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SMITHERS BACKS RUPERT AS GRAIN PORT

MANY IMMIGRANTS ARE ARRIVING IN CANADA THIS WEEK END TO SETTLE

New Arguments Brought out by Smithers Board of Trade Favor Grain Elevator at Prince Rupert

Would Develop Grain Growing Industry in Central Valleys of British Columbia: Return Freights Ready.

In backing the claim of Prince Rupert for a grain elevator and other facilities at this port, the Smithers Board of Trade brings out two new points, one being the possible development of the Bulkley, Nechaco and other valleys if grain shipping facilities are provided, and the other fact that the hauling of ties to the prairies provides a large return freight for the grain cars. The resolution, which was passed by the Smithers Board of Trade follows:

That this board of trade place itself on record as strongly endorsing the proposed development of grain shipment by way of Prince Rupert British Columbia, and the early establishment at that port of grain shipping facilities, including a cleaning and sacking plant and a grain elevator; and

That this board of trade direct the attention of the Dominion government and the management of the Canadian National Railways to the following considerations rendering such establishment at an early date advisable:

Good Reasons

1—It will provide the shortest and most direct possible route for a grain trade between the Canadian prairies and the Orient;

2—The port of Prince Rupert offers many advantages as a port for the shipment of Canadian grain, such as:

(a) A deep water harbor;
(b) Close proximity to the open ocean;
(c) Saving of pilotage expense;
(d) Cheaper insurance costs;
(e) Freedom from the ice the year round;
(f) Rock foundations for elevators, piers, etc.
(g) Plenty of room on the water front;
(h) A large part of the water front now owned by the Canadian National Railways, obviating the acquisition of property from private owners, etc., etc.

3—The railway haul to Prince Rupert is over a road bed with exceptionally favorable grade and passing through the mountains at a very low elevation.

Traffic Interruptions

4—The railway from Yellowhead Pass to Prince Rupert is less subject to traffic interruptions from slides, wash-outs, etc., than any other rail route across British Columbia, so that delays in hauling will be minimized.

5—An additional railway route and port will be added to relieve the congestion often experienced in handling the prairie grain crop.

6—Congestion of grain at the port of Vancouver and on the Canadian National from Yellowhead Pass to Vancouver, now very serious, will be relieved by another outlet for grain from Edmonton and the northern prairies.

7—With proper facilities for handling grain at Prince Rupert, grain can be hauled to that port at the rate of four hundred cars per day.

Return Freights

8—Hauling of grain on the Yellowhead Pass—Prince Rupert line of the Canadian National Railways will give loads for cars now being hauled west-bound empty. Lumber and ties shipped east from this line at the present time require some nine thousand cars per year, practically all of which are brought west empty. With west-bound loads of grain and east-bound loads of lumber and ties, the non-productive movement of cars will be greatly reduced, thus giving greater economy in railway operation.

9—The hauling of grain over the Canadian National Railways to Prince Rupert will help to give the necessary freight tonnage to put the Canadian National Railways on a sound financial basis.

Potential Grain Areas

10—An accessible outlet will be provided for potential grain producing areas comprising millions of acres of fertile farm lands in Central British Columbia, including the rich valleys of the Upper Fraser, the Nechaco, the Bulkley, the Skeena, and the Naas Rivers.

Already it has been amply demonstrated that these areas are capable of producing the finest grain, but the development of grain production has long been retarded by the great distance from existing grain markets and the lack of grain handling facilities. With the stimulus of a grain port at their back door, the farmers now settled in these areas will no longer limit their production to home needs as in the past, but will grow grain for the outside market. With the growth of this branch of the farming industry, new lands will be brought under cultivation, new settlers will flock into Central British Columbia, new business will be created for the railways, and another long step will have been taken on the way to the ultimate solution of our big Canadian railway problem.

YOUNG WIFE FOUND DEAD

Beautiful Young Wife of Seattle Banker Either Takes Own Life or Murdered

REVOLVER IDENTIFIED

Body Found in Untenanted Palatial Summer Home of Edward R. Agnew

SEATTLE, March 14. — Mrs. Virginia Clarke, the beautiful young wife of Cashier W. Clarke, Seattle banker, was found dead in a palatial untenanted summer home of Edward R. Agnew in the Highlands, the city's exclusive colony of wealth, with a bullet through her heart and body.

Deputy sheriffs, who investigated, pronounced it a case of suicide, although apparently there was no motive for it and certain circumstances pointed to the possibility of murder. A revolver lay by the side of the body, which the husband identified as his.

