

THE DAILY NEWS

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DAILY EDITION

Wednesday, Sept. 25, 1929

BELLA COOLA ROAD

We are glad to know that the Bella Coola people are succeeding in securing roads. They had already succeeded well in regard to this, for it is possible to drive into the interior by motorcar for many miles. All we mention the matter for is to show that Prince Rupert can drive only five and a half miles beyond the city limits over roads constructed by the British Columbia government and that so far there is no sign of a movement to carry the work beyond that point. Any place but Prince Rupert can secure roads, it seems.

Greatness consists largely of being able to recognize opportunity and cash in on the adventure.

SCHOOL TEXT BOOKS

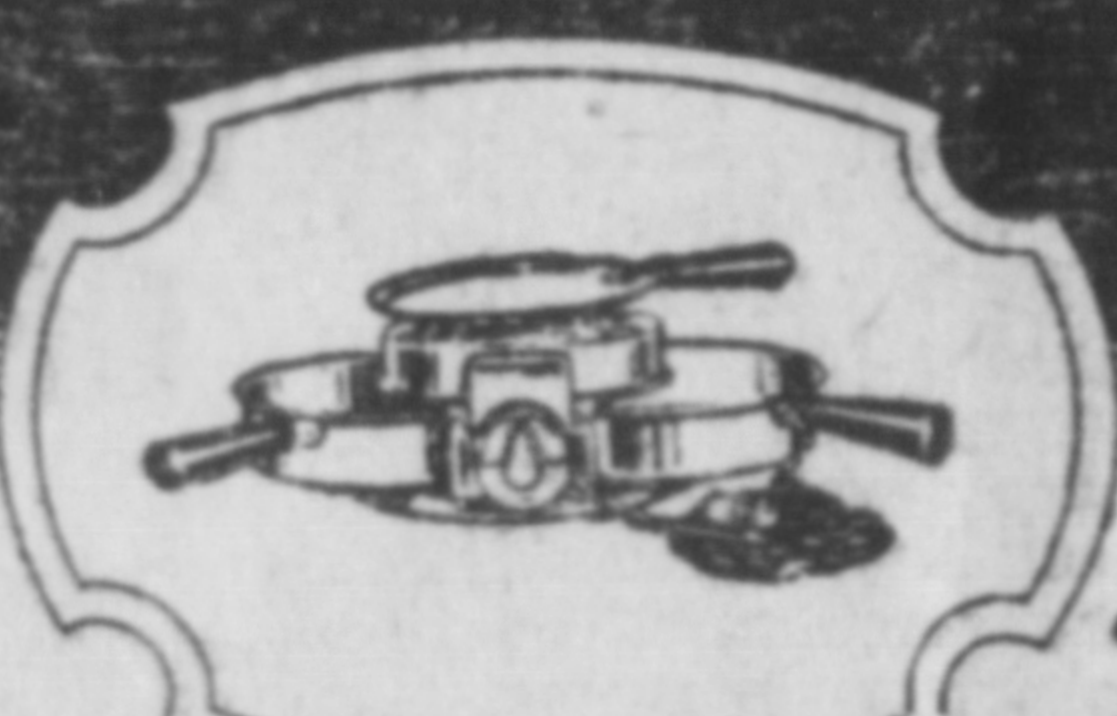
When Hon. Joshua Hinchliffe was on the opposition side of the house he clamored for a change in the school and university text books and raised his voice in holy wrath at those who continued the use of American publications. Today he is minister of education and he finds it a difficult matter to eradicate Americanism from the Canadian schools. At the convention of school trustees he could not be present, but Inspector Stuart, speaking for him, explained the difficulty. That is the difference between being in opposition and being in power.

No man is really a pessimist if he can forget the mean things he knows about himself.

NORTH BANK OR SOUTH

Yesterday we published an interview in regard to the route the highway should take along the Skeena River. A Cedarvale rancher gives what he considers good and sufficient reasons why it should go by the north bank. Others have advocated the south bank. While we all would like the north bank, this is a matter largely for engineers and we intend to take no part in the discussion, except to say that it would be a very great convenience to have the highway go by the north bank, but we do not want the work held up for another year or two. Action is what the people of Prince Rupert want and we leave it to competent men to decide upon the location. At the same time, we are always glad to give publicity to any views on highway matters, as we need to view it from every possible angle and get the best.

