

THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

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DAILY EDITION



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MORE INTEREST IN REAL ESTATE

More interest is being taken in real estate this fall than for some time past. While most of the sales made have been what are looked upon as bargains, there has been a demand for that class of property recently, according to local reports. This fall has been a great improvement in that respect over last.

There is a feeling in some quarters that this is just the beginning of a general move. At any rate, there is a much better feeling in the city in regard to future prospects and the general impression is that we are on the verge of much better times. There has not been a time when local people have been as hopeful as they are today.

The whole north coast and central B. C. is developing rapidly and keeping pace with that development Prince Rupert will make reasonable advances. While building permits for the past two or three months have not been up to the early part of the year, the probability is that there will soon be a decided change in that respect.

Highway Along Skeena River is Subject of Article in Journal; Deals With it Comprehensively

For 15 long years the people of Prince Rupert have been clamoring for a motor road into the interior, says a feature article in the current issue of British Columbia Municipal News, published in Vancouver. Terrace, Smithers, Hazelton and other enterprising towns have all been pressing the government for an outlet to the coast by motor. Finally, about three years ago, the government realized that they must do justice to this northern section of the province and delay no longer. They commenced construction. The first year the work proceeded painfully slow; the second year was a decided improvement on the first year's work, and during the last year they accomplished more than they had in the other two years.

The road has been completed five miles out of the city, and a further five miles has been slashed ready for construction.

The completion of this highway is now an assured fact. Both political parties realized the urgent necessity of connecting the north coast seaport with the hinterland. In fact during the last political campaign the Conservatives ridiculed the former government for the dilatory policy it pursued, and members of the present government promised that as soon as they would get into power, "speed" would be their watchword as far as this highway was concerned.

Time Is Question

So Prince Rupert is not worrying today whether or not it shall get one-hundred-mile road to Terrace. What the northern people are now concerned with is how long is it going to take to finish it. If the rate of speed which has prevailed for the past few years is going to continue, the present generation will not get much benefit out of it. The people expect that a real effort will be made by those in power today to fulfil their promises so that the road will be completed in a few years.

Seaport of the coast growing in importance, industry steadily increasing, trade developing and population steadily gaining, Prince Rupert today finds itself the only city of any size and importance in British Columbia, Canada perhaps, without any road connection with its hinterland.

Prince Rupert realizes that in the development of the agricultural possibilities of the district, in the encouragement of the ever-expanding tourist traffic which is continually looking for new and further fields, in the growth and welfare of the city and district generally, this road is going to play an important part.

What Road Will Do

The road will bring tourists from the farthest points of Canada and the United States, and will directly stimulate manufacturing, agriculture and all other basic industries.

A humble beginning has been made as far as the Galloway Rapids, over which a bridge is required to take the road off Kaien Island, upon which Prince Rupert is situated, to the mainland beyond.

The government has shown its good faith by this year clearing five miles of right-of-way, which

takes the road to Phelan Station in the Skeena Slough and past the cannery point of Port Edward. No doubt next year the building of the bridge and the road along this right-of-way will be completed. Prince Rupert expects that much more than this will be carried out in a single season.

The road has been finally located and staked during the past season to the settlement of Haysport on the main Skeena River, 15 miles from the Galloway Rapids. When that section is completed it will open up several small settlements as well as a dozen canneries, having a large population in the summer at least. This is something that Prince Rupert has long felt itself entitled to, and which it now is certain will not much longer be denied. The road to Haysport would pass through the cannery points of Port Edward, Inverness, Sunnyside, Cassiar and North Pacific. The canneries of Dominion and Oceanic and the Icelandic settlement of Osland on Smith Island are across a small slough. On the south side of the Skeena River is located the village of Port Essington and such canneries as Balmoral, Claxton, etc., which are connected by ferry.

