THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

Published Every Afternoon, except Sunday, by Prince Rupert Daily News, Limited, Third Avenue. H. F. PULLEN - - - Managing Editor.

Member of Audit Bureau of Circulations.

DAILY EDITION

SINGING IN SCHOOLS

There are those who would have the schools teach nothing but ut ity subjects such as reading, writing, arithmetic, and spelling. Those are the old guard. They are usually the people who are always hark ing back to what our fore there did and are a considerable in every community. The other school of thought is the one that taken up about 2,200,000 acres which. believes that there is more in life than earning wages and salaries, with the various reserves created for important as those things may be. They believe that music is just different purposes, and with timber and as important as spelling and perhaps a little more important. They other leases granted, bring the total would have a certain amount of art instruction, are strong for do- alienated lands to 3,421,000 acres, leaving mestic science and household management and would give the boys' at the end of 1926 over 7,000,000 acres my trouble." plenty of training in the manual arts. Some even go so far as to of land open nor homestead and preintimate that the teaching of reading, writing and spelling should on more homsteaders. The present popube largely incidental to studies in English literature and its concom- lation of the Peace River country of itant, composition. Expression rather than repression is their motte. some 40,000 could be doubled in less routes to the Coast would compare as

Prince Rupert has never made any serious attempt to tackle than five years and there are 45,000,000 follows: the teaching of singing in the schools. The excuse is that pupils acres of good agricultural land in that have so much other work to do that there is no time for music. Pos- country which could support a populasibly the day will arrive when music will be considered so important that it will be found there is no time to worry over how to spell "believe" and "receive" for that is purely arbitrary, whereas the blending of harmonious sounds and colors is one of the natural laws of the creator and should be encouraged in every boy and girl.

SOMEBODY FORGOTTEN

This is the time to make sure that nobody is forgotten at 1921 into the federal government cor- miles; the C.N.R. has the equivalent of Christmas. It is not necessary to give people expensive presents. fers! The coal deposits cover a wide 125 miles to spare. The operating cost Many cannot afford to do that but now and then there is an old area and the quality is said to approach of hauling grain on the C.N.R. is friend who should have been remembered but who in the hurly- that of the Pennsylvania anthracite about 1 cent per bushel for 50 miles. burly of our modern life is forgotten and regrets follow. It is wise fields. Seams of coal of high quality are but the rate charged to provide for all to sit down and think and check up before Christmas to see that exposed in Rocky Mountain Canyon, near expenses would be about 1 cent per there is not one who should have been remembered but who so far has not been provided for.

BALDWIN AND PEACE

Many of us may not agree with the general attitude of the British premier who represents the attitude of the older aristocracy rather than the modern viewpoint in that country. Whether we cate that in this part of the Peace River cap in favor of Prince Rupert as against agree generally with his views or not we cannot but be struck with district there is one of the most im- the P.G.E. is 6.20 cents per bushel. the sound reasoning of his answer to the peace advocates when he said that the might of Britain was a strong argument for peace. Deprive the country of her strength and war is more likely than ever.

Take as an instance, China. That country is peaceably inclined. duction would in a very short time, be of the Peace River problem. Her scholars teach that peace is desirable and have so taught for responsible for the springing up of a Having made a connection from the centuries. What is the result? Has the country had peace? No. very important industrial centre right in Peace River district to the C.N.R., She has been overrun by foreigners and when not attacked by out- the heart of the Peace River country. there would be two first class outlets siders, the different factions quarrel among themselves. Piracy is if proper railway transportation facilities to the Coast, and there is no sense in rife from one end of the country to the other. Robbers on land and pirates on sea and politicians everywhere make industry impossible in order to give the Peace River conand progress only a name. Her powerful warlike neighbor is stead- nection with the coast the best gradient year in favor of extending the P.G.E. ily pushing her interests in the country and there can be no real and the cheapest hauling rates, different peace until China makes herself respected, both at home and abroad. projects have been advanced by various

Militarism is abhorrent in many respects but the country that interests, among them the connecting uncertainty of not doing so. This cannot fight is usually trampled on.

WHAT ABOUT CANADA?

But some wise head inquires, what about Canada? Canada Thrupp, B.C., prof. engineer, will has no standing army yet she is not attacked. No one tries to trample show that the only possible way to get on her.