In considering the matter of a gas tax, why not also extend it to hot air?



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PROMINENT OTTAWA VISITOR



Above is Rt. Hon. W. H. Thomas, lord privy seal in the new British Labor government, as he stood outside the parliament buildings, Ottawa, just before he left the Canadian capital.

Peace River Is Again Subject of Dinner Addresses

Three of Delegates Who Went To Peace River Tell of Lessons Learned

The Peace River was the subject of discussion at the monthly dinner of the Prince Rupert Retail Merchants' Association in the Boston Cafe, three of the delegates who made the tour of the district recently on behalf of the Board of Trade being present, and telling of what they saw and of what the Peace River might mean to Prince Rupert. Dan Jaborou presided.

H. F. Pullen was the first speaker. He told of the wonderful production of the country they had visited and of its evident prosperity. Then he enlarged on the benefits that would be derived from having direct communication with the district and urged that all Prince Rupert business men be thoroughly acquainted with the situation and use their influence, political and otherwise, to secure the building of the outlet from east to west instead of from north to south. He showed that the country north of the Peace River was filling up rapidly and that the grain raised must come out by a bridge at Hudson's Hope. It would go from there to Finlay Forks, and that point was directly north of Nanaimo. Hudson's Hope was, according to all maps, directly north of Chilliwack. In order to go to Vancouver by way of Prince George, the grain would have to go a little east of south from Finlay Forks. Then, to get to the Orient, it would have to return northerly by the Queen Charlotte Islands, making two long sides of a triangle. The natural route for the grain, the speaker argued, was west from the Peace. This would give the Peace River farmer the largest possible price for his product. All Prince Rupert people should satisfy themselves that the cause they advocated was just and then they should press for the line to come this way. There was nothing to justify the deflection of the shipments south to Vancouver when there was a port directly west that could handle it.

J. W. McKinley

J. W. McKinley, another delegate, gave in some detail an account of the trip taken through the Peace country until arriving back in Edmonton. He told of the towns that had sprung up like mushrooms, of the golden grain in the fields, of the heavy crops, the good roads, and of the many attractions and opportunities that caused the country to be boomed at this time from one end of the country to the other. He too told of its value to Prince Rupert if the railway was built to the logical port.

Alderman Theo Collart dealt chiefly with the efforts made by the delegates on the recent trip to counteract the adverse propaganda and to spread the gospel of Prince Rupert throughout the district and at Edmonton. He told of the first meeting at Pouce Coupe when J. C. Brady first spoke and championed the local cause. He stated that the Prince Rupert delegates set out to show the people of the Peace River that all they wanted was to insist that the most direct and advantageous route be followed, so that the farmer would get the highest possible price for his product.

No Let-Up In Campaign
Mr. Collart then urged that there be no let-up in the campaign to forward the interests of Prince Rupert and the western route, as against going south. The railway and other authorities would have to be impressed with its importance. The alderman told of how he had spent the whole day showing C. W. Frederick the facilities of the port

and especially the elevator in which the Peace River editor was particularly interested. He felt that the influence of Mr. Frederick in the campaign was worth a good deal. He would return and tell the people of the Peace about this port. Concluding, Mr. Collart urged that Prince Rupert's cause was a just one and would be hard to combat.

At the conclusion a hearty vote of thanks was extended to the speakers for their addresses.

Power Worries Edmonton People

EDMONTON, Sept. 24.—Demand for a plebiscite on the question of the proposed power agreement between the city and the Calgary Power Co. was made in a resolution passed almost unanimously by a meeting of citizens in the Memorial hall. The meeting was a stormy one, featured by charges of various descriptions, all in violent opposition to the agreement.

