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THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA.

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H. F. PULLEN, Managing Editor.

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Gyros Are To Be Complimented On Effort.

The Gyro Club of this city is deserving of great commendation for its effort in organizing the work and collecting the money with which to equip a playground at McClymont Park. The city fathers co-operated well and the result is that today Prince Rupert has a civic playground second to few in the province.

Had it not been for the Gyros that part of the park would have remained a useless quagmire and the children would have been without those conveniences which make for healthy play. Having the wading pool constructed at the same place and the whole under supervision of a caretaker, who, it is to be presumed, will continue to work on the park and improve it, will mean a good deal.

The Daily News is glad to extend to the Gyro Club congratulations on the work they have done and wish them all success in future efforts to improve the city and especially in making it attractive for family life.

Next Big Thing Will Be The Fair.

The next big thing in the city will be the annual fair which takes place in September. Already much work has been done in connection with this and progress is being made in all directions. President Joe Greer is actively engaged in keeping the various committees working and Manager Hunter is on the job all the time.

Judging from the interest taken in the districts, the fair this year shows promise of being a very successful one. Its value to the community lies in its success in uniting the efforts of the whole northern country and concentrating them on this representative effort. In bringing this about all can help.

One way in which almost everyone can be of use to the exhibition is in putting in individual exhibits. Some have flowers, others needlework, others art work, others poultry, and there are all sorts of other exhibits that might be entered. If all take an interest in the fair and make it theirs it is bound to be a success.

Province Decides Against Selling Beer.

The province has decided against selling beer by the glass, and it is to be presumed the government will carry out that intimation and will allow purchases to be made as at present from the government liquor stores. While the majority is not large it is sufficient to be a mandate.

While present conditions in regard to the sale of liquor are not by any means ideal, they are better than they might be, and it is better to enforce a law which seems to be working well than to make changes which are more or less experimental and may have to be repealed in the near future.

Elevator Vote Met Much Opposition.

The chief opposition to the elevator vote seems to have come from Sir Denry Drayton, former minister of finance in the Conservative government, who attacked it with great virulence. The rather long extracts published today from Hansard show what happened. It makes interesting reading as indicating that getting a vote through the House is not an easy matter. The members have to be convinced that the money is to be well expended and that the vote is a reasonable one. The discussion shows that Fred Stork had done some good preparatory work in enlisting the sympathies of members of the House.

MUCH OPPOSITION AT OTTAWA TO PRINCE RUPERT ELEVATOR FROM CONSERVATIVE SIDE.

(continued from page one)

friend mentioned the British Columbia elections. We had not thought of the elections in connection with the elevator. We have been for three years actively engaged on this work. I have received and presented to the government resolutions from boards of trade from all over northern Alberta and the northern part of British Columbia. We have had three non-partisan delegations consisting of men of all shades of politics down here from that country to urge this project. This is not any sense of the word a political project. It is purely one of sound economies, and one which will justify itself, if this government decides to erect the elevator there and if this House is good enough to pass the vote.

Drayton's Speech.

Sir Henry came back in part as follows:

In every instance, taking every possible combination, the milage is less to Vancouver. It is perfectly plain, when we take the first question in regard to the railway mileages from Edmonton to Vancouver and Prince Rupert, that the difference is almost 200 miles. It is said that the railway management are back of this. All I can say then is that we have for the first time some tangible results from the efforts of Mr. Dawson, one of the railway directors; but no one who was thinking of the general results of the system could urge it. Railway mileages, with costs as they are today, are a very serious thing.

Mr. JACOBS: What about grades?

Sir HENRY DRAYTON: There is practically no difference whatever in the grades. We have theoretically a .4 per cent grade on the Grand Trunk, and in most instances it is more than theoretical, it is true. In some cases it is not .4. It is a good grade; there is no question about that. There is a first class grade on the Grand Trunk Pacific and also a first-rate grade on the line to Vancouver. The grade there is not quite as good as the grade to Prince Rupert but it is so good that they can run 60 cars in and out of Vancouver on the National line the whole way to the divide.

That's Different.

Mr. LUCAS: In view of that excellent grade is there any reason why there should be a mountain freight rate?

