

THE DAILY NEWS
PRINCE RUPERT - BRITISH COLUMBIA

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PEACE AT CHRISTMAS

Peace is an appropriate theme for Christmas but that is not why we are just now giving so much news about the Peace River and a railway to tap it. Yesterday we published part of a momorandum prepared by Theo Collart and today we have an interesting article by Stephen Dumas. The idea is that we should all become so saturated with Peace Railway propaganda that we shall be ready to talk about it at any time and quote facts and figures to all and sundry whom we may meet.

If we seem to be giving too much Peace River Railway news and views it is because the subject is of paramount importance to us just now.

BRITISH NAVAL POLICY

The policy of the government of Great Britain is always interesting to us because the British navy, kept up by the overtaxed people of England, Scotland and Wales, is the only navy we have to which to turn for protection in time of need.

Just now it is the policy of the Balwin government to go slow on building of warships, keeping along the line that would have been followed if a treaty had been made with United States and Japan to limit the number. The government took advantage of the closing of parliament to put words in the King's mouth dealing with this matter, so that the world may know Britain is not going to be a competitor in armaments with any country.

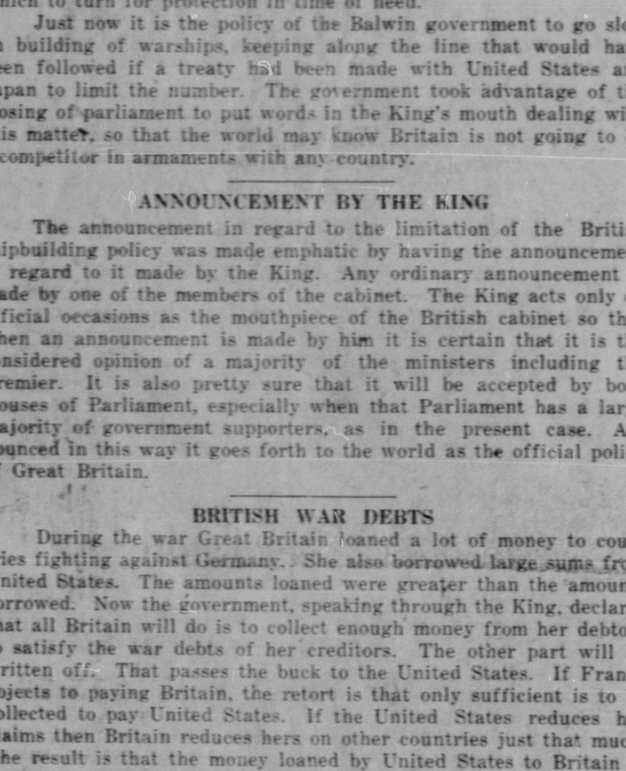
ANNOUNCEMENT BY THE KING

The announcement in regard to the limitation of the British shipbuilding policy was made emphatic by having the announcement in regard to it made by the King. Any ordinary announcement is made by one of the members of the cabinet. The King acts only on official occasions as the mouthpiece of the British cabinet so that when an announcement is made by him it is certain that it is the considered opinion of a majority of the ministers including the Premier. It is also pretty sure that it will be accepted by both Houses of Parliament, especially when that Parliament has a large majority of government supporters, as in the present case. Announced in this way it goes forth to the world as the official policy of Great Britain.

BRITISH WAR DEBTS

During the war Great Britain loaned a lot of money to countries fighting against Germany. She also borrowed large sums from United States. The amounts loaned were greater than the amounts borrowed. Now the government, speaking through the King, declares that all Britain will do is to collect enough money from her debtors to satisfy the war debts of her creditors. The other part will be written off. That passes the buck to the United States. If France objects to paying Britain, the retort is that only sufficient is to be collected to pay United States. If the United States reduces her claims then Britain reduces hers on other countries just that much. The result is that the money loaned by United States to Britain is really collectable from the various countries of Europe, Britain being the guarantor of the debt.

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NEED OF RAILWAY TO PEACE RIVER AND ADVANTAGES OF PRINCE RUPERT AS OUTLET SHOWN BY RESIDENT.

