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THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

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KEEP FINANCES SOUND

British Columbia is to be congratulated on the state of her finances. She has the largest sinking fund of any province in Canada, considering the size of the public debt and the credit of the province is being steadily maintained. The result is that when bonds are sold they are higher than any that are offered.

Possibly we shall be accused of talking politics if we mention that the present government of which Hon. T. D. Pattullo is a member is responsible for the present condition of affairs. When they took hold the finances were in a parlous state but little by little the confidence of the financial world has been won until today the province stands pre-eminent in the matter of finance.

We do not always agree with everything the provincial government does. No government has ever existed that is perfect. We do not believe that any newspaper should back a party for good or for ill. We take problems as they arise and try to discuss them on their merits. However, on this matter of finance the present provincial government is ahead of any that has ever gone before it.

Governments are notoriously lax in the administration of public money. No matter where one travels on this continent, at any rate, criticisms will be heard of the way in which public funds are squandered. The present government is not wholly free from blame in this respect. Take the first work done on the Kaien Island highway, we all know the province did not get full value for the money expended. Two years work carried the road only a very short distance. It was not that anyone did anything particularly wrong in that respect but that in working for the government there did not seem that stimulus to speed that there is for a private individual. The result is fatal to efficiency. So bad was the condition that even the Labor leaders of the city asked for a change. Now the work is let by contract and the change is at once apparent. Yet the pressure of public opinion was so great that at first it would have been difficult for the government to have let a contract until the fallacy of the other method was shown.

Now that it is clearly evident that the only way to make progress is to let the work by contract, it is to be hoped that the government, of which Mr. Pattullo is an important member, will continue the contract method, even if by doing so loses some of the friends who strongly believe in the day labor method. As a local labor man said at a recent meeting, what we want is results and the only way to get that seems to be by the contract system.

HEALTH RECIPE

So many health hints are scattered broadcast in periodicals and otherwise these days that even those who believe in them become confused at the plethora of advice thus given. One such "infallible recipe to preserve children" in the Michigan Health Bulletin, however, is different from the usual run. It reads:

Take one large, grassy field, one-half dozen children, two or three small dogs, a pinch of brook and some pebbles. Mix the children and dogs well together and put them in a field, stirring constantly. Pour the brook over the pebbles. Sprinkle the field with flowers. Spread over all a deep, blue sky, and bake in the hot sun. When brown, remove and set away to cool in a bathtub.

Of course it may be taken for granted, however, that the foregoing was not written by an orthodox "health hint" doctor.

In The Letter Box

MAKE P.G.E. A HIGHWAY

Editor, Daily News.

Everyone who has read the report in Thursday's News of the address given by Hon. T. D. Pattullo on the P.G.E. Railway problem must admire his courage, although he enjoyed the fraternal protection of a worthy service club—The Rotary Club. His argument was ingenious and was sufficiently convincing to elicit favorable editorial comment from the Daily News. A few months ago Mr. Pattullo had to face the problem of supporting his cabinet's decision on the P.G.E. or fighting for Northern B.C. and resigning.

As our Minister of Lands has stated, the P.G.E. expects to get the bulk of its traffic from freight coming from along the G.T.P. and destined for Vancouver. He states that were it not for a contract to this effect the P.G.E. would never have been built. The G.T.P. has gone and its successor the C.N.R. already has a much better outlet to Vancouver, over the Canadian Northern. Continuing Mr. Pattullo's reasoning one further there is no need now of the P.G.E. road. What was the G.T.P. has an outlet to Vancouver. That outlet is far short of a normal traffic and is not likely to donate any of its business to a competing road as long as it can handle it itself.

It is hard to accept our member's viewpoint that since the G.T.P. entered into an agreement with the P.G.E. that the "C.N.R. are under a moral obligation to take over the P.G.E." However, if his contention is correct then the Province of B.C. is under a greater "Moral obligation to pay annual interest on $45,000,000 of Canadian Northern bonds guaranteed by the province. Leave a sleeping dog alone."

ENGINEERS AGAINST IT

Competent engineers all advise against the P.G.E. as a possible economic railroad. Seven years ago our Provincial Government sent an eminent engineer to Peace River hoping that he would recommend the P.G.E. as an outlet for their grain. He advised to come out to Vanderhoof. Engineers with their reputation at stake do not recommend lifting carloads of wheat one mile into the air when an ocean port can be reached with a climb of a few hundred feet. They do not advise to use a road that will require three locomotives to move a smaller load than can easily be carried along another route by one. The government that wishes to command the confidence of the public will accept the advice of their engineer. Scrap the road, sell the rails and rolling stock and give the public a new and splendid highway that will be of real service and value to the province.

