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## THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

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### THE PEOPLE WILL PAY

No matter who builds the railway into the Peace River country, the people have to pay for it. If a company is formed, it will have to secure a government charter and government backing else it cannot succeed. That is true of the type of railway proposed to be built to open up the Peace country. For many years possibly it may lose money and can only be profitable if able to take advantage of the long haul on business originating in the district. That is why it would probably pay the Canadian National or the C.P.R. but would not pay a small private concern.

If the C.P.R. is to build the line it will have to be bonused or helped in some manner. Why then should not the bonus, if there is one, go to the National road and be still owned by the people? The territory is naturally a Canadian National territory and if it is relinquished now to any other concern it will permanently cripple the National line for all time. A railway of that kind is wholly different from a line operating like the Stewart short line to develop timber and mines. It may be made to pay its way because of the tonnage already available near it. Logging roads are being built every day in all parts of the province and they pay. Railways built to develop mines which have a known tonnage may also be made to pay but to go into almost a new country and do colonization work the existing companies have a decided advantage because they have the colonization offices already in existence and can handle the settlers from the time they leave their former homes.

### MAKING LAND GRANTS

So far as the making of land grants is concerned, the land has no value as it stands today and if the Dominion government gets it, the land will be given away to those who will cultivate it and settle in the country. It is not until settlers come that the land has value and even then if the land has to be cleared it has little value over and above the cost of clearing. There would be no objection, then, to making land grants if a small company could build and operate the railway as well as the National. The lands are valuable only after the railway has made them valuable. However, if the Peace lands are to be given away as a bonus it would be better to give them to the National Railway and let that concern use its efficient colonization system to bring in people.

### PROVINCIAL RAILWAYS

While it is possible that a provincial government may possibly own and operate railways successfully, the rule is that they fail. They are handicapped even worse than a small private company. Because of this handicap it would be better for the Federal Government to build new railways that are to be used for colonization. It is to be hoped that the scheme recently proposed that the Dominion should take over all provincial railways may go through. The provinces would have to suffer some of the loss, particularly that part shown in accrued interest. As a general principle the Dominion should have those railways, no matter in what province situated. They would provide some traffic for the longer lines and would eventually be made to pay. At present most of them are losing money and are a drag on the provinces.

## SILK CARGOES SPEEDED FROM PACIFIC PORTS

From Grower in Orient to Loom in United States Takes 13 Days

NEW YORK, Dec. 29.—The swiftest liners that sail the Pacific, the fleetest trains that cross the American continent and the fastest airplanes obtainable are employed to speed raw silk from the Orient to America. Thirteen days after a 2,000-bale cargo is placed aboard a ship in China or Japan it reaches New York city and is hurried to the mills where hungry looms wait to weave it into cloth.

A seaplane meets the silk ship several hours out and flies back to the Pacific coast port with customs papers and bills of lading. Customs officers immediately check the papers, that there may be no delay, while the bills of lading are forwarded to New York silk importers by air mail or train.

**TRAIN IS WAITING**

The silk train is waiting on the dock, its doors open and steam up, as the ship makes port. Unloading begins at once, a crew recruited in advance by radio trundling the cargo up a moving runway from the hold to the cars. Three hours later the doors are sealed shut and the train pulls out on its journey to New York 85 hours away.

Twenty times a month the silk train speeds across the continent. Sometimes it runs in two or three sections of 10 cars each, again a single 10-car train carries the cargo. The time of departure is kept a secret until the orders come through to clear the tracks and passenger, mail and even limited trains are shunted to sidings while the silk train, having precedence, roars through on the main line. It makes only two stops to change engines and its speed is the boast of dispatchers, engineers, flagmen and dockmen from coast to coast. A new record is a major topic of conversation in every shanty along the line.

**SPEED IS ESSENTIAL**

Speed is essential in moving the costliest of freight. Interest on the cargo, normally worth \$300,000,000, reaches \$1,000 a day and a loss of time means loss of money, not only to the importer, who must sell in a continually fluctuating market, but also to the manufacturer who must keep his mills in operation.