(continued from page one)

250 miles less than it is now necessary to travel to reach Prince Rupert from Whitelaw or Wembly?

SHORTST ROUTE

There is no question as to the shortest route which would be that having Stewart as its port. However, by building 275 miles from Wembley or Whitelaw the Canadian National Railway can be reached thus giving access to the all winter port of Prince Rupert. This would, indeed, mean a great deal in the development of the Peace River valley, Prince Rupert and, as a matter of fact, the whole north country in general.

Thousands of people are but waiting to go into that virgin country. All through the East as I travelled last winter I was confronted with the question: 'When are they going to build a railroad from the Peace River to the Pacific coast?" Plenty of American farmers are going into Alberta now, paying from $14 to $85 per acre for raw land, who would be willing to go to the Peace River were there any transportation.

The most of those I spoke to would go to the British Columbia side of the Peace River valley where the winters are not so severe and where there are mineral lands as well as agricultural and the greatest water power in the whole of Canada—namely the Peace River canyon near Hudson's Hope. The land between Hudson's Hope and North Fort St. John is the best in the whole Peace River valley and there are millions of acres of it including the Rollo and Pouce Coupe districts. Possibly there are now 2,500 people there in all but there is room for two million who could raise thirty million bushels of wheat per year whereas at the present time, under average conditions, there is a total wheat yield in the whole province of British Columbia of less than two million bushels.

Along the Canadian Central and the Edmonton, Dunvegan and British Columbia Railway from Spirit River to Pouce Coupe the grade is built. It is used by the farmers in the winter as a road for hauling grain. In the summer time, the hauling is done over the highway from Grande Pairie to Pouce Coupe, a distance of ninety miles. From Grand Prairie to North Fort St. John, crossing the Peace River by ferry at Taylor Flats, the distance is 150 miles. Automobile stages make the trip in seven hours each way.

COAL AND IRON DEPOSITS

Near Hudson's Hope, there are large deposits of iron. One hundred and twenty-nine claims are staked and owned by Mr. Teers and associates of Prince George. Mr. Teers told me personally that he had General Sutton interested and that he (General Sutton) was now in England endeavoring to raise British capital for development.

Apart from this, however, the greatest coal deposits in Canada, smokeless coal at that, lie in the immense Great Mount Selwyn property west of Hudson's Hope. Near the foothills is plenty of timber which could be used for general purposes. The land is mainly of a black loam nature, capable of ripening any kind of vegetables. But without transportation and capital what good are all these resources to British Columbia? If the former is assured, the latter will follow. History will repeat itself and what has been true in the older provinces will be effective in British Columbia.

Why tie the hands of progress? Let us get down to good common sense and be reasonable. I would like to ask the powers that be both in Ottawa and Victoria if they think the Peace River country and its pioneers are not entitled to a coast outlet. I would also like to ask them if it would not be to the best interest of British Columbia that an outlet should be built. If their answer were in the affirmative I would then ask them if the shortest route and the best grade would not be to the greatest advantage of all concerned including north and south. If again their answer was in the affirmative, then I would say: Build a road to Stewart or Prince Rupert and forget the Pacific Great Eastern!

As far as continuing the P.G.E. to meet the situation is concerned, I do not believe, and I am not alone in my contention, that it would give the best service or efficiency, mainly because it does not possess a suitable grade. Why haul grain 4,500 miles up in the clouds and back down again which it would be necessary thus to do? Further, there is not a railroad engine in Canada that would be able to pull nine carloads of wheat over the Pacific Great Eastern should it be built. My belief, and there is not a person in British Columbia can deny it, is that if there were no P.G.E., a railroad would have been built to link the Peace River with Canadian National long ago. Southern British Columbia, however, still wants to milk the cow but insists on Northern B.C. feeding her. Why not build the road and turn the cow end for end, thus giving the northern pioneers, the working men and the real producers of the country at least a fifty-fifty break? Then and then only will be build up a good healthy and wealthy province. Cast aside the prejudices that now exist and let us co-operate, working hand-in-hand! Let us review the past! Go back to 1885 when the Canadian Pacific Railway first reached Vancouver. Take the figures for Vancouver from 1885 to 1900 and compare them with those for Prince Rupert from 1913, when the Grand Trunk Pacific came through, until December 31, 1927. In the similar length of time, Prince Rupert has done little better than stand still. Why? Because the interior of this part of the country has not been tapped, our resources lie dormant and, therefore, we cannot forge ahead.

