field of semi-anthracite coal that should prove a tremendous asset to western Canada. We have today, as it were, a river of money flowing out of Canada for the purchase of oil. Canada is not an oil producing country, and we should make every effort to see that we burn just as little oil as possible and as much coal as we can in public utilities. We have steamboats plying on the Pacific and most of the railway trains are burning oil. This is not as it should be. Now, in the developing of our coal mines we are only developing Canada. We are providing labor for our own people, providing a market for our own producers, and providing tonnage for our own railroads.

In this district of Skeena I am sure that the natural resources are of such magnitude that they would be sufficient to discharge our national debt. In the mining locality of Stewart we have a gold mine known as the Premier, which in my opinion is the richest mine of its kind on the American continent. Last year it paid a dividend of three million dollars. In the same locality of Stewart there are a great many valuable mining properties, and the same can be said of Alice Arm, Anxox and Surf Inlet. At Anxox one of the greatest industries of this country is in steady and continuous operation. The town of Smithers has blossomed out as a new mining centre, and excellent mines have been developed there. In far-off Atlin the miners are still carrying on the operations that have not ceased since the days of the early Klondyke rush. At Telkwa we have coal mines, and at Ocean Falls there is located one of the largest and best pulp and paper plants to be found anywhere in Canada; while a magnificent pulp mill is in operation at Swanson Bay.

After discussing transportation as published yesterday, Mr. Stork continued: Allow me to quote an article from the Financial Post of January 29 last dealing with the same question: The Winnipeg Grain Exchange has ascertained from actual transactions in 1922 that the farmer can get twelve cents per bushel more by shipping his wheat through a Pacific port than by the Fort William and the Great Lakes route. This is on the basis of the present railway rate discrimination against the Pacific coast whereunder (continued on page six)



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**NOTICE TO CONTRACTORS.**  
 SEALED TENDERS, superscribed "Tenders for Bear River Bridge Embankment," will be received by the Honourable the Minister of Public Works up to noon of Friday, the 16th day of March, 1923, for the completion of the rock embankments, Bear River Bridge.  
 Plans, specifications, contract, and forms of tender may be seen after the 15th day of February, 1923, at the office of:  
 The Department of Public Works, Victoria, B.C.  
 The District Engineer, Prince Rupert, B.C.  
 The Deputy Mining Recorder, Stewart, B.C.  
 G. A. Young, General Foreman, Alice Arm, B.C.  
 Each proposal must be accompanied by an accepted bank cheque or certificate of deposit on a chartered bank of Canada, made payable to the Honourable the Minister of Public Works, for the sum equal to five per cent (5%) of the amount of the tender, which shall be forfeited if the party tendering declines to enter into contract when called upon to do so, or if he fails to complete the work contracted for. The cheques or certificates of deposit of unsuccessful tenderers will be returned to them upon the execution of the contract. Tenders will not be considered unless made out on the forms supplied, signed with the actual signature of the tenderer, and enclosed in the envelopes furnished. The lowest or any tender not necessarily accepted.  
 P. PHOIP,  
 Public Works Department,  
 Victoria, B.C., February 21st, 1923.