Furthermore, in speed lies safety. Silk alone of all freight is insured for full value. Were the silk train to travel less swiftly, there would be greater danger of hold-ups and theft, for the cargo is as precious to thieves as to the trade. Armed guards are employed to protect the specially-built dust and moisture-proof cars.

Silk unloaded at Hoboken sometimes is stored in the vaults of a testing company to await the convenience of the importers. Shipments transferred across the Hudson River on lighters to New York are sent from the terminal direct to the mills or are placed in storage.

Every movement in the swift transportation of silk from the Orient, which produces 88 per cent of the world's supply, to the United States, the world's largest silk goods manufacturer, is planned in advance by the traffic bureau of the Silk Association of America, believed to be the only bureau in the textile industry to have such great responsibility. The bureau complies with the innumerable formalities surrounding the entry of the 20 shipments of raw silk monthly into this country and takes every means to prevent delays of delivery.

## Ten Years Ago in Prince Rupert

DECEMBER 29, 1917.

Interest is beginning to wax in the forthcoming municipal election. It is understood that Ex-Mayor S. M. Newton will again be a candidate.

The steamer Prince George will go on dry dock here tomorrow evening for annual overhaul. On the completion of the Prince George, the Prince Rupert will go up.

Sixty more Prince Rupert men have been refused exemption by Judge F. McB. Young sitting as a tribunal under the Military Service Act.

## RECITAL OF XMAS MUSIC

Good Attendance at Special Service of High Standard in St. Andrew's Cathedral

Considering counter attractions, there was a good attendance at a special service of Christmas music in St. Andrew's Anglican Cathedral last night. An entertainment of high standard which evoked much favorable comment was rendered by an augmented choir in solos, Christmas carols, anthems, etc. Soloists were John E. Davey, Mrs. F. W. Allen and Ernest Smith, and the arrangement of the program was in charge of A. J. Lancaster, organist and choir leader. Additional members of the choir were J. E. Davey, A. Clapper, Mrs. F. W. Allen, and Mrs. H. R. Brooklesby. An offertory was taken on behalf of the organ fund.

A very attractive program was as follows:

Processional Hymn 72.

Carols—(a) "We Are Come to Worship" (C. Simper); (b) "Joy Bells Ringing" (C. Simper).

Solo—"The Star of Bethlehem." E. Smith.

Carols—(a) "Grace be to You and Peace" (C. Simper); (b) "In Bethlehem is Born Emmanuel" (C. Simper).

Solo—"The Gift," Mrs. Allen.

Hymn 74 by choir and congregation.

Organ solo—"To Spring" (E. Greig).

Miss M. Lancaster.

Carols—(a) "Angels From the Realms of Glory" (Mauder); (b) "All This Night Bright Angels Sing" (Mauder).

Solo—"The Holy City," J. E. Davey.

Carols—(a) "Oh Thrice Happy Morn'" (C. Simper); (b) "Glorious, Glorious" Soloist, Miss A. Dalby.

Hymn 745 by choir and congregation.

Offertory.

Anthem—"It Came Upon the Midnight Clear" (Stainer). Soloist, M. Blott.

Carol—"Greet the New Born King" (C. Simper).

Organ solo—"Hallelujah Chorus" (Handel). Miss M. Lancaster.

Anthem—"Sun of My Soul." Soloist, Mrs. Allen.

Recessional hymn 73.

The "Hallelujah Chorus" by Miss Mat-jorie Lancaster was one of the outstanding items on the program.

## MONEY NEEDED BUILD RAILWAY

Edmonton Newspaper Talked Learnedly of Opening Peace River Country

(Edmonton Bulletin)

Kind words will never open up the Peace River district to settlement and development. The achievement of that is a matter of money. Two things, and two only, are necessary to cause an influx of settlers, the bringing of more land into cultivation, the exploitation of resources of all kinds, the growth of production and trade, and the full development of the country, commercial and cultural.