Routes Suggested

Opinion has particularly settled upon the advisability of the Prince Rupert-Terrace highway following along the north bank of the Skeena River, paralleling the line of the Canadian National Railways, though, of course, alternative routes have been suggested. True, there would be points where heavy rock work would be involved and where bridges would be required, but such difficulties have attended road building in many other parts of our province and it is no contradiction to say that just as difficult roads have been put through in other parts of British Columbia where they were warranted by no greater population or business.

The matter of the construction of this road was brought up at the session of the Good Roads League held in Trail last September, and a resolution was unanimously passed, urging upon the government the necessity of speeding up the completion of this highway.

In this connection the Rossland-Christina Lake road comes to mind, a piece of wonderful engineering skill that stands to the credit of the provincial public works engineer. No doubt the cost was enormous, but the results obtained, I am sure, justified this expenditure. I would venture to say that over the Cariboo road similar conditions had to be overcome.

What might have been considered years ago insurmountable barriers have been overcome in these two other projects. On the Prince Rupert-Terrace highway, rivers such as Kyeen, Exchamsiks, Exstew, Zymagoitz, Kitsumakalum, will have to be crossed, bridges will be required and fairly long ones in some instances. On the other hand, at many points the work would be of a light nature. Roughly it is the most logical route for this highway described.

The most outstanding alternative route would go inland somewhere from the mouth of the Skeena Slough to Warke Canal and skirt that long body of water, thence over a mountain pass to the Exstew River and down to the Skeena again. This is a route of which no official reconnaissance have ever been completed. Those who have been over it have stated that it would pass through a beautiful country well adapted for agricultural. Few have gone right through it entirely, however.

Alternative Route

Another alternative route is by following the south bank of the Skeena River, which, roughly speaking, offers no better physical characteristics than the route on the north bank. Use of such route would involve ferrying or bridging of the river, both the west and east ends of the road to Terrace.

Prince Rupert rests the strength of its road case on the fact that no part of its importance should be longer denied a highway connection with its hinterland, which would be to the mutual benefit of the city and district, on the possibilities for development and business such a road would offer and upon the wonderful scenic country that would be opened up to local citizens and tourists from all over the continent. Prince Rupert for these reasons and others knows that its case is a logical and just one.



FAMOUS VISITORS HONORED BY CANADIAN UNIVERSITY The University of Toronto conferred honorary degrees on Paul Claudel (left) French Minister to the United States, who received the degree D.Litt.; and Rt. Hon. Sir Austen Chamberlain, British Secretary of Foreign Affairs, who received the degree LL.D., when they visited Toronto this week. These pictures were taken after the ceremony.

DEMAND

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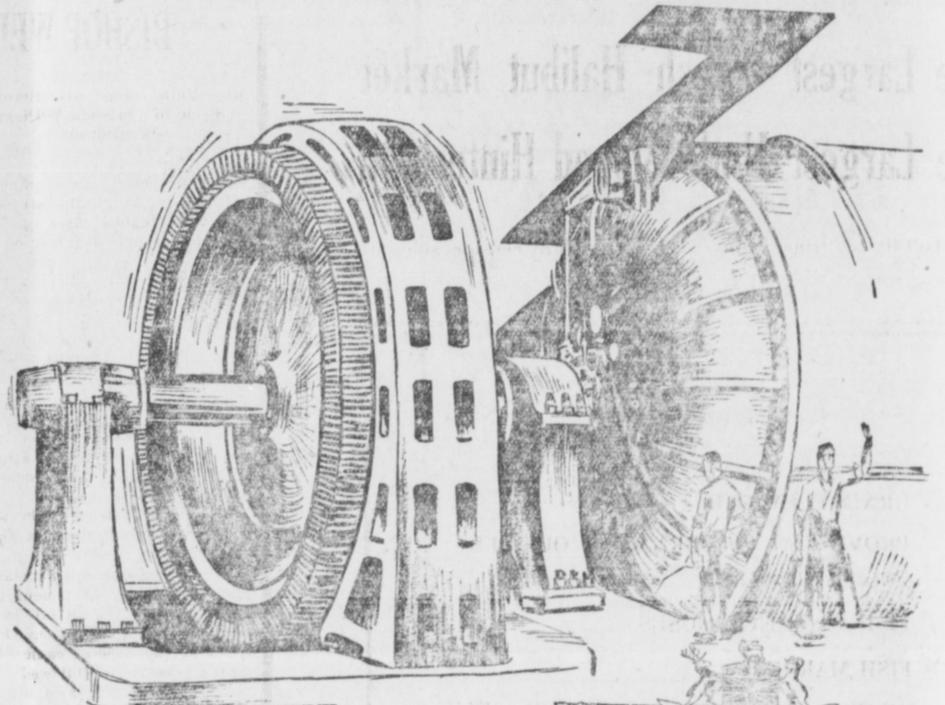
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POWER