Charges that the press was endeavoring to stampede the public into the agreement, that the commissioners had delayed publishing the terms of the proposed pact until a few hours before the meeting, that the agreement was "the most dangerous, iniquitous and ugly franchise ever foisted upon the town," that rival offers had not received consideration from the city council, that the electrical superintendent was in collusion with the Calgary Power Co., and that press reports concerning the matter were "colored" were heard as the meeting progressed.

URGES STRONG NAVAL POWER

Popular Australian Admiral No Sympathiser with Disarmament

SYDNEY, Australia, Sept. 25.—A striking plea for a continuance of strong naval armament in the South Pacific as a means of Empire defense, was uttered here by Rear-Admiral Evans, one of the most popular heads of the Australian Navy.

"We are living in an age of rapid advance in scientific accomplishment," said Rear-Admiral Evans, "but because of the insistence on economy the navy is not always able to keep pace. The fleet lags behind to ascertain extent and we have to accept it. Some of us waste our time in vain imaginings about capital ships that will fly or submerge, air forces that will revolutionize everything, gas that will render great cities like Sydney cities of the dead, and tanks that will completely exterminate the infantryman, the machine-gunner and the general staff. But you all know in your hearts that these are but dreams."

"The most vital concern of all nations is their sea-borne trade, and this particularly applies to our empire, which cannot exist as an economic entity without its

sea communications. Security of these sea communications depends upon the cruisers, and consequently all maritime nations are thinking in terms of cruisers. Australia is thinking of cruisers. New Zealand is thinking of cruisers, and discussion among the great powers is mostly in terms of cruisers—and very much in the terms of 10,000-ton cruisers and long-range eight-inch guns.

"Having got our cruisers and thus contributed to Imperial defense, what concerns us here is now to make the best use of the material at hand. The answer is largely in terms of personnel—by properly educating that personnel to think public-spiritedly and from the viewpoint of co-operation with the land and air forces of the Commonwealth and of the Empire. There is a great deal more in Australian naval training than the best of its manhood, and it is inculcating the best qualities of citizenship into a large body of virile officers and men, and broadening the horizon of their thoughts, and fostering the adventure spirit that has made the Empire what it is."

Delayed by fog and freight, C.N.R. steamer Prince Rupert, Capt. D. Donald, arrived in port at 2 o'clock this afternoon from Vancouver. Powell River and Ocean Falls and is scheduled to sail at 4 p.m. for Anyox and Stewart whence she will return here at 8 o'clock tomorrow evening and sail south at 10 p.m.