RECORDS GREAT TIMBER SCALE

February Sees Largest Number of Logs in History of Prince George District Taken Out

The greatest timber scale for a single month in the history of his district is recorded by J. M. Gibson, district forester for Prince George, in his report for February. The figure is 10,900,588 feet which, compared with a total of 1,707,118 feet in February 1923, shows an increase of about 600 per cent. In addition to the logs, 212,825 feet of jackpine and 2,717 feet of fir ties were scaled during the same period in the interior district.

Responsible for the great increase in timber scaling in Prince George district this year are the renewed activities on a large scale of the Hutton and Giscome mills which are logging actively preparatory to the summer cutting season. Similar to Prince Rupert district, hemlock and spruce are the principal species of timber found in the Prince George district.

MRS. FLUMERFELT DIES

VICTORIA, March 14.—Mrs. A. C. Flumerfelt, wife of the well-known financier of this city died yesterday.

If the report is true that the Prince of Wales is to pay another visit to his ranch in Alberta this summer, he will have another opportunity of sporting his becoming "four-quart" hat.

British Naval Estimates are in Conformity with Treaty of Washington; Ships Scrapped

LONDON, March 14.—The naval estimates presented to the House of Commons yesterday conform in all points with the provisions of the Washington Treaty. Capital ships to be scrapped under the treaty are in the hands of the shipbreakers with the exception of one which is unfit for further war service but it is to be used in destruction experiments.

There are no estimates for the construction of the Singapore base but funds for fuelling will continue available while it is believed there is a possibility of a supplementary estimate for the whole project if the government does not announce its amendment.

OLIVER WILL DENY EVIDENCE

Counsel Announced That Premier Would Again go Into Witness Box

VICTORIA, March 14.—Within the next few days Premier Oliver will go into the witness box before Commissioner Galliher, who is conducting the P.G.E. probe, and will swear that statements made before the commissioner by E. J. Rossiter, witness for the Provincial Party, are absolutely false, according to the announcement of S. S. Taylor, senior government counsel yesterday, after a long cross-examination of Rossiter.

Mr. Taylor intimated that Premier Oliver will deny that he dismissed Rossiter, as the latter alleges, and will swear that he gave Rossiter definite instructions to check up every dollar spent on the P.G.E. project. Rossiter denied yesterday that he received such instructions from the premier.

SIX MASTED SCHOONER FOUNDERS: 14 DROWNED

BOSTON, March 14.—Fourteen men, including the captain, were drowned when the six masted schooner Wyoming of Portland, Maine, went to pieces off Nantucket.

NEW SECRETARY TO U.S. NAVY IS JUDGE C. D. WILBUR

SAN FRANCISCO, Mar. 14.—Curtis D. Wilbur, chief justice of the California supreme court has been appointed secretary of the navy to succeed former secretary Denby who retired because of his connection with the Teapot Dome oil scandal.

GOVERNMENT CANDIDATE WINS IRISH ELECTION

DUBLIN, March 14. — At the by-election in the south division of Dublin for the seat made vacant by the death of President Cosgrave's brother the government candidate O'Hara won. He secured a total of 17,193 votes against 13,192 for Lomas, the Republican.

DISMANTLED CRUISER HAS BEEN LOCATED

PETERHEAD, Scotland, March 14. — The dismantled British cruiser Sutlej, which has been adrift in the North Sea for a fortnight with 13 men on board, was located today 70 miles from Port. A destroyer is standing by.

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CHURCH PLANS ARE ACCEPEED

Presbyterian Edifice Will be of Gothic Design With Accommodation for 500 People

Plans prepared by A. A. Cox for the new Presbyterian Church to be erected on Fourth Avenue East have been accepted by the board of managers, it is announced this afternoon.

The structure will be 80 feet by 40 feet in dimensions and will have accommodation for 500 people. The ground floor will consist of a large open auditorium with choir and pastor's platform and space reserved for pipe organ. There will be a gallery in the rear. In the basement will be a large assembly room with ladies' parlor, kitchen and committee rooms. The building will be hot water heated.

The structure will be of Gothic design with a steeple on the southwest corner. The foundation will be of concrete and the rest of the building will be of frame and shingle construction.

CARPENTIER TO FIGHT WITH TOMMY GIBBONS

PARIS, March 14. — Articles have been exchanged between Georges Carpentier and Tommy Gibbons for a ten round bout in Chicago on July 4.