A ROOSEVELT NEEDED

What is needed in the north today is a saviour, a Roosevelt, a man who will set a movement on foot to take our case before the people of British Columbia and Canada. With the support of every fair thinking man we would, doubtless, obtain our dues. We are all aware that the one big problem is the financing. It takes money to build railroads. If the government, however, connot see its way clear to finance a proposition that would pay it tenfold for the investment, then let us try to interest some private concern.

The government at Ottawa saw fit to build the Hudson Bay Railway that starts nowhere and ends nowhere. Had it not been for the Flin Flon mine and the Whitney interests, the Hudson Bay Railway would be another "white elephant." The construction of that road was started in 1907 before the Flin Flon was even thought of. I know because I worked on it. Then everybody knows the little story of Port Nelson and the millions of money that was wasted there. Adding such things as this with thousands of others, one cannot but come to the conclusion that, after all, it is not the financing that is bothering the government in the matter of the Peace River but rather its unwillingness to buck the people of southern British Columbia. The government knows full well that if it should build this railroad where it properly should be, Vancouver would be displeased. We may as well say this for it is the way we think—it is the way we all feel in northern British Columbia.

Does anyone think that Prince Rupert will forge ahead, getting three trains a week and as many boats? The question is answered when one looks the town over and talks to its people. Promises never built up any country and, as far as broken treaties are concerned, we have had many of them.

QUOTING PRICES

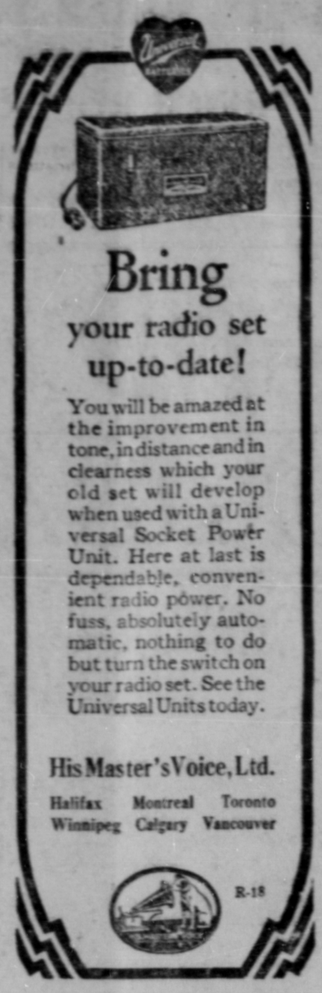
I was quoting Prince Rupert prices on building materials to the farmers in Peace River this fall. They were all from one hundred to two hundred per cent below the prices there. They said to me: "Oh, if we just had an outlet, we could afford to build decent homes for our families." A wise farmer, before coming into a country to buy land and settle, inquirts as to the existing conditions—the prices of all things that go with farming. After learning the truth, he decides to buy close to transportation.

The C.P.R. has made the Alberta government an offer of $30,000,000 for the Edmonton, Dunvegan and B.C. and the Alberta Great Waterways railways with the intention of making Stewart the terminus. This alone should be proof enough to warrant building by the government. The C.P.R. would not be trying to buy and build a railroad into a country that would not be a revenue producer.

My idea is for the whole north to get together and work for an outlet either to Stewart or Prince Rupert. It is no use for Stewart to try for an outlet without the support of Prince Rupert or vice versa. Let mass meetings be called to discuss ways and means. Appoint a committee to take the matter up at the proper time with the right people and get an answer "yes" or "no." If the latter should be the answer then the north might just as well be forgotten, especially Prince Rupert for trains would only pull in here when they had a hot box.

There are thirty trains coming into Edmonton daily and, according to the Bulletin, the farmers have $76,000,000 to spend this fall. In this Prince Rupert would largely share if it had a railroad going somewhere. It would soon be a real competitive point, if it had this outlet with trains bringing in their golden loads of grain and taking East the freights which would be brought by the vessels plying to the Orient and the markets of the world, taking away the wheat.