DIVERSION POLICY

Now let us briefly consider the Railway question from the Northern and Central B.C. standpoint. Several years ago the Provincial Government guaranteed the bonds of the Canadian Northern and made their guarantee conditional on diverting the road to Vancouver. Then they built the P.G.E. Now they want to recapture the Peace River Block, not to develop it but to give it to a railway company as a bonus to go to Vancouver. In other words the resources of the north were given away and the effort still continues to build up what already is by far our largest city.

In the same address in which he boosts for the flow of traffic into Vancouver and away from Prince Rupert, he advocates the establishment of ocean liners to the Orient. Probably he will load them with the output of the seven or eight paper plants in Rupert, one in Prince George and the one at Exstall River.

If Mr. Pattullo wishes in his last days to do us a service he will give us at an early date a segregated report of the gross income and expenditures in Northern and Central B.C. in the last twenty years. That will help up to intelligently discuss the problem of the new province.

Thanking you Mr. Editor.

T. ROSS MACKAY.

PEACE RIVER OUTLET

Editor, Daily News.

Is the last vestage of hope for Prince Rupert and adjacent north land to vanish through the obscure passage to Vancouver since the recent announcement of Premier MacLean that his government favored completing the P.G.E. to Prince George and its ultimate extension to Peace River? Such will indicate the trend of tide. The man on the street will tell us there is nothing we can do about it. But work and pray, live on hay etc. But in the words of Patrick Henry: "if we wish to be free we must fight." An appeal for justice or the Gods of battle is the only recourse left us. Is this northern portion of the province to be made a perpetual vassal of Vancouver through intriguing politicians? Ireland for ages endured the same. But a sad ending finally gave relief.

Mayor Taylor of Vancouver in his shrewd persistent manner brought into being what is known as the Western Unity League that appears to be functioning effectively in the development of western trade. In my opinion right now the northern country should organize and prosecute a movement for the development of the north for the north. A development league made up of representatives of all the centres of the north should be organized and a drive instituted on the powers that be—both Federal and Provincial—for a show down.

As all engineering authorities tell us the only logical outlet for Peace River is Prince Rupert or Stewart. So why not seize the situation now and make a drive for Nature's endowment? We cannot sit back and hug the delusive spasm of hope until our enemies have bound us hand and foot. If we wish to prohibit invasion we must fight. Upon this issue I intend entering the civic aldermanic contest for 1928 council and I solicit the endorsement of the movement by the voters and as many aspirants for municipal honors as possible so that next year's council may go into office prepared for action on the issue. Let the slogan of Prince Rupert and the North be "A Peace River Connection or a Peace River Province."

Thanking you, Mr. Editor.