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Table titled 'POWER DEVELOPMENT' showing statistics for 1916, 1926-7, and 1927. Columns include 'Capital Invested in Manufacturing' and 'Production'.

BRITISH Columbia's Power resources are the envy of the world. With Power, the riches of the world can be won; with Power, ores can be mined... smelted; transportation problems solved; manufacturing industries developed, and with them population... pay-rolls. Power is British Columbia's strongest bid for more industries... more people.

Of the millions of horsepower available in our province, but half a million are now harnessed to turn the wheels of industry. The great hydro-electric development at Bridge River will ultimately generate more than 600,000 horsepower, while the output at Bonington Falls and other points is being steadily increased. The Campbell and Chiklo Rivers, on the mainland, and the Nimpkish on Vancouver Island, are capable of tremendous power development for the conversion of our forest and mineral resources into fabulous wealth.

Two of British Columbia's Electric Power systems are among the greatest in Canada, each generating more than 400,000,000 kilowatt hours in 1927. This represents an increase in the last ten years of 98%... truly a remarkable achievement!

Foreign authorities speak of this record as a measure of the great vitality of British Columbia.

Today we rank third in power and industrial development among Canadian provinces. We have made greater progress per capita than any!

It is the policy of British Columbia to foster the development of the hydro-electric powers for the benefit of the public. They are allotted to private enterprises on condition that they will be developed within a certain time, so that no exploitation of public assets may take place.

Millions of dollars are now earmarked for Power development in our province. Dams are being built, turbines installed... transmission lines erected to care for the imminent industrial development.

Thousands of dollars are being expended weekly on materials and wages; thousands are feeling the immediate benefits of this enterprise.

Side by side with our power development, Industrial Expansion has kept pace. Today 17% of Canada's external trade is handled by British Columbia. During the past decade, our basic industries have increased 101.3%. Our total payroll, including all classes, is estimated at 219 million dollars. Today, our Lumbering, Mining and Fishing industries employ 72,517 people, paying them 175 million dollars in wages... distributing an average wage ranking among the highest in Canada.

These 175 millions in wages are a great contribution to our annual internal trade in the province. They have given our industrial workers a buying power ranking second in the Dominion and have largely been responsible for our ever increasing prosperity, as evidenced by the fact that the number of automobiles registered in the province last year was 76,187 as compared with 8,596 in 1916.

British Columbia's steady and varied industrial development has changed the conception in Eastern Canada and the United States of our province. No longer are we entirely dependent on the East for our manufactured products. British Columbia is increasingly furnishing her own needs. She now ranks third in the whole Dominion as a manufacturing province.

Our phenomenal Power and Industrial growth has focused the attention of the great industrialists and investors on our province. Today, British Columbia in the eyes of the world, stands for Power, Progress and Plenty. May our efforts of the next ten years stabilize and increase our Prosperity!

Read these announcements and understand your province's progress... clip them out and send them to friends. If you desire extra copies of these announcements a note to this newspaper will bring them. Advertise your Province!

BRITISH COLUMBIA'S PROGRESS