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THE DAILY NEWS
PRINCE RUPERT - BRITISH COLUMBIA

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Let A New York Writer Have Column.

Prince Rupert people doubtless sometimes tire of reading editorial articles by the same writer. He has the same style all the time and owing to lack of time and opportunity does not read as much as he should. Here then is an opportunity to let a New York editorial writer fill the column. It is from one of the journals that is not illustrated but that depends upon its literary quality and intrinsic interest for the patronage it receives from the public. Commenting on the race to Nome with anti-toxin for the diphtheria sufferers "The Drifter," one of the regular editorial writers for "The Nation" says:

The Musher's Account Of His Terrible Journey.

When the Drifter reads the musher's account of his sixty-mile journey, carrying diphtheria anti-toxin to Nome, he is reminded once more that the history of man is a chronicle of impossibilities. "It kept getting colder. It went down to 28 below. The wind was fierce. I don't know how fast, but I've never felt it faster. On my head I had reindeer parka and hood and a drill parka over that. But the wind was so strong that it went right through the skins. Along a ways is Spruce Creek. It's always the worst spot for wind in any kind of weather. The wind was picking up the snow like it was a comb. My right cheek got frozen. I couldn't even see the wheel dog. It was dark, too—black. The trail turned so that the wind was with me. That boosted me along so I made the twelve and a half miles to Safety in eighty minutes."

Man Rises Above His Surroundings.

Bitter cold, darkness, icy wind, clinging snow could not quench the spark that drove on the dog team and its valuable cargo. The driver says that without his lead dog he could not have followed the trail; the Drifter maintains that without that indefinable spark, or perhaps the burning flame, within this creature we call man, the attempt to follow the trail would never have been made. Man is a feeble animal compared with a hundred others; most of the time he is content to take the line of least resistance, to maintain himself in comfortable places, to think of sleep, or food, or warmth, or leisure. And then the occasion arises for him to renounce these things and live for a while in pain; and some urge within him for adventure, or fame, or justice, or mercy makes him take up the challenge and accomplish the impossible or burst his little frame with trying. The world looked on in astonishment while Terence MacSwiney took more than two months to die of starvation for a principle. It hears tales of treks through the desert, of burning thirst and raging fever, of cold being borne, and privation; of Dr. Grenfell of Labrador sitting out all night on an icefloe with insufficient clothing, waiting calmly for rescue, killing two of his dogs and wrapping himself in their skins, and at last apologizing to his rescuers for causing them so much trouble; it reads of Doughty, frail and even ill, making his way through Arabia; it knows that every stormy night men at coast-guard stations are ready to venture out.

Distinguishes Man From The Beasts.

Such facts as these are ordinarily forgotten or made the subject of cheap romances; they are, nevertheless, the chief thing that distinguishes man from the other beasts. It is not only courage, or ability to endure pain and hardship; it is the fact that man alone will attempt difficult and arduous tasks for some reason other than his own safety or hunger. He is, indeed, the quintessence of dust; he is weak and frail and selfish and unreasonable—most of the time. When the time comes for him to act like a god, however, he does so, no one, least of all himself, knowing quite why. Nor is this occasional capacity for superhuman endeavor limited to physical things; it turns out Socrates, Euripides, Milton, Lincoln; it means a renunciation of the flesh for whatever urge is uppermost at the time. It does not happen every day, but if it happened much more rarely than it does, it would still be a conclusive answer to those who find life meaningless because it is mediocre.

