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By George McManus

COUNCIL TALKS OF PEACE RIVER

Proposal of Mayor to Embark Upon Extensive Money Spending Campaign Not Favored

COMMITTEE NAMED

Data to be Obtained Through Joint Efforts of City and Board of Trade

Mayor Newton's promised proposal in the matter of taking action with a view to obtaining for Prince Rupert the Pacific coast outlet for the Peace River valley was not received with favor by the city council on its presentation at last night's meeting. His Worship suggested the advisability of appropriating a sum of $3,000 for the purpose of retaining an engineer who would gather data with a view to establishing the city's case for presentation to the authorities. The council unanimously felt that the same information might be available without involving any such large financial outlay and it was decided, rather than accepting the mayor's suggestion, to appoint a committee of the council which would act with a similar committee from the Prince Rupert Board of Trade to devise ways and means of proceeding with the matter.

Mayor Newton presented to the council correspondence he had had in connection with the matter. The first letter was from A. Bridgeman, North Vancouver barrister, who claimed to be a practical railwayman of experience, who had referred the mayor to an experienced engineer who, for the time being, was desirous that his name should not be revealed. This engineer could see great savings in the matter of construction and operation if a line were built from the Peace River to Prince Rupert rather than to Vancouver and was willing, if the city was interested, to make the necessary investigations and take up the case on behalf of the port of Prince Rupert.

Two letters from the engineer in question were then read. After referring to the advantages possessed by Prince Rupert in the matter, this engineer stated his willingness to embark upon the work on behalf of Prince Rupert for a fee of $3,000 in four equal installments starting on December 1, 1927. If surveys were to be undertaken, additional appropriations would be necessary but it would be impossible to ascertain them immediately. The engineer also recommended that Mr. Bridgeman be retained at a fee of $1,000 by the city of Prince Rupert to take up the case at Ottawa.

If he was engaged, Mr. ——— would first come to Prince Rupert and then proceed to Hazelton with a view to making investigations of a proposed route from Finlay Forks to that point. He would then go to Ottawa to lay the matter before the government and possibly to Montreal to consult with railway authorities. If $300 were wired, he would immediately leave for Prince Rupert.

Another letter from Mr. ——— declared that the whole Peace River district heartily endorsed Prince Rupert as its terminal, preferring it to any other port on the coast. He thought Prince Rupert would also be favored at Ottawa if the city's case were laid properly before the government.

NO AUTHORITY

City Solicitor E. F. Jones expressed the view that the council had no authority to spend money in such a manner as had been suggested. It was not within the purview of municipal powers.

Mayor Newton urged the council not to jump at the conclusion that he had no power to spend money in this way. He believed that the Peace River was so important a matter in connection with the future of Prince Rupert that ways and means should be devised whereby the situation could be met. Surely there was no use in throwing cold water on the proposal at the outset. He urged the council to concentrate on the matter and devise some plan whereby results might be obtained.

The mayor then went on to relate how, in company with S. E. Parker, he had had interviews in Vancouver with Mr. Bridgeman and the engineer in question. He referred to other undertakings with which the engineer had been identified. He was apparently a skilled man who was well in touch with the situation. This engineer had stated that, if southern lines were pursued the Peace River country would never be properly served thereby. It was essential that the outlet should be much farther north. There were other valuable areas that would be opened up by a line, which would also be the shortest leading toward Prince Rupert. Such a line would probably come out at or near Hazelton, in no case farther east than Vanderhoof.

NO TIME TO LOSE

The mayor urged that there was no time to be lost if Prince Rupert's case was to be submitted at the next session of parliament when the matter would undoubtedly be taken up. He was convinced with the capability and enthusiasm of this engineer in the matter of a line which would land near Prince Rupert. If the proposals of this engineer did not appeal to the council, possibly some other engineer might be obtained. In any case, he urged that immediate action be taken to secure the data which Ottawa would require in connection with the case for this port.

Ald. Jos. Greer heartily endorsed the idea presented by the mayor. The time was away overdue when Prince Rupert should take some action and do some real rustling. Some ways and means must be available. The city would get nothing if it did not go after it.

Ald. Tinker agreed that it had come to a point where it was necessary to do something. He suggested and moved to that effect that a committee be appointed by the mayor to act jointly with a similar committee from the board of trade.

URGED CO-OPERATION

Ald. Stephens felt that the proposal of the mayor was one that needed more than passing consideration. The $3,000 was mentioned only as a fee and it was impossible to estimate other expenditures that might be involved. Last April he (Ald. Stephens) had been a member of a delegation that had visited Edmonton and conferred with Premier Brownlee of Alberta and his cabinet. It was the interpretation of the delegates that the government of Alberta was of the opinion that Prince Rupert was the proper and logical outlet for the Peace River country. He had understood, from conversation with the minister of railways of that province, that the Alberta government had practically the very data that it was proposed by the means suggested by the mayor to obtain. He thought that, before embarking upon any such project, it would be but good business for the city council to appoint a committee to co-operate with a committee from the board of trade and obtain such data as was possessed by the government of Alberta. He was convinced of the attitude of the Alberta government from the Prince Rupert point of view and was well satisfied. He agreed that there should be immediate action and he believed this would be the most logical line of action. He felt that the city should not and possibly would not have to spend money in such a way as had been suggested. With the assistance of the local board of trade, those at points along the railway line and the Alberta government, he felt that the case could be just as effectively presented.

