

THE DAILY NEWS
PRINCE RUPERT - BRITISH COLUMBIA

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Vancouver Province On This District.

Vancouver interests are often accused of being antipathetic to Prince Rupert and this district. Such a spirit is not shown in a leading editorial printed by the Vancouver Province this week on the recent Board of Trade trip to the central interior. The article, which is very interesting and friendly in tone, was as follows:

"Members of the Vancouver Board of Trade who made the recent trip through Central British Columbia organized by the Board are still referring to their journey as an eye-opener. The surprises began at Prince Rupert, which has developed astonishingly in the past two or three years, and which, if the enterprise and optimism of its citizens do not fail it, is sure to do amazing things in the future. Prince Rupert is a fishing headquarters of great importance; but it is ambitious to be much more than this. It has excellent terminal facilities, and it hopes to play the part for Central British Columbia that Vancouver is playing for the south. The new grain elevator, now under construction, will set it on the way to realizing its ambitions.

Prince Rupert's Great Hinterland.

"One of the things that will make Prince Rupert a great city is the fruitfulness of the country tributary to it. A wonderful series of valleys lies between the railway terminal and Prince George. First is the Skeena Valley with Terrace and Hazelton as its principal towns, then the Bulkley Valley, presided over by Smithers and Telkwa and lastly the Nechako, the centre of which is Vanderhoof. All these valleys have great agricultural possibilities, and the pioneers who are developing them are testing these out. All the settlers, however, devote attention to more than agriculture. Trapping, pole-cutting and mining are profitable sidelines.

"Terrace, which is nearest Prince Rupert, finds an excellent market in the coast city for all the small fruits and garden truck it can produce. It is a sort of paradise for the small farmer, and as Prince Rupert grows, will become a very important producing centre.

Hazelton, Telkwa And Vanderhoof.

"Hazelton, under the shadow of the great Rocher de Boule, has long been known as the outlet for the fur trade of the Babine country. It is branching out heavily. Within sight of the town are a number of promising mines, which round about is a rich agricultural area.

"Telkwa and Smithers in the Bulkley Valley are centres in a country capable of producing great quantities of livestock and grain. They expect to produce more and more wheat as the district opens up and as more settlers come in, and are determined that the new elevator at Prince Rupert will not, by any means, be allowed to devote itself entirely to serving the prairie farmers. Quite close to Telkwa is one of the richest coal deposits in the province.

"Vanderhoof, the hub of the Nechako, is unique in British Columbia. Not a mountain is visible from it in any direction. It is in an excellent dairying district, and this industry gives promise of important development.

Evening Up The Province.

"All this district from the mouth of the Skeena to where the Nechako empties into the Fraser at Prince George, is comparatively new. A dozen years ago, it was little more than a wilderness; today, it is a land of smiling farms, promising mineral claims and busy towns. Its growth, thus far, has meant a great deal to British Columbia. But it is only beginning. It is often remarked that the population of our province is concentrated too much in the southwestern corner. The development of the great central district will even things up and add to our strength and stability."

Long Arm of Law Now Reaches Far Into the Isolated Districts of Northern British Columbia

(By Inspector T. W. S. Parsons, in the British Columbia Public Service Bulletin.)

Ten years ago the extreme north-easterly portion of British Columbia hardly came within the range of practical administration. Adjoining the Yukon, North-west Territories, and North-western Alberta, this coming Caanan was never visited and seldom heard of.

Its few native sons—nomadic Slave and Yellow Knife Indians—gave allegiance to none save the Hudson's Bay Company, whose representative at Fort Nelson was regarded as omnipotence itself. Dispenser of comfort and advice in times of tribal stress, he was also regarded as a fit and proper person to step in and "stop the war." It seems that in 1915 hostilities seriously interfered with the price of raw furs!

As all this was only ten years ago, perhaps one of the surest indications of Provincial development are the annual British Columbia police patrols now undertaken to this former terra incognita. The first of these visits—in fact, the first ever made by the force—left for Fort Nelson in September, 1924, and returned to its base at Fort St. John in November.

