

THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

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DAILY EDITION



Tuesday, Oct. 2, 1928

BRITISH LABOR PARTY

The British Labor party is showing a great deal of worldly wisdom in disassociating itself from the Russian revolutionary movement.

As we understand it the chief difference between the Bolshevism of Russia and the Socialism of Britain is that in Russia only the members of the Communist party are allowed to have any part in the government of the country.

At the last British election the Labor party was rather closely identified with the Russian movement and that was worked to the limit by the Conservatives.

Undoubtedly the Conservatives will urge that a vote given to Lloyd George's party is a vote given to Socialism.

The whole situation in that country is full of interest to people on this side of the Atlantic in that policies prevailing there are likely to spread to this side.

COURTESY TO BRITISH STATESMAN

It was an extremely courteous thing for the government of the United States to send war ships to meet Sir Austin Chamberlain, British secretary of state for foreign affairs.

It was an indication of a desire to be friendly with Britain and perhaps show that any small differences, such as that over the Anglo-French naval pact, are only minor matters.

THIS YEAR'S GRAIN EXPORT

The grain export through Prince Rupert has every prospect of being a good deal larger this year than ever before.

AN EXAMPLE OF CO-OPERATION

Another example of co-operation between Britain and United States is seen in the continuation of the treaty between the two countries in regard to liquor smuggling.

Ten Years Ago in Prince Rupert

October 2, 1918

A picture appears in the Daily News today of a carload of spaghnum moss which was recently collected and shipped to the war hospitals of France.

The utilities committee, at last night's council meeting, gave answers to a series of questions

which were recently asked by Ald. G. E. Casey in connection with conditions at the Shawatlans Lake power house.

Barney Mulvany of Burns Lake, who is a visitor in town today, has been very successful in efforts made recently with a view to having settlers take up land in his district.

Frank J. Riley, who is lecturing on behalf of the Pacific Northwest Tourist Association, will speak here next week in the Empress Theatre under the auspices of the Imperial Order, Daughters of the Empire.

News of the Mines

AROUND PRINCE RUPERT

Development of Ferguson Group in Ingenika is Important Undertaking—Much Activity at Silver Cup—M. and K. on Legate Creek Looking Good

The most important development in the Omineca Mining division, writes A. E. Hagen, editor of the British Columbia Mining & Industrial Record, is that of W. R. Wilson and sons on the Ferguson group on Ingenika River.

The Ferguson mine is located near the junction of the Finlay and Ingenika Rivers, about twenty miles north of Fort Graham.

Duthie mine reports a new strike recently of high grade grey copper ore at a depth of 1500 feet on the 600 foot level.

The Jessie group on Hudson Bay Mountain is now being surveyed by J. Allan Rutherford, B.C.L.S.

D. C. McKechnie, mining engineer for the Consolidated Mining & Smelting Co., has been looking over many more properties in the Smithers district just recently.

J. Allan Rutherford returned to Smithers recently from his Suskwa mines, between Hazelton and Babine Lake, bringing many samples and photographs from recent work.

Duke Mining Co. Ltd. is building cabins for its crews, laying foundations for machinery and finishing the \$7,500 government-built road to the Silver Cup property near New Hazelton.

The Consolidated Mining & Smelting Co. is meeting with considerable success on the M. and K. property on Legate Creek near Pacific.

Drifting is being continued on the Northern Light mine on the Salmon River toward the Premier following a well-defined porphyry zone.

BID MADE ON OLD POWER MACHINERY

City Decides to Accept Tentative Offer of \$2,500 for Equipment at Old Cow Bay Steam Plant

On recommendation of the utilities committee, the city council last night decided to accept an offer of \$2,500 from A. R. Williams Machinery Co. of Vancouver for the remainder of machinery in the old steam plant at Cow Bay.

Mayor McMordie explained that some time ago a valuation of \$3,000 had been placed upon the machinery in question but the committee felt it advisable to accept the \$2,500 now suggested and get rid of the material.