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MEN'S BANQUET IS SUCCESSFUL

Large Number Attend Annual Event at St. Andrew's Anglican Church

The annual men's banquet at St. Andrew's Anglican Church held last night in the Church Hall was very successful. The seats at the tables were all taken and an excellent spread was provided. There was a program of good music and high class addresses and following an evening of pure enjoyment the guests were sent away with something serious to think about, given them by Rev. Archdeacon Rix A. E. Bazett-Jones presided. The whole arrangements for the supper were in the hands of the Women's Auxiliary of the Church, headed by Mrs. Andrews as convenor, and with Mrs. W. Orchard Mrs. Willett, Mrs. Philpott and Mrs. A. E. Wright in charge of the respective tables. Those assisting were Mrs. Evitt, Mrs. Ponder, Miss Marsh, Miss Ellett Mrs. Lee, Mrs. Hinton, Mrs. Cade Mrs. M. M. Stephens, Mrs. Crewe Mrs. Parkin, Mrs. Mills, Mrs Holtby, Mrs. Creech, Mrs. Vickers, Mrs. Homer, Mrs. Nicholls Miss Carter, Mrs. Rix, Mrs. Arnott, Mrs. Greer, Mrs. Pyle, Mrs Tucker, Mrs. Max Collison, Miss Lennox, Mrs. Trevor Clark, Mrs. Hugh, Mrs. Woodland, Mrs. Barnsley, and Mrs. Bazett-Jones.

The Program

The program, which was in the hands of a committee headed by Mr. Bazett-Jones was an excellent one, including addresses by American Consul Wakefield, J. C. Brady and the chairman; selections by the orchestra consisting of W. Vaughan Davies, C. A. Kirkendall, George Rorie, jr., H. Gawthorn and George Woodland; instrumental selections on the violin by Miss Marjorie Lancaster and on the xylophone by George Rorie; vocal selections by C. G. Minns, Mrs. H. C. Fraser, John Davey, Mrs. McMillan and Miss Dalby.

The tables were decorated with candles and flowers and as the guests sat down presented a very beautiful appearance, especially as the electric light fuse had burned out and the only lights in the hall were what seemed like myriads of candles in silver candlesticks. However the light soon came on and the feast began.

Mr. Bazett-Jones made a humorous opening address in which he thanked everybody for services rendered or about to be rendered in connection with the event.

Consul Wakefield

Consul Wakefield spoke on peace between Canada and the United States in which he mentioned the ideals, hopes and aspirations that held the two nations together as friends and neighbors. He spoke of the unsettled condition of the world and suggested that even the efforts of bootleggers in running liquor into the United States contrary to U.S. laws was not sufficient to impair the friendship existing between the two countries.

J. C. Brady spoke on Humor, which he considered the most necessary thing in the world today, illustrating his points with humorous stories. Humor, he said, was necessary for success and happiness. It was a God given gift. There was more comedy than tragedy in the world. He referred to the humor of Dickens, whom he classed as the greatest humorist in the world. However no country had a monopoly of humor. It was of the very essence of courage. It was found in the trenches during the war. The humorous man was the big man, kind, sympathetic and one who forgave easily. Here was a message to the world to develop real humor, which was found in every walk of life. The speaker said he regretted the tendency to omit reading the humorous classics stories. At no time were there greater opportunities than occurred today to take the greatest out of life.

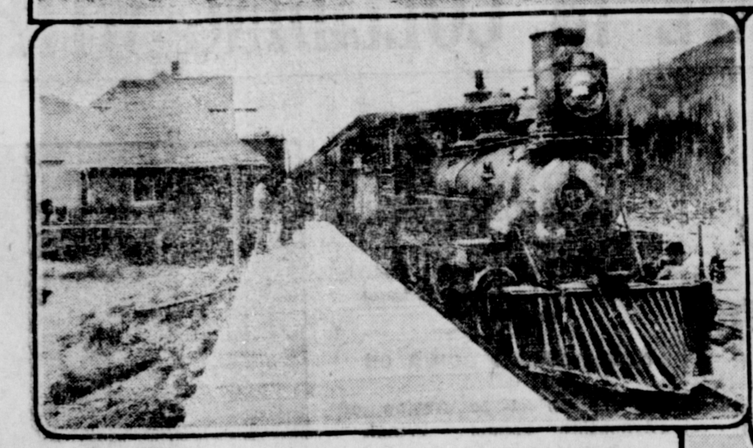
Applying it locally Mr. Brady said what was needed in Prince Ruperet as never before was to meet difficulties with courage and to see the humorous side of everything.