The wise ones are correct. No one has tried to be unkind to for the Peace River outlet to the coast Canada for over one hundred years but that is not because of Can-is by connecting with the Canadian ada's weakness but because of her strength. Canada depends for National Railway at Vanderhoof, or furher security on the two strongest forces in the world. She is a mem- ther west, at Fort Fraser or Hazelton: ber of the British Empire and as such hides beneath the protecting folds of the Union Jack, kept flying largely by the taxpayers of England, Scotland and Wales. Also she comes under the protection of the United States for that country has publicly laid down the dic- Peace River district, there appears to be tum that no nation may attack one of the nations of the American a deplorable lack of knowledge on the development in the Peace district, and continent without explaining to her. So it is the strength of our pro- part of most of their authors on a later on build the line to Obed or tectors that makes us safe and not the might of our own arms. We highly important point which really are safe because of our peculiar position.

NOTHING TO BE PROUD OF

It must be admitted that the position Canada holds is not a for the traffic to take to the Coast proud one. We are too busy to think of fighting except when war would be by way of the P.G.E. is forced on us but then we do our part. Canada did her full share It has been pointed out by the joint in the Great War and doubtless would do the same again, but in commission of engineers that this is spite of that, were it not for the might of Britain and the strength not so; but that the easter grades of of the U.S. we should be subject to attack at any time and the the C.N.R. would outweigh the disadcountry would be anything but secure.

Sterling Silver

for Christmas

Many people would like to give something in silver, but would prefer to have it in Sterling Solid Silver even if it costs a little more.

We now have quite a good assortment of Solid Silver Pieces. Some are as follows:

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Individual Bon Bon Dishes, 3 inches wide .. \$2.00 Bon Bon Dishes, 4 inches wide \$5.00

THO Other small Dishes, Candlesticks, etc.

. \$4.50 to \$10.00

PRINCE RUPERT MOST DESIR-ABLE OUTLET FOR PEACE RIVER PRODUCTS IS CLEAR-LY SHOWN IN MEMORAN-DUM.

gest Held crop yields on the whole con-

about 10,702,600 acres. Settlers have tion of 3,000,000 people.

MINERAL RESOURCES

In the other fields the mineral resources of the Peace River are immense. minister of mines, Ottawa, says:

portant coal fields of Western Canada."

were provided for.

Coming to the best line to construct

and Dunvegan Railway. The following article by Edgar the cheapest rate and the best gradient ed to failure anyway.

SEPARATE PROBLEMS

with reference to the P.G.E. and the should dominate the whole matter. It built from the Peace River to Prince

vantage of the extra distance by that oute to Vancouver. Mr. Ofiver admitnd he appeared to have reluctantly accepted it as a fact, which must have been hard for a man who had contended that the proper route for the C.N.R.

Nicola and the Coquihalla Pass. The engineers did not go into details of the comparison, but in view of the present discussion about the P.G.E. it would be well to inform the public on the subject of the extra cost of haulage over the mountains. Recently the railway commissioners authorized the C.P.R. to charge for hauling grain from Calgary to Vancouver at the same rate as the C.N.R. charges from Edmonton to Vancouver, although the latter distance is 118 miles greater, in consideration of the fact that the aggregate climb from Calgary is much

greater. The figures are approximately: Calgary to Vancouver 645 miles, 4540 feet aggregate climb. Edmonton to Vancouver, 763 miles, 2130 feet aggregate climb.

Difference, 118 miles, 2410 feet aggregate climb. That gives in round numbers one mile haulage equivalent to twenty feet climb. If it was solely a question of fuel consumption, a mile haul would be worth more than 20 feet climb, but the extra labor, additional engines, shorter trains and delays due to lower

speeds and time lost in other ways all

add to the cost of mountain haulage,

and taken all round, the twenty-foot

figure is probably a reasonable esti-

mate and not unduly favorable to the The P.G.E. would be in a dreadful predicament if required to charge that as the following figures will show.

SALT RHEUM All Over Her Hands and Between Fingers

Mrs. Walter Misner, Midville Branch, N.S., writes:-"I had salt rheum all over my hands, and especially between

After trying medicines and salves,



being so wonderful, and after taking two bottles I am entirely relieved of

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1. P.G.E. to Vancouver, 500 miles, 5,800 feet aggregate climb,