Those two are the building of railways and the making of roads. These facilities provided, all else will follow in the normal course of events. And the only way they can be provided is by the spending of money, in sums which will have to be calculated in terms of millions of dollars.

**SOURCE OF MONEY**

The money to build more railways in or out of Peace River country will in all probability have to come from one or two sources—the credit of the Dominion of Canada or the credit of the province of Alberta. Even should a company undertake the construction of the projected "outlet," or of a branch line system, it will undoubtedly demand subsidies, guarantee of bonds, or other forms of assistance from the federal or provincial Governments, perhaps from both.

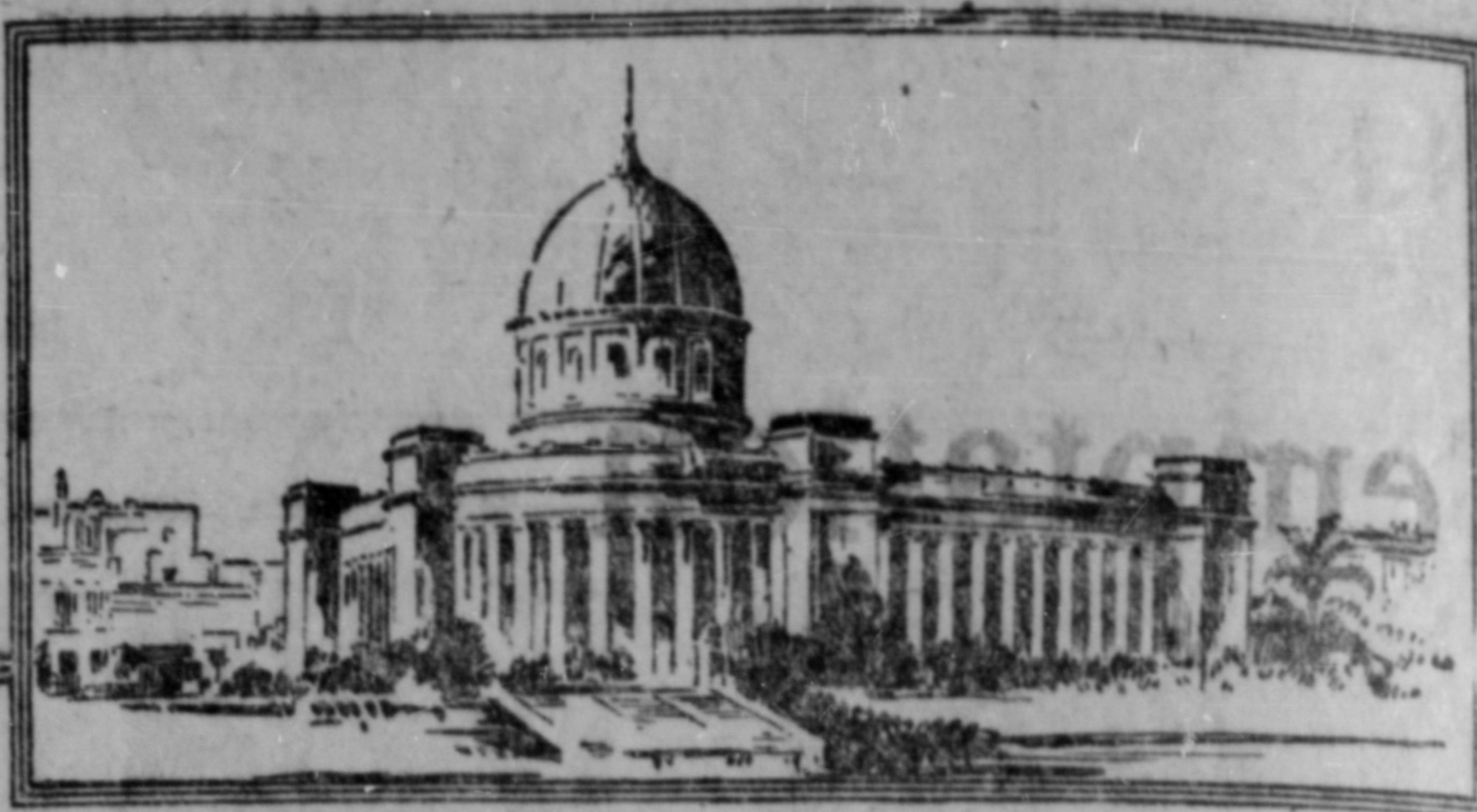
The money for the northern roads will have to come from the treasury of the province and the treasuries of the local municipalities, with possibly a direct or indirect contribution from the Dominion treasury. There is no question of where the responsibility lies in regard to the building of roads, as there is in regard to the building of railways. That part of the "opening up" enterprise belongs to the provinces and the municipalities concerned.