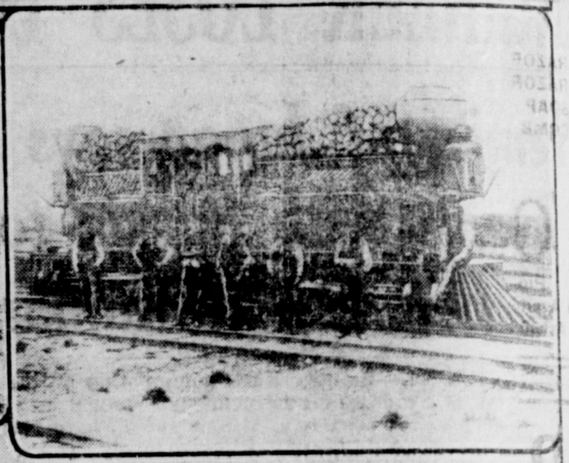
Respect to Archbishop

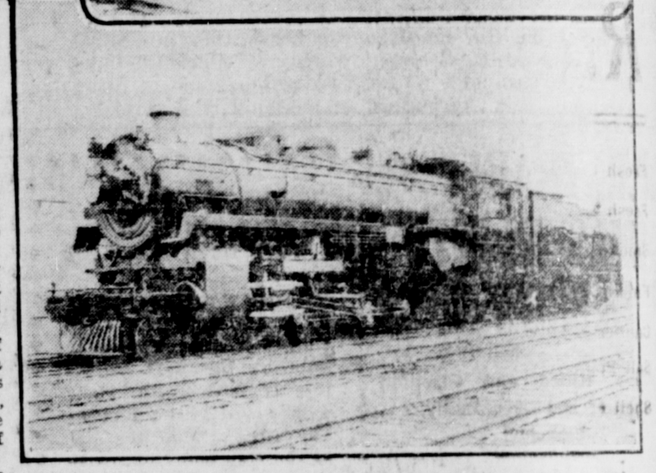
Archdeacon Rix spoke feelingly of the absence of the late Archbishop DuVernet, who had always brought them a thoughtful message. He asked that they stand in silence for a few moments out of respect for his name, which was done.

The Archdeacon mentioned that this year he was unable to look after the annual banquet and it was relegated to a committee which handled it just as well as he would have done himself, possibly better. He complimented the head of that committee Mr. Bazett-Jones. He urged those present not to shirk their responsibilities. There was always some work they could do better than anyone else, either in business, the community or the church. Incidentally he said he was doubtful of the spirituality of the men who did not go to church. He urged all to attend both for their own benefit and as an inspiration to the clergyman and the rest of the congregation It was not necessary to believe everything. All the church insisted on was a belief in God, sin, the Saviour and eternal life.

Fortieth Anniversary of Canada's First Trans-Continental System Marks Centenary of Locomotive.







Above is an unknown artist's conception of a test of speed on the Baltimore and Ohio Railway in 1830, between a horse-drawn car and Peter Cooper's diminutive locomotive "Tom Thumb". On the left is seen the first passenger daily from the East at the Canadian Pacific Depot, Fernie, B.C. Right, a double-ended wood-burning locomotive imported to America in 1872, and used on the Toronto Nipissing Railway.—Below, the "2300", representing the acme of locomotive efficiency, as now operated by the Canadian Pacific.

TWO events make 1925 notable in the annals of rail transportation. It marks the centenary of the locomotive engine and the fortieth anniversary of the completion of Canada's first transcontinental, the Canadian Pacific Railway's main line from Montreal to Vancouver. The first opened a new chapter in the history of the world; the second a new chapter in the history of Canada.

Looking back over the events of the intervening century it will readily be agreed that the introduction of the locomotive was one of the most important events in modern history. It has enriched the life of the Old World by delivering to it at low cost the products of the ends of the earth; while it has brought within the reach of the pioneer on the frontiers of civilization highly finished products which can be developed only where a numerous population makes possible a minute division of labor. It has given the settler in Northern Alberta, over 5,000 miles distant from London, a market in that great metropolis just as certain as that enjoyed by the English farmer. It has also made the same settler as much a customer of London as are the people of near-by countries.

The locomotive engine made its first appearance in Canada in 1837 on the Champlain and St. Lawrence Railroad. This road was only 16 miles long, and ran between the town of La Prairie on the St. Lawrence River and St. John's on the Richelieu. This railway was opened in 1836, being operated by horses during the first year.