Mr. Businessman of Prince Rupert! Wake up and prove your worth! You have pioneered; you have helped put Prince Rupert on the map! Now, if you have any influence, side by side with the working man, the farmer, use it and see that your city goes ahead, not back or standing still!



XMAS : Suggestions :

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GIFT SUGGESTIONS FOR THE LADIES

Boxed Handkerchiefs in all styles. Colored or White, from per box .... 30¢ to $3.50

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Mercury Full Fashioned Pure Silk Hose—Service weight, silk to the top, boxed individually, per pair $2.50

Penman's Pure Silk Full Fashioned Hose, boxed, per pair $1.75

Crepe De Chine Scarves in all the latest coloring, from ..... $1.50 to $4.75

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Ladies' Silk Pyjamas, from $3.50 to $6.75

Watson's Leader Silk Bloomers in all leading shades, per pair ..... $1.50 to $2.75

Ladies' Kimonos in Blanket Cloths, from ..... $3.50 to $14.50

Fancy Jacquard Towel Sets in boxes, an appreciated gift, per set .... 85¢ to $2.75

Linen Bridge Tea Sets, wonderful designs, from ..... $4.75 to $6.75

Finest Irish Linen Damask Sets, from ..... $5.95 to $19.50

Fancy Guest Towels in purest linen, Italian Cut Work, from each .... $1.20 to $1.50

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NAVIGABLE WATERS' PROTECTION ACT.

Revised Statutes of Canada, Chapter 115

BRITISH COLUMBIA FISHING & PACKING COMPANY LIMITED, HEREBY GIVES NOTICE that it has under Section 7 of the said Act deposited with the Minister of Public Works at Ottawa and in the office of the Registrar of Land Titles at Vancouver, British Columbia, a description of the site and plans of a cannery, cannery wharf and perquisites thereto, proposed to be built on the lands covered with water fronting on Lot 1295 and Lot 1485, Range 3, Coast District, in the Province of British Columbia, which said Lots are situate at Johnson Channel in the said Province.

AND TAKE NOTICE that after the expiration of one month from the date of the first publication of this notice, British Columbia Fishing & Packing Company Limited will, under Section 7 of the said Act, apply to the Minister of Public Works at his office in the City of Ottawa for approval of the said site and plans and for leave to construct the said cannery, cannery wharf and perquisites thereto.

DATED at Vancouver, B.C., this 15th day of November, 1927.

JAMES H. LAWSON,
1316 Standard Bank Bldg.,
510 Hastings St. W.,
Vancouver, B.C.
Solicitor for the said Company.

WATER NOTICE

DIVERSION AND USE

TAKE NOTICE that Robert M. Currie, whose address is 1416—8th Ave. West, Vancouver, B.C., will apply for a licence to take and use 20,000 gallons per day of water out of small creek, unnamed, which flows southerly and drains into Huston Inlet, Q.C. Islands, about 1,600 feet westerly from miners' cabins at head of Huston Inlet. The water will be diverted from the stream at a point about 200 feet from shore line, passing through twenty-four acres applied for under lease, and will be used for industrial purposes upon the land described as applied for to lease at head of Huston Inlet, Moresby Island.

This notice was posted on the ground on the 1st day of December, 1927. A copy of this notice and an application pursuant thereto and to the "Water Act, 1914," will be filed in the office of the Water Recorder at Prince Rupert, B.C. Objections to the application may be filed with the said Water Recorder or with the Comptroller of Water Rights, Parliament Buildings, Victoria, B.C., within thirty days after the first appearance of this notice in a local newspaper. The date of the first publication is December 22, 1927.

ROBERT M. CURRIE,
Applicant.

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For VANCOUVER, VICTORIA, Butedale, Alert Bay, etc., Saturday 9 a.m.
For PORT SIMPSON, NAAS RIVER POINTS, ALICE ARM, ANYOX, STEWART, Wales Island, Sunday, 8 p.m.
123 2nd Avenue. R. M. SMITH, Agent. Prince Rupert, B.C.
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