Creditable Performance

The performance was particularly creditable inasmuch as the officers, constables Barber and Rorfar, avoiding old Indian trails, travelled almost entirely by compass bearings, and although the final stage of their 800-mile trip was made in the teeth of a terrific snow storm they, with their horses, arrived home in perfect condition.

In March, 1925, the same two officers carried out a similar patrol, but on sleighs. Availing themselves of the frozen waterways, they materially cut down the mileage and effected somewhat of a local time record.

Reporting upon the matters coming beneath their observation, they drew especial attention to a large influx of trappers from areas in the North-west Territories now closed to all save Indians. They also mentioned that whereas the Hudson's Bay Company formerly held undisputed sway over several thousand square miles of fur-bearing territory; it was now faced with the active competition of seven or eight "free traders" located at strategic points.

Historical Sequence

Of course the usual historical sequence will be inevitable—trapper, trader, miner, then settler, and with the latter's arrival British Columbia will derive the usual and many benefits accruing from an exceptionally rich and fertile district. Parenthetically it may be mentioned that the finest oats ever produced in Canada were grown between the 58deg. and 59deg. of latitude.

Apart from the Nelson River, British Columbia police constables have also heralded advancing civilization in the North-western Rockies, and a permanent detachment is now stationed on the Finlay River at its junction with the Parsnip and Peace. Established on what is known as the "water route" and equipped with motor-driven canoes, the force now guarantees protection to all travellers from Prince George to the Ingenia country and Lower Peace. Westward, with the idea of imparting a sense of security to those adventuring into the Cassiar gold belt at Dease Lake, the old Stikine River station at Telegraph Creek has been reopened.

Observation Patrols

Observation patrols are also being undertaken from Bella Coola to Hazelton and from Prince George to the outer Chilcotin country. The former will be made by a single constable with packhorses and is expected to take from four to six weeks. Striking in from the Coast Range, he will follow the Yukon Telegraph Trail to Anahim, an Indian village, and then head north to Burns Lake and so along the Canadian National Railway to Hazelton. The Chilcotin or Cariboo patrol is intended to prevent Indians from interfering with white trappers and setting out bush fires, and will probably entail some 500 odd miles of saddle work.

While to some extent the foregoing may be regarded as special work, the main body of the force is confidently expected to at least duplicate its 1924 record, when it travelled over 610,000 miles in the course of its regular duties—

prehensive manner in which British Columbia is patrolled by its police.

REGARDING OPERATION OF LOCAL ELEVATOR

Grain Committee of Board of Trade Seeking Information From Ottawa

The grain committee of the Prince Rupert board of trade is in communication with the Department of Trade and Commerce at Ottawa in respect to the charges which are to be made for grain in the local elevator and for further information relative to the operating of the plant. This was reported to the board last evening by M. P. McCaffery, chairman of the grain committee.

MOTOR ROAD INTO PEACE RIVER BELT IS NOW SUGGESTED

The board of trade last night had a letter from Edmonton stating that it seemed impossible now to secure the construction of a railway in the immediate future as an outlet to the "Peace River" district—and suggesting that, as motor traffic was taking the place of railroads in a great many places, "efforts" should be made along that line. The communication was referred to the railway and navigation committee.

The Man in the Moon SAYS—

RUBBER is going up but then it always was on the bounce.

THERE is no wonder the bride is always a blushing judge; from some of the men they marry.

A MAN recently sailed on a mattress from Keokup, Ia. to St. Louis. He was evidently endeavoring to typify the old saying—sleeping in the deep.

WINE like sherry is to be made from apples at Nelson. Another settler scheme no doubt.

WHAT has become of the old mother-in-law bogey in the joke columns these days? Probably the mothers have become so flapperish in dress it is hard for the joke man to tell which is the daughter and which the mother.

A POET is a man who has no more sense.

WHAT I like about painting around the house is that it changes the color of an old suit quickly.

A BULL will not chase a per-

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Gr. 601			Gr. 601	
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GEO. G. BUSHBY, Man. Dir.

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Applicant. Per E. H. Simpson, Agent. Dated June 13th, 1925.

LAND ACT

Notice of Intention to Apply to Lease Land

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LANGARA FISHING & PACKING PACKING CO. LTD.

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