However, it was not until with the incorporation of the Grand Trunk Railway in 1852 that the railway era in Canada really began. While a beginning had been made in 1837, still during the next fifteen years only 50 miles of line were added. The Grand Trunk linked up Ontario and Quebec, and gave both provinces direct connection with the Atlantic coast through Portland. It also laid the foundations for direct connection between that port and Chicago. Much railway building followed in Ontario. The next project of importance was the building of the Intercolonial, which was begun in 1868, and completed in 1876. This gave Ontario and Quebec direct connection through Canadian territory with a Canadian port on the Atlantic open all the year round. In the meantime an agitation for the building of a railway to connect Ontario and Quebec with the Pacific Coast culminated in the incorporation of the Canadian Pacific Railway.

On November 7th, 1885 at Craigellachie in Eagle Pass, a gorge in the Gold Range, British Columbia, Sir Donald A. Smith, afterwards Lord Strathcona and Mount Royal, drove the last spike in the main line of the Canadian Pacific Railway, thus connecting Montreal with Vancouver. This was a notable event, not only in the history of Canada, but of the British Empire. By the connecting of the Pacific Coast with Montreal Canada secured its first transcontinental railway. Indeed, it was the first real transcontinental on this continent, for while in 1869 the east coast of the United States was connected with San Francisco by rail, and several other such connections have been added, still even now no single railway in the United States extends from Coast to Coast as does the Canadian Pacific in Canada. November 7th was also a notable day for the British Empire in that the Canadian Pacific provided a short cut from Britain to the Orient. As Sir Charles Tupper in his Reminiscences has pointed out, it brought Yokohama three weeks nearer to London than it was by the Suez Canal.

The history of the Canadian Pacific Railway is the history of Greater Canada. When it was first proposed there were only four provinces in Confederation, Ontario, Quebec, New Brunswick and Nova Scotia. Between 1870 and 1873 Prince Edward Island, Manitoba, and British Columbia entered, the last mentioned on the express condition that it would be connected with Eastern Canada by a line of railway. At that time Manitoba was a mere postage stamp in dimensions, and the regions between it and the Rockies were unorganized territory.

The promise of the Canadian Pacific not only brought British Columbia into Confederation, and gave Canada a window on the Pacific; but the building of it, by establishing direct and quick communication between the east and the west fixed the destiny of the vast regions west of the Great Lakes and north of the 49th parallel. The ties of sentiment were thus strengthened by the economic link of steel. Fifty years ago it was by no means certain that the territories between Lake Superior and the Rockies would not pass into the hands of the United States. The shortest route from Eastern Canada to Fort Garry, now Winnipeg, was via Chicago and St. Paul. Trade moved north and south rather than east and west, so that political absorption seemed likely to follow American economic penetration.

It is with the development of Western Canada that the fortunes of the Canadian Pacific have been indissolubly linked. As it has expanded the West has grown. In 1885 there were hardly more than 150,000 people in the whole country west of the Great Lakes. As a result of the Riel Rebellion the country was also in a state of utter confusion. Still the year 1885 marks the real beginning of the period of western development. The country continued its policy of aggressive construction by adding feeders to its main line. This encouraged settlement, for settlers felt themselves secure as long as they were not too far from the railway. Note how the population on the plains began to increase. In 1885, when there were not more than 1,000 miles of railway there were only 130,000 people in that vast territory between Winnipeg and Calgary and Edmonton, one-half of whom were located in Manitoba. Within the next 20 years, the prairie provinces, with about 4,500 miles of railway, had a population of 800,000. By 1923 these provinces had 20,000 miles of line, of which 8,500 belonged to the Canadian Pacific, and their population was 2,000,000.

The driving of the last spike at Craigellachie also marked the opening by the company of the most aggressive and sustained immigration and colonization campaign that Canada has witnessed. From that time to the present the company has spent nearly $70,000,000 on its immigration and colonization activities. And it got the immigrants too. During the years preceding the incorporating of the company immigrants were coming to Canada at the rate of only 36,000 a year. This was a very light inflow, for away back in 1832 as many as 52,000 were received; but during the period 1881-91 immigration was very nearly trebled; that is it came at the rate of 92,000 a year. Indeed, during the last two decades of the last century the Government seems to have left immigration pretty much to the company, for during the 1882-1902 period, the total expenditure on immigration was only $5,475,000, as compared with an appropriation of $3,400,000 this year. Through the company's agencies have come the greater proportion of the over 5,000,000 immigrants received during the last 40 years.