1,050 feet aggregate climb. 3. C.N.R. to Prince Rupert, 490

2...C.N.R. to Vancouver, 612 miles,

miles, 750 fect aggregate climb. The differences of one and two are An outlet to the Pacific coast would be 112 miles, 4.750 feet aggregate climb. a great stimulus to the development of giving 237 miles possible extra haul on these resources. The oil leases of Pouce the C.N.R. for the same rate, and as Coupe alone paid over \$500,000 in 1919- the actual extra distance is only 112 Hudson Hope, on Pine River. Smoky bushel for 40 miles, so the 125 miles River, Sheep River, and on the banks to spare means a permanent handicap of the Peace River near the town of that of 3.12 cents per bushel against the name. Dr. Chas. Camsell, deputy P.G.E., even when the Peace River area is fully productive, and a much "The great areal extent of the fields larger handicap during the period of and the high quality of the coal indi- development. The corresponding handi-

P.G.E. USELESS

as well as the development of the water | The foregoing facts prove conclusive-The development of these coal deposits ly to my mind that the P.G.E. would power of the country and the oil pro- be of no value whatever to the solution

spending emany millions to finish an inferior third outlet.

A volunteer commission reported last to Prince George, and gave as a reason that it would end the demoralizing of the Pacific Great Eastern Railway quaint argument could be applied with with the British Columbia Edmonton greater cogency as a reason for deciding not to finish the line. These frantic efforts to get rid of the P.G.E. by hook by crook are not creditable to the Province and, moreover, they are doom-

The wisest thing General Sutton has said about it is that he is quite willing to leave it to someone else to handle the whole matter. Let us honestly admit that the P.G.E. is not to run in the Peace River stakes, and give the C.N.R. In the numerous articles, letters and a free field to handle the job. If they pert, they should favor the Obed line

advised by the engineers (S) Edgar C. Thrupp, B.C .Prof. En-

FORT FRASER ROUTE

But the comparison can be carried further if we take the connection with the C.N.R. at Fort Fraser, the figures

C.N.R. Fort Fraser to Prince Rupert 373 miles, aggregate climb 200 feet handicap in favor of Prince Rupert as against the P.G.E. 11.20c per bushel. from Kamloops to Vancouver was via

Why should the farmers of the Peace River country be penalized to further Vancouver designs and selfish motives, when it is a fact that they would pay 3.12c more per bushel to haul their products to Vancouver on the former Canadian Northern railway line, and 6.20c more per bushel on the Pacific Great Eastern Railway, as against Prince Rupert if connection was made at Willow River, with a difference of 11,20c more per bushel if the connection was made at Fort Fraser.

Will the farmers of the Peace River have to foot the bill because the Province of British Columbia has a white elephant on its hands and is so anxious to dispose of it at any cost?

There can be no better argument in at Fort Fraser with Prince Rupert as Pacific outlet.

But the north country of British Columbia, along the Grand Trunk Pacific Railway, now the Canadian National Raflway, between Prince Rupert and Jasper, has some other reason to aim the Port of Prince Rupert the

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preciated gift, per set 85e to \$2.75

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When Sir Wilfrid Laurier and his Liberal government decided to build another transcontinental, they had in mind to build up a big port north of Vancouter and milkons of dollars were spent to build the Grand Trunk Pacilic Railway, a large dry dock at Prince Rupert at a cost of three million dollars and capable of handling boats of 20,000 tons, a quarantine station, a marine station and hospital, etc. The G.T.P. was going to be the main line of the new transcontinental and Prince Rupert was to be the only terminus.

So were the promises made both by which would make the corresponding the Provincial government of British Columbia, of which Sir Richard Mc-Bride was premier at the time, and the Pacific Railway. On Grand Trunk these promises beside others that are not coming into this memorandum, lots were sold at Prince Rupert for fabulous prices and people came in flocks to locate at the new city which was going to grow rapidly and wonderfully. Sir! Wilfrid Laurier himself, when he visited Prince Rupert in 1911, told the people at a public open air meeting, of the brilliant future in store for the city and the railroad as soon as this latter one would be finished. But the following government that succeeded the Liberal government in 1911 instead of carrying through the intention and promises of the Dominion government as regard the G.T.P. did their best to stop development and when the Canadian Northern Railway was taken over by the Borden government with the favor of the connection with the C.N.R. Grand Trunk System, the Canadian Northern rallway between Jasper and Vancouver was made the main line of the new system and Prince Rupert was forgotten, the traffic being diverted as much as possible to Vancouver.

> Liberal government present

REDEEN PLEDGES

which has proclaimed so often its adherence to Sir Wilfrid Laurier's policy has at present a good opportunity to redeem Sir Wilfrid Laurier's promises and their own and to give justice to the people who on these promises located at Prince Rupert as well as along the line of the G.T.P. in re-establishing Prince Rupert as the terminus, main terminus of the Canadian National

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