Sir HENRY DRYTON: The hon. member is getting into another question which would open up an entirely different debate. It has nothing to do with the question under consideration whether it is mountain or prairie or anything else; distance means money and money in this case means extra taxation for the people. Wherever you get extra mileage you must have an extra cost and everyone knows it. On the line out from Vancouver a train of 60 cars can be carried on the National while on the Canadian Pacific they must be broken and made up in smaller units before they can cross the divide. Now, the government might just as well understand what they are doing. If they are going to build an elevator there they must increase the terminals, and the terminals at Prince Rupert were built at great expense. I had occasion to go into the matter in 1916 to ascertain what money had been spent there and it is unbelievable how much was actually expended in winning a terminal from the rocks and the granite which are encountered at that point. The terminals there cost a vast sum and when you get down the hillside they must be enlarged. When the war was on we needed, or thought we needed at any rate, with transportation difficulties, some more wharfage accommodation. The work was not gone on with simply for the reason that it was so expensive owing to the depth of water. There are beautiful mountains on the shore and the line of mountains is carried right into the water so that you may go out a few feet and have great difficulty in getting bottom at any depth, which anyone, actuated by any commercial sense, would think sufficiently reasonable to warrant the building of a dock. The government might as wll realize the situation. Some gentlemen opposite think that a dock is not needed, and I daresay they do not want it; I think they could put the elevator well away from the dock for all the use that will be made of it if the railway company has the slightest opportunity of hauling the grain without the expense of the extra 200 miles. Now, is this a time to start this elevator? Is there any real reason for it? Of course, boards of trade will say they want it; but, then, boards of trade want all sorts of things all over the country. Surely, however, this House ought to demand a better reason than representations of boards of trade before committing itself to a policy of this kind and opening up a new grain port which entails a further movement of almost 200 miles in a district which now runs at a deficit. There should be some real reason for this work apart from the unsatisfactory statement that some boards of trade asked for it. Under present conditions, to suggest the vote is absolutely wrong, and I must ask the minister to let us know what the real reasons are. Here we are going to spend $5,000,000 more money in Vancouver to fit it up for the grain trade, and the minister is right in that direction, because there is going to be a tremendous amount of business at that port and it will be a source of great relief to the prairies from freight rates and the long haul. But let me point out that there is another mileage given. As the hon. member (Mr. Stork) pointed out, there is some movement of grain to the Orient. It is not very big and I wish it were bigger. But there is that movement, and there is no doubt there is shorter by water from Prince Rupert than from Vancouver. But most of the grain we are shipping out of Vancouver today is going through the Panama canal and the distances from the western entrance of the canal to Vancouver and to Prince Rupert respectively, are 4,045 and 4,325 nautical miles, and we have to add approximately a third to get the land mileage.

Graham Speaks.

Mr. Graham: I know my hon. friend is not very friendly to the Prince Rupert scheme of the Grand Trunk Pacific, but so long as we oppose every proposition to give the Grank Trunk Pacific traffic, so long will the Grand Trunk Pacific give us a deficit. The Grand Trunk Pacific was not intended to be sawed off at both ends; the original scheme was to have a line of ships connecting at Prince Rupert with the Grand Trunk Pacific and the Transcontinental; and although condtions have somewhat changed, yet the fact stands, and cannot be controverted, that the route from eastern or from western Canada to the Orient via Prince Rupert is shorter than any other route by a good many miles. If we are to export our grain or other products by the shortest route at the lowest cost, Prince Rupert must be developed and utilized; there is no question about that. My hon. friend also forgets that there is a vast territory which, when opened up, will be tributary to Prince Rupert and will be many miles closer to Prince Rupert than to Vancouver. The grain shipments from the Peace River country today have to go around to Edmonton, which city is of course closer to Vancouver than to Prince Rupert, but when that country is opened up, as it must be, it will be miles closer to Prince Rupert than to Vancouver by way of Edmonton.

My hon. friend wants to find out in advance. No one knows yet where the line will be built into the Peace River country. But there are portions of the western country that will be absolutely tributary to Prince Rupert if the grain is to be shipped to the Orient; there is no question about that; I look forward to the time when Prince Rupert will be a very busy port on the Pacific coast, with trade both going to and coming from the Orient, because when the people in the Orient find this route opened up they will ship their goods by Prince Rupert for it is the shorter line, and we will get the haul all the way down. My hon. friend made a remark which absolutely proves my contention respecting the superiority of Prince Rupert over most of our harbours; he gave the depth of water Other harbours have to be dredged year in and year out; Prince Rupert harbour needs practically no dredging at all, and in that respect is a cheaper harbour to operate than any other in the Dominion While we are beginning with an elevator in a comparatively small way, yet I look to the time when, the western country develops, we will not only be using Vancauver, but also Prince Rupert for Oriental trade

Sir enry Drayton: In the first instance, whether I am against the Grand Trunk Pacific line or Prince Rupert or anything else has nothing to do with the question. I have not made the statements that I well could make about the whole subject—

Mr. Graham: And that I well could give a reply to.

Sir Henry Drayton: I do not think you could.

Mr. Graham: Quite easily.

Cost of Dock.

Sir Henry Drayton: However, I should like to see if we cannot once in a while get something done by this government on its merits, and my personal attitude can have nothing whatever to do with the question one way or the other; I should have thought the hon. Minister of Railways would know that. I am going to take up his last point first. He is perfectly right, there will be no dredging required in Prince Rupert harbour. He can go a little bit further, he can take most harbours along the whole Pacific coast and he will have no dredging to do. But he will find any number of places where he will be able to build

(continued on page five)

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