Coincident with the driving of the last spike at Craigellachie the company launched out as a promoter of foreign trade and transoceanic travel. In this department not only has it been by far the most important factor in Canada, but one of the most important within the British Empire which is saying a great deal, when it is recalled that the latter is the greatest commercial unit that the world has ever seen. Within less than nine months after this spike had been driven there arrived at Port Moody, the then terminus of the Pacific, a brig with the first cargo from Japan to the railway. That little brig the "W. B. Flint" of 800 tons, has grown into a great fleet of over 400,000 tons, sailing on two oceans, and linking Europe, America, Asia, and Oceania. In 1887 a regular trans-Pacific service was established, and in 1902 a similar service was launched on the Atlantic. Begun originally as a feeder to the freight department of the railway, the passenger feature of these steamship services has now become of chief importance. As an evidence of how the trans-Pacific trade has grown it may be said that in 1885 Canada sold to China only $5,972 worth of product and to Japan only $21,780 worth, whereas during the 12 months ending October, 1924, her sales to China were $14,612,482 and to Japan $26,870,0[illegible]

STARTED FOR HOME LAST NOVEMBER REACHED IT TODAY

Miss Edith Taylor, Eleven Years of Age, Had Many Difficulties Coming from Old Country

WINNIPEG, Feb. 25.—A century and a half ago it took forty days to cross the Atlantic ocean but the travellers of those days had nothing on eleven year old Edith Taylor, who started for Canada in November last and passed through Winnipeg tonight on the last lap of her journey to Calgary over Canadian National lines. Nor were the hardships and disappointments of the early voyageuers so much greater than those she had suffered in her efforts to return to her mother, Mrs. Nellie Taylor, in Canada after a four and a half year visit with her grand parents in the Old Country.

Little Miss Taylor first booked passage home for November 18. The authorities, however insisted on a birth certificate. Before that arrived two months nearly had passed. She finally arrived at Halifax on January 18 to be taken with appendicitis and rushed to the hospital the moment she landed. When she recovered from the operation three weeks later and all reservations had been made for her to resume her trip an attack of flu overtook her, causing a week's further delay.

In spite of it all, Miss Edith is the most cheerful and competent little traveller imaginable and remarked at the Canadian National depot here tonight, when informed she would be in Saskatoon tomorrow, "we do get along fast, don't we." Her travelling companion, no doubt, has a good deal to do with the lack of loneliness, a beautiful doll given her while in hospital and provided with a sumptuous and most suitable wardrobe during her convalescence

Advertise in the Daily News.

GOVERNMENT LIQUOR ACT.

NOTICE OF APPLICATION FOR BEER LICENSE.

NOTICE is hereby given that on the 7th day of March next the undersigned intend to apply to the Liquor Control Board for a licence in respect to premises being part of the building known as Savoy Hotel, situated at 608 Fraser Street, in the City of Prince Rupert, Province of British Columbia, upon the lands described as Lots thirteen (13) and fourteen (14), in Block thirty three (33), Section One (1), City of Prince Rupert, according to a registered map or plan deposited in the Land Registry Office at the City of Prince Rupert and numbered 923, for the sale of beer by the glass or by the open bottle for consumption on the premises.

DATED at Prince Rupert, B.C., this 6th day of February, 1925.

A. J. PRUDHOMME and A. FISHER,
Managers and Proprietors
of Savoy Hotel,
Applicants.

GOVERNMENT LIQUOR ACT.

NOTICE OF APPLICATION FOR BEER LICENCE.

NOTICE is hereby given that on the 7th day of March next, the undersigned intends to apply to the Liquor Control Board for a licence in respect of premises being part of the building known as Caledonia Hotel, situate at Dufferin Street, Port Essington, B.C., upon the lands described at Lots No. 3 and 4, Block No. 3, Map No. 537, City of Prince Rupert Land Registration District, in the Province of British Columbia, for the sale of beer by the glass or by the open bottle for consumption on the premises.

DATED this 7th day of February, 1925.

ALFRED H. PERKINS,
Proprietor and Manager,
Applicant.