STEWART HAS MINE PUZZLE

Four Mining Companies All Driving Toward Common Centre Near Premier

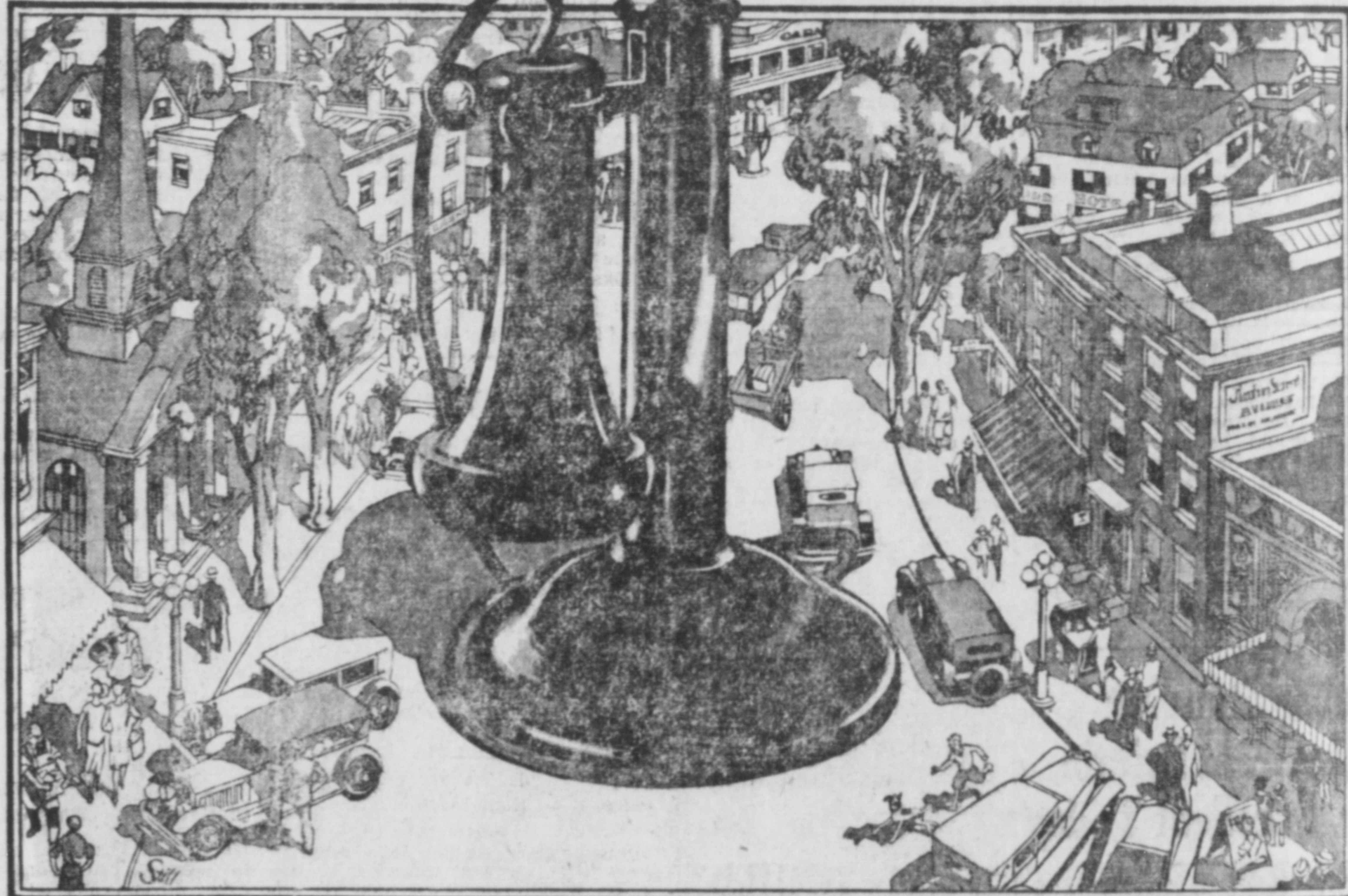
Driving through quartz-belted hills such as contains practically all the ore bodies of the upper Salmon basin, the main tunnel of the Premier Border Mining Co., operating on the Northern Light group, has been advanced 650 feet and values are becoming more encouraging, a zone averaging \$9.20 in gold and silver, says the Portland Canal News. The tunnel is being driven in a southerly direction toward the Premier mine, the boundary of which will be reached at 1800 feet from the mouth of the Premier Border tunnel.

Taking the present workings of the Premier Premier Border, B. C. Silver and Sebakwe into consideration, an interesting situation is disclosed. All four properties are drifting on ore, all in quartz porphyry, and all toward a common centre. The old lessons in mining about "strikes, dips and angles" have to be forgotten, so far as mining on this hill is concerned. If these drifts are continued until they meet, what sort of a condition will they find? A centre like the hub of a wheel with ore shoots radiating in all directions? Here is a puzzle for the mining engineer, metallurgist and geologist to solve.

AT NO SMALL EXPENSE
"What is the most outstanding contribution that chemistry has given to the world?"
"Blondes!"—Tit-Bits.

PEACEFUL

COMMUNITIES



2,462 Telephone Companies



It is estimated that Canadians make more extensive use of the telephone than any people in the world. The number of conversations made in 1927 in the Dominion was 2,108,400,000, including 37,400,000 Long-Distance calls.

CANADA'S 2,462 telephone companies are doing a great national service in maintaining, through heat and cold, good weather and bad, an uninterrupted means of communication throughout the country; for nothing so contributes to harmony and nationalization of thought as the ability to communicate—a man with his neighbour—one nearby community with another, or even with distant parts of the world. The Northern Electric Company has been privileged to supply equipment for most of these companies.

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