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THE DAILY NEWS PRINCE RUPERT - BRITISH COLUMBIA

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DAILY EDITION

Friday, December 28, 1928

MUSICAL FESTIVAL PROPOSAL

The proposal to organize a musical festival for northern British Columbia at Prince Rupert is one that is worthy of most serious consideration. There is no doubt the young people of Prince Rupert lack the advantages of musical education and stimulus such as they receive elsewhere and even the radio does not give them all they want. As Rev. A. Wilson mentioned in his address to the Rotary Club on the subject, there is danger of becoming a nation of listeners instead of performers.

If the musical people of Prince Rupert take the lead in this matter doubtless they will secure a great deal of support from others who think Prince Rupert should be the centre of activity for the whole of northern British Columbia.

NATIVE BANDS

Something that Mr. Wilson did not mention in connection with the proposed festival was that of the native bands and choirs. Some of the bands have played in Prince Rupert and the choirs have been heard by visitors to the native villages and great surprise has been expressed at the high quality of the performers. These might be made a great feature of the festival.

The natives of northern British Columbia are developing very rapidly and are equaling and sometimes outdistancing the white population. In games they are able to compete with Prince Rupert's best. It would be a great stimulus to them to feel that they would have an opportunity to compete in various lines of music as well as in sports. We suggest this as something well worthy of consideration.

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CAPITALIZATION OF C. N. RAILWAY

Opposition to Reduction at Next Session of Parliament

(Winnipeg Free Press)

The reduction of the capitalization of the Canadian National Railways will be before parliament at the coming session, upon a report from Sir Henry Thornton dealing with the subject and proposing a plan to be adopted. No doubt there will be some opposition to this step, and a letter published in a Montreal newspaper indicates the source from which some of this opposition may be expected. This correspondent, writing under the name "Economist," speaks with surprising frankness. Referring to the prospective revision of the obligations of the Canadian National, he says:

"The important point to the taxpayer is that such a revision will at once operate to create the belief that the system is now on a fair paying basis—a belief which will at once give rise to an agitation for lower freight rates. That agitation is perennial, and as the Canadian Pacific Railway, by paying a high dividend on a very small stock issue has the reputation of being a very profitable enterprise, the only safeguard against rash reduction of rates in response to general, if uninformed, public opinion, is the fact that the Canadian National Railways are obviously not earning a fair return on investment, even under the very competent direction of the present president. To remove this safeguard by an arbitrary lowering of capitalization, and a resulting false appearance of profitable operation of both roads, is to precipitate an irresistible demand for immediate lowering of rates with consequent serious damage to public and private interests alike."

This correspondent then, thinks that the Canadian National should always be kept in a hopelessly waterlogged financial position as a protection to the shareholders of the Canadian Pacific Railway against the effect upon their dividends of a possible reduction of railway rates. The virtue of that line of argument is that it calls a spade a spade, and goes right to the point without any camouflage. And the beauty of "Economist's" idea is that the inability of the Canadian National to pay the charges on an impossible load of debt could be used as an argument against a rate reduction at any time—even when the competing company could afford to charge lower rates.

ISLAND ROAD IN BAD SHAPE

Port Clements-Tlell Road Is Poor Thoroughfare, States Capt. Armour

That the 14-mile stretch of road between Port Clements and Tlell on Graham Island, which was opened this season by the provincial department of public works, is not only very difficult to travel upon, but, in addition, is actually dangerous to the people and vehicles who use it, is the statement of Capt. W. P. Armour, manager of the Prince Rupert Salvage & Towing Co., who has returned to the city after having made several trips over that road with equipment salvaged from the wrecked log-carrying barge Pezuta. In spots the road is nothing more than a trestle decked with longitudinal planks and for a distance of 400 yards there are not even the planks. Over this piece a heavy load cannot be taken in a truck. To make it safe in any sense of the word there should be three 10-inch instead of two 12-inch planks, says Captain Armour, who would not be surprised to hear of a serious accident occurring there any time.

The road was in such condition that Captain Armour had to drive the truck part of the way himself as the driver had a weak heart.

C.P.R. steamer Princess Royal, Capt. Albert Rippon, arrived in port at 1:30 this afternoon from the south and will sail at 10 p.m. on her return to Vancouver and waypoints.

News of the Mines

AROUND PRINCE RUPERT
Resident Engineer Comments Upon Woodbine and Big Missouri; Mayou at Stewart Closes Down; Work Continues on Independence

Speaking before the Canadian Institute of Mining and Metallurgy in Vancouver recently, Dr. H. T. James, resident mining engineer, stated that a brief statement seemed desirable on the unfortunate Woodbine affair, in view of the fact that the public seemed to have difficulty in accepting the reports of engineers upon the property. Dr. James stated that he had examined the property and sampled certain parts of it and was satisfied that the report of the present consulting engineer, H. L. Batten, was correct and that previous reports and rumors crediting the Woodbine with considerable widths of high-grade ore and tonnage of commercial ore from 100,000 to 800,000 tons were decidedly incorrect. Speaking of the Big Missouri, Dr. James reviewed the work that had been carried

out upon this property and said that it looked much better than it did a year ago, but still much work would be required before its future could be predicted with any degree of certainty. Since the Consolidated owned a controlling interest in the property, there was

assurance that the work would be done. Dr. James stated that results of the season's work on the George Copper had been inconclusive. The operations of the Georgia River Gold Mines Ltd. and the discoveries of gold and copper mineralizations there had encouraged further prospecting and development of that section.

Because of failure to raise funds work has been closed down for the winter on the Mayou group at Stewart and William Tompkins, who was in charge, has gone south. It had been planned to ship some ore this winter. Operations will, no doubt, be resumed with the advent of spring.

Fred Young of Stewart has completed packing 21 tons of supplies into the Independence mine, where work will be continued all winter. A long tunnel is being driven by S. P. Fitzgerald under contract and he is well pleased with progress of operations.

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mining area has only been superficially prospected within the transportation belt, new fields are developing, new roads and trails constantly being built.

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