VARIED VIEWS

Mayor Newton could not understand how the board of trade could be expected to obtain results when no money was available.

Ald. Jos. Greer felt that it would be wise to formulate a plan before taking up the matter of financing.

Ald. Tinker pointed out that the effect of his resolution would be to devise the necessary ways and means.

Ald. Stephens expressed the opinion that the information could be obtained by mail that it was proposed to pay $3,000 and perhaps more for.

Ald. Linzey agreed that, by the means suggested by Ald. Stephens, the matter could be more economically and perhaps more effectively dealt with. He seconded Ald. Tinker's motion.

After some further discussion, in the course of which Ald. Stephens pointed out that the deputy minister of railways of Alberta, a practical railwayman who had gone over the ground, was probably in possession of the data required, Mayor Newton appointed the committee to consist of Ald. Stephens (chairman), Ald. Joseph Greer, Ald. G. P. Tinker and himself.

The board of trade will be immediately communicated with in order to have its committee appointed and an immediate start made on the investigations.

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CRIBBAGE LEAGUE

Grotto Still Leading by Margin of One Point

Prince Rupert Cribbage League results last night were as follows:

Grotto 15, Canadian Legion 12.

Orange Lodge 10, Sons of Canada 17.

New Empress Hotel 10, C.N. Operating 17.

Prince Rupert Hotel 16, C.N. Mechanics 11.

St. Andrew's 11, Moose 16.

Knights of Columbus 14, Cold Storage 13.

League Table

	W.	L.	Pts.
Grotto	8	2	8
C. N. Operating	7	3	7
Moose	6	4	6
Prince Rupert Hotel	6	4	6
Cold Storage	5	5	5
New Empress Hotel	5	5	5
Canadian Legion	5	5	5
Knights of Columbus	5	5	5
Sons of Canada	5	5	5
C.N. Mechanics	4	6	4
St. Andrew's	2	8	2
Orange Lodge	2	8	2

SPECIAL CHRISTMAS SAILING FOR SOUTH

In order to accommodate those desiring to go south for Christmas, Canadian National Steamships announce that the ss. "Prince Rupert" will sail southbound Thursday, December 22, at 10.00 p.m. instead of on the regular schedule Friday morning. This boat will arrive Vancouver 9.00 a.m. Saturday, December 24, making connections with boats and trains for Victoria and Seattle.

In order to perform this service, this steamer will sail for Anyox and Stewart at 4.00 p.m. Wednesday, December 21, instead of the usual sailing hour of 10.00 p.m., returning from the North, arriving here 7.00 p.m. Thursday, December 22.

Accommodation on southbound sailing is fast being taken up, and it is suggested those going South, make reservations early at City Ticket Office, Third Avenue. Phone 260. 298

NEW SLOGAN CONTEST

There was a meeting last night of the slogan committee when it was decided to close entries on January 16, the slogans to be limited to six words in length and referring to Prince Rupert exclusively. The meeting, which was held in the offices of Dybhavn & Hanson, was presided over by F. G. Dawson.

Advertise in The Daily News

SUPERANNUATION FOR EMPLOYEES OF CITY

Petition Presented by Fire Department Opens Matter Affecting all in Municipal Service

A petition from the members of the fire department requesting the council to put into effect here recent legislation of the provincial government regarding compulsory superannuation of civic employees, the same to take effect January 1, 1928, was received by the council last night and referred to the finance committee. The petition was signed by D. H. McDonald, James Parks, Frederick Cooper, Hugh Smith, J. R. Morrison, R. B. Skinner and Alexander MacDonald.

Mayor Newton observed that the legislation referred to would embrace all city employees. The petition of the fire department was merely the first step.

Ald. Brown felt that it was a matter that should be given serious consideration. The scheme had already been adopted by the municipality of South Vancouver and the city of Vancouver was considering it. He understood that it would operate along similar lines to Workmen's Compensation, employers and employees putting up a portion.

On motion of Ald. Jos. Greer, seconded by Ald. Brown, the matter was referred to the finance committee.

LAND ACT.

NOTICE OF INTENTION TO APPLY TO LEASE LAND

In Prince Rupert Land Recording District and situate on the southwest corner of an unnamed bay on the south bank of Port Chanal, Graham Island, Queen Charlotte Islands, in the Province of British Columbia.

TAKE NOTICE that Arthur Robertson, of Massett, B.C., occupation a lumberman, intends to apply for a lease of the following described lands:—

Commencing at a post planted about one chain westerly from the mouth of an unnamed creek flowing into an unnamed bay on the south bank of Port Chanal, Graham Island, Queen Charlotte Islands, Province of British Columbia; thence 4 chains southerly; thence 10 chains easterly; thence 4 chains northerly to the shoreline; thence following the shoreline to point of commencement, and containing 3 acres, more or less.

(Signed) A. ROBERTSON, Applicant.

Dated October 6, 1927.

HEART WAS SO WEAK Had to Stay in Bed

Mrs. F. Wilson, Lethbridge, Alta., writes:—"My heart was very weak and I had to stay in bed for five weeks with it.

"My aunt advised me to take

MILBURN'S HEART AND NERVE PILLS

as she had taken them with good results after a very bad operation.

"I took them and some time after a doctor came to examine me for life insurance and he said there was nothing wrong with my heart."

Milburn's Heart and Nerve Pills are 50c. a box at all druggists and dealers, or will be mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.