Special Trains to Carry Many Immigrants Westward who are Arriving Today and Tomorrow

MONTREAL, March 14.—Steamships arriving at Halifax over the week end will bring in more than sixteen hundred immigrants according to advices which have been received by J. B. Morrison, general passenger agent of steamships of the Canadian National Railways at Montreal.

Among this number are several personally conducted parties coming to Canada under the auspices of the department of colonization of the Canadian National Railways, the Salvation Army, and the Church Army. The number includes quite a large party of men and women, the latter already engaged for domestic service in Ontario.

The first boat to arrive will be the White Star liner Regina which is due at Halifax today. The Regina's list includes 130 cabin and 641 third class passengers. Included in this number is a party of P.O. boys and twelve domestics, brought out by the Salvation Army; a party of fifty-five all farm immigrants brought out by the C.N.R. and a party of eleven brought out by the Ontario government.

All British

Three boats are due to dock on Saturday. The heaviest passenger list is that of the Cunarder Ansonia, which will land 327 passengers at Halifax, of this number about 300 are immigrants, among whom is a conducted party brought out by the Ontario government and another by the Church Army. The first numbers 25 and the second 11. Practically all the passengers on the Regina and Ansonia are Anglo-Saxon and from the British Isles.

One hundred and ninety-six continentals mostly from the districts bordering on the Baltic Sea are due to arrive from Halifax on Saturday on board the Lituania of the Baltic-American line. As far as is known the majority of these will proceed to Western Canada.

On the French liner Houssillon which docks on Saturday also there are 14 passengers, the most of whom are for Quebec points.

Two boats, Oscar II. of the Scandinavian-American line and the Brenen of the North German Lloyd line are due to dock at Halifax Monday. The Oscar II. will bring 300 passengers, of whom the vast majority are immigrants of Scandinavian birth. These it is believed, will settle in Ontario and Western Canada.

Five Special Trains

The Brenen has only 60 passengers for Canada but these are thought to be settlers for the German colonies in Western Ontario and Western Canada. From Halifax the passengers of all these boats will be brought to Montreal by special trains over the Canadian National Railways and it is thought that at least five special trains will be required to take care of their transportation. It is possible also that special trains may have to be run to Toronto and Winnipeg to take care of the parties for Ontario and Western Canada points.

LONDON MESSAGES ARE RECEIVED CINCINNATI MEANS OF RADIOPHONES

CINCINNATI, March 14.— Radio fans here succeeded in picking up messages and music broadcasted from London last night. Marconi's speech and orchestral music were received distinctly by means of the ear phones.

TWO BIG MILLS TO BE OPERATED

Giscome and Hutton Plants in Prince George District Preparing for Active Season

Two big lumber concerns in the Prince George district are busy preparing for an active sawmilling season this year. They are the Eagle Lake Spruce Mills Ltd., at Giscome and the United Grain Growers at Hutton. Logging is going on in full swing and new machinery is being put in the Giscome mill. Between the two plants close to 800 men are now employed.

The Eagle Lake mill is located 24 miles east of Prince George at Giscome on the C.N.R. It was built some years ago by A. C. Frost, a Chicago promoter, who subsequently became insolvent. The big plant was put under the hammer at a judicial sale and was acquired by a Saskatchewan concern which formerly operated at Prince Albert and Big River W. M. Nicholls is the manager. Some 475 men are at present engaged logging and fixing up the plant preparatory to the resumption of cutting. It is proposed to put in a light logging railway in connection with the mill to allow of summer logging. Under present conditions all logging in the Prince George district has to be done in winter. The timber is small so hauling by wagon is not economical and skidding is not practicable.

The United Grain Growers' mill at Hutton is now employing 250 or 300 men logging and getting the mill ready. This mill is 60 miles east of Prince George.

Actual cutting of lumber will not commence at either mill much before May 1.

The market for the lumber from the Prince George district mills is found largely on the prairies.

SLOWLY RECOVERING BODIES OF MINERS

CASTLEGATE, March 14. — One hundred and forty-one bodies of the 173 miners entombed by Saturday's explosion have been recovered so far and the rest are expected to be brought out today.

OLD COUNTRY FOOTBALL

LONDON, March 14.—In the third division, southern section, associated football yesterday, the following scores were made:

Northampton 1, Charlton 0.
Swansea 1, Millwall 2.

MONMOUTHSHIRE WINS

LONDON, March 14. — In a rugby football game played yesterday Monmouthshire beat Devonshire by a score of 20 to 5.