**WHO WILL LEAD**

The stickler is whether the Dominion or the province is to take the lead in railway construction. Ultimately both of them may have to lend a hand. The proposed direct line to the coast would be an interprovincial railway and therefore properly a Dominion responsibility. But the province owns the existing railway system into and in the Peace River district. And neither the Dominion nor a company would be expected to provide extensions and branch lines to that system. Nor is the province in position to do so.

It may be assumed that neither the National Railways nor the C.P.R. will build a direct railway from Peace River to the coast without first securing control of the provincial system. But the province has put more money into that system than either of the transcontinentals is willing to pay for it. The practical question is: how much of the cost of the E. D. and B. C. system are the people of Alberta willing to sacrifice in order to turn these railways over to one of the transcontinentals and thus put the whole Peace River railway tangle in position to be unravelled?

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## Man in the Moon

THIS is the week of broken toys. The time when most of the girls and boys find flaws in the presents that end their joys.

I AM wondering if either of the three candidates for mayor will some day soon announce that he does not choose to be a candidate any more.

THIS is scarcely the weather for twin beds, is it?

THIS may be a free country but about all the freedom there is to most people is to be free to do as the other people do.

EVERYBODY wants peace just now. They all want a piece of the wealth that is supposed to come from the Peace so they want someone else to spend a big piece of money opening up the Peace so that the little piece of wealth may make the Peace profitable to us all.

THEN look to the Peace Where golden wheat glows And drink to the land That nobody knows. We think if we yell As loud as we can, A railway will come To suit every plan.

## COOLIDGE SAVES MUCH OF SALARY

No Supper Served Out of Town Guests at White House

TORONTO, Dec. 29.—Cornelia in the Telegram writes of President Coolidge and his feat in saving the greater part of his salary to retire. "There is one item in White House entertaining that would open Canadian eyes. At its big receptions his guests will look in vain for any supper room. All the state dining room is used for on those occasions is for the guests to pass through to shake hands with the President and Mrs. Coolidge in the famous Blue Room. Then, though entrancing music is provided for dancing in the East Room, no refreshment is provided save cold water for thirsty partners.

"To out-of-town guests, who may have visions of gorgeous southern supper tables, those who know their Washington will inform them that the present foolhardy receptions at the White House were inaugurated in war time. Since then thrifty presidents have kept on doing it.

"Washington prides itself on being the capital of a world-famous democracy. However, its White House but shakes hands with the thousands and sips with a few. We wonder what it would say to the scenes at Rideau Hall, where thousands foregather for tea at its receptions? Ottawa is seeing many American innovations these days. What an outcry would ensue if Lady Willingdon should copy the thrifty White House on her return?"

## STUDENT VIGILANTES PLANNED AT TORONTO

TORONTO, Dec. 29.—In view of the recent attack upon a girl student, resident in Annesley Hall, University of Toronto, an agitation has been begun through the editorial columns of "TheVarsity" to form a band of students' "vigilantes" whose duty it would be to see to the adequate protection of "co-eds" whenever they are obliged to cross Queen's Park after nightfall without an escort.

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