DEMAND

"Rupert Brand" Kippers

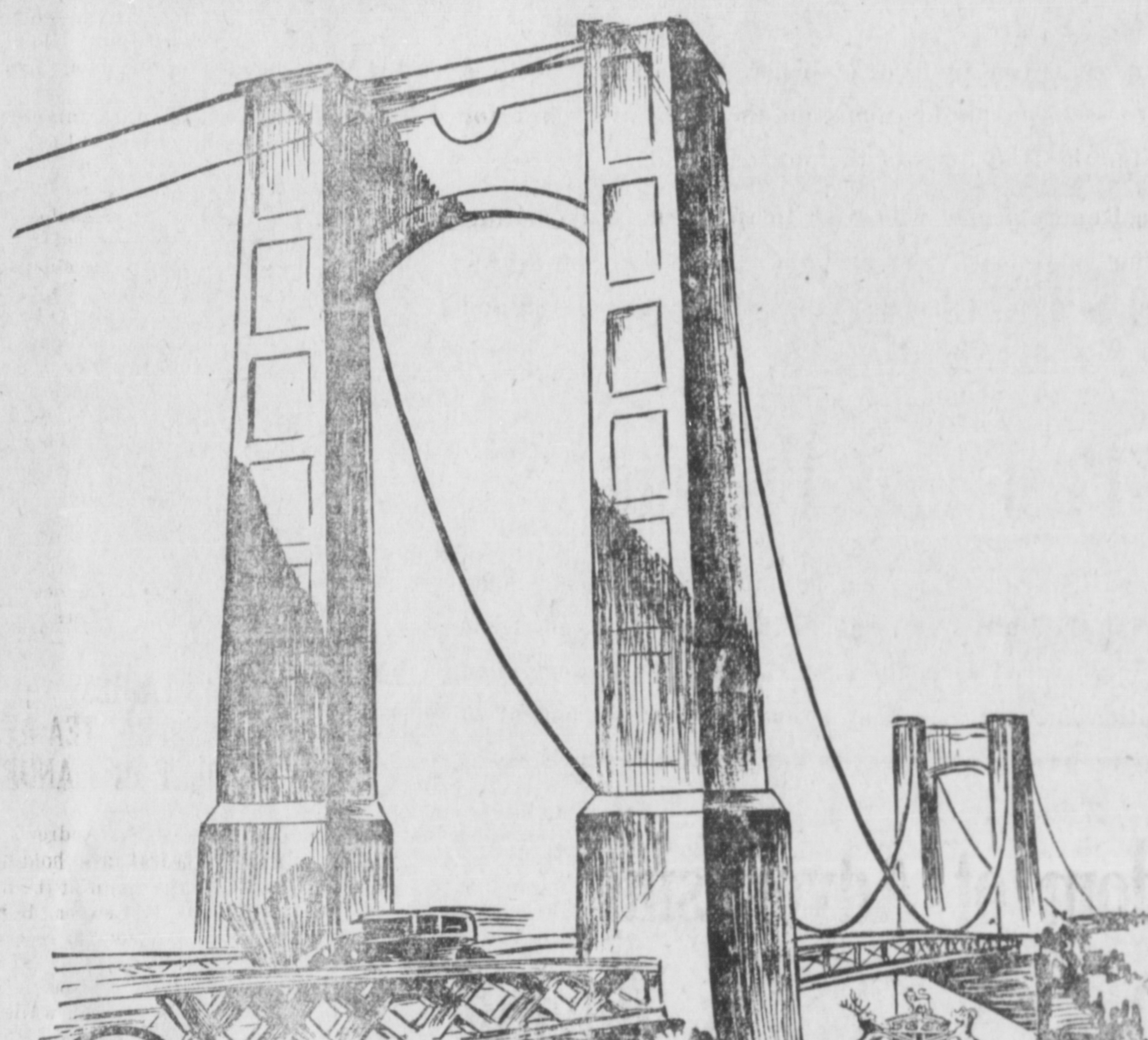
THE DAINTIEST BREAKFAST FOOD.

Smoked Daily by

Canadian Fish & Cold Storage Co., Ltd.

Prince Rupert, B.C.

If your paper does not arrive, telephone the office



Roads and Bridges

Table with statistics: ROADS and TRAILS 1916 26,220 MILES 1926-7 31,900 MILES BRIDGES: The present valuation of 63 miles of Bridges is \$8,843,000

UPON the arteries of communication depend the settlement and growth of the nation. First the trails... then the rough oxcart ruts... the wagon roads... the automobile highways.

The scattered population of British Columbia has made the construction of roads between centres a matter of vital importance, yet one of almost insurmountable difficulties.

Mountain sides have to be blasted away... clefts and chasms tresselled... rivers bridged!

With the opening of the Cariboo Highway through Fraser Canyon in 1926, the last link of British Columbia's great arterial highway... a highway unexcelled the world over as an engineering feat and one of unmatched scenic beauty... was forged.

Eastern British Columbia greeted its western brothers! Markets and railways were brought closer to the farmer, the miner, the industrialist. New fields for agricultural and trade development were opened up.

For the ten years just past, an aggressive highway programme has been carried out. Thousands of miles of good roads and dozens of sturdy bridges have been built.

Our roads system now totals 31,900 miles... an increase of over 5,000 miles during the last ten years. Of this mileage, 12,000 miles are earth roads; 4,000 gravel roads; and 1,900

macadam, bituminous, concrete and cement concrete. The 5,000 miles which were added to our roads system include: 884 miles of main trunk roads, 602 miles of lateral roads, 281 miles of industrial and mining roads, 1,173 miles of settlement and farm roads, and 2,000 miles of ordinary and mining trails.

During the years just before 1917, a large number of bridges had been constructed in the Province, nearly all of which were temporary timber structures. Since 1917, the problem of maintenance and renewal of these structures has been a serious one, involving a large expenditure, particularly between the years 1920 and 1927.

The policy has been to improve design of and workmanship on temporary bridges and to renew all the large bridges on main highways over the principal rivers with concrete and steel.

Today, the valuation of our 63 miles of bridges is nine million dollars.

This construction activity has distributed wages and salaries over our whole Province and has been a material aid in bringing about the current period of British Columbia's 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