Respectively,

G. B. CASEY.

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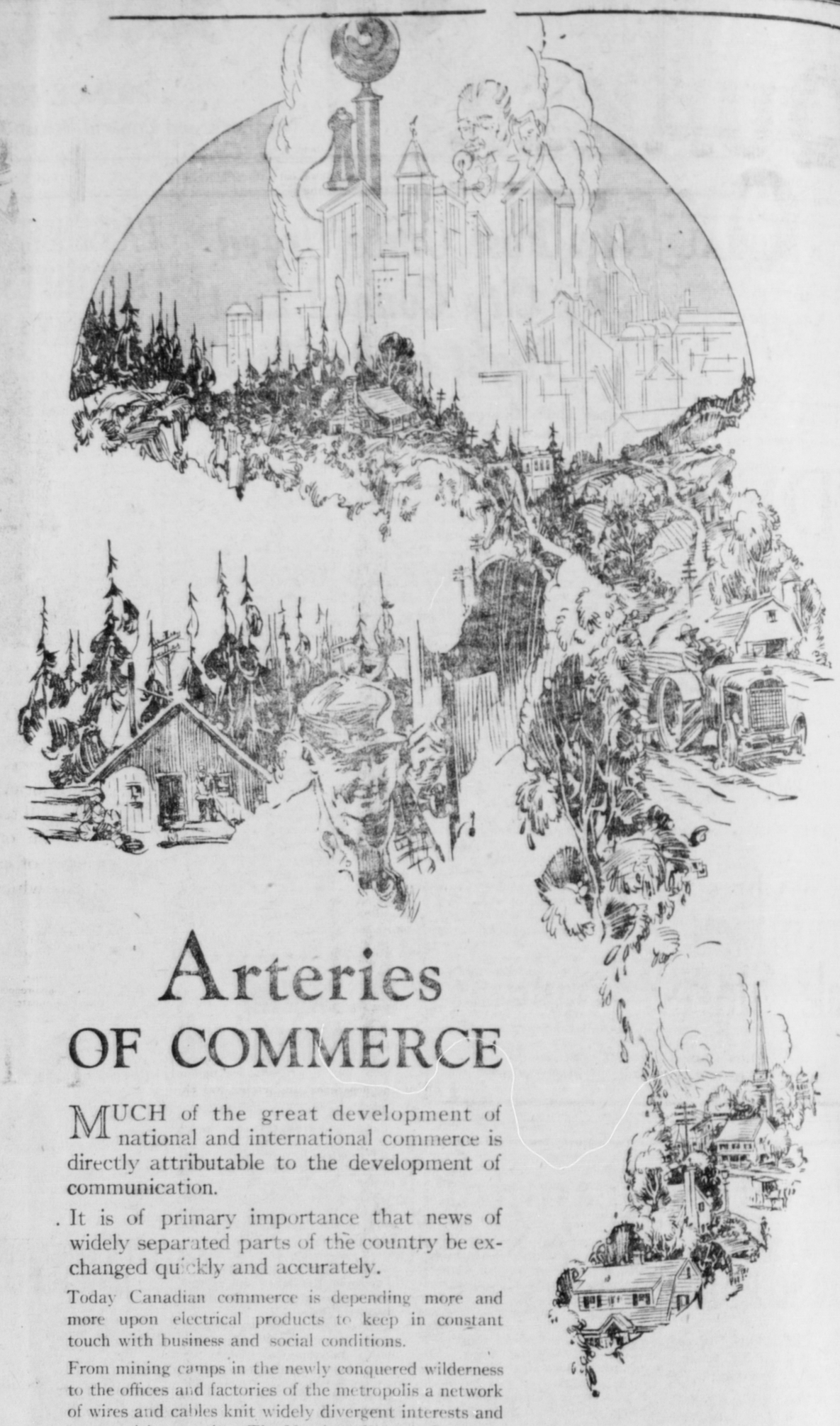

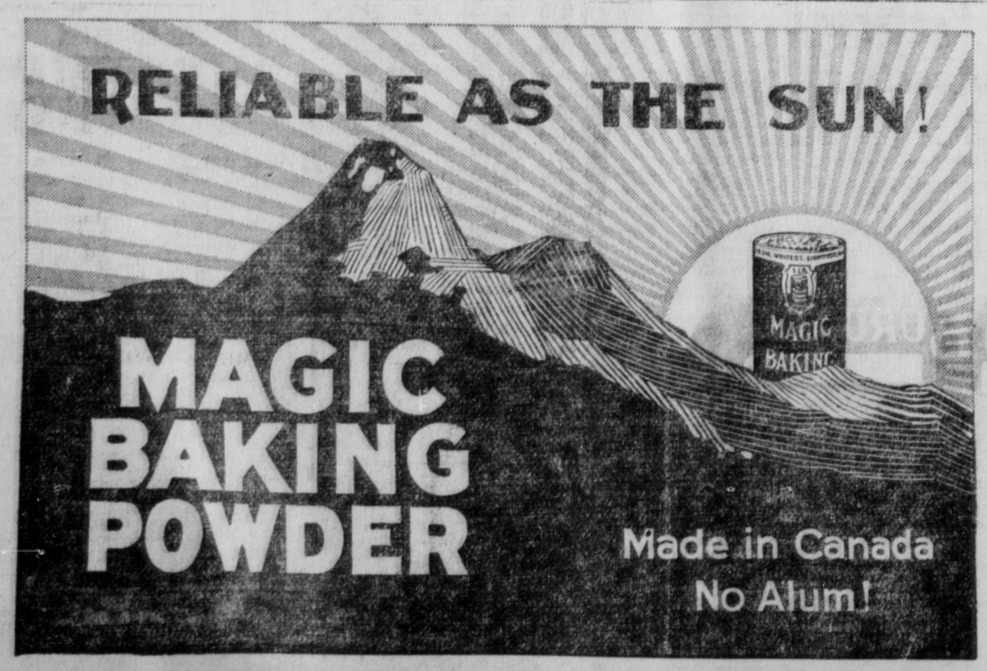

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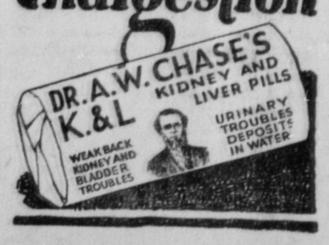

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