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HENDERSON AND THE LEAGUE

"The League of Nations must be given economic power by which it could bring immediate pressure against any state which contemplates war." This was a highlight in Rt. Hon. Arthur Henderson's address to the League Council on the revision of the original covenant to make it a more effective instrument for the maintenance of world peace. In this pronouncement the British foreign secretary, with that directness and simplicity for which he is famous, made a bold bid for world co-operation against war.

Pious platitudes, humanitarian appeals, the visualization of the horrors of legalized murder have some trifling effect in preventing international strife, but the truth must be learnt that power must be fought with power and the rattling sabre with a blade as keen edged and deadly in effect. The wishbone is a poor substitute for the backbone in battling this curse of the centuries and abiding stigma on a civilization which dares to make the cross of the Nazarene the symbol of its endeavors. Henderson sees that the time has come for Mammon to fight Mammon and by holding the strings of the pocket-book to make war immediately unproductive for any nation which dares to disobey the mandates of the world's agency for the maintenance of peace.

Power of the Purse

The foreign secretary advocates a general treaty which would provide financial assistance to any state becoming a victim of aggression and he proclaims that if this treaty should ever see the light of day the British government would sign it immediately. Shrewd observers see in this proposal the coming of an even more drastic and forceful means of preventing war.

That instrument is the immediate economic blockade of the offending state or states by every other power in the world. If such a treaty were consumated it would be the most effective instrument ever devised by man to prevent war. Henderson urges that his original proposal be ratified by both members of the league and those nations which still remain outside it. If the first plan is carried out and ratified the second must be its inevitable corollary.

What are the chances of the Henderson plan being adopted? The observer of world affairs believes they are excellent. A thousand or more objections can be urged against it, but no great plan in the interests of humanity but has been faced with almost insurmountable difficulties and yet of these plans are today realities through the courage, vision and abiding faith of their sponsors Europe, still poverty stricken and maimed in spirit and resources, is ready to take almost any action to lift its nightmare terror of another upheaval. Thousands are coming to believe that at last "a place in the sun" is to be made for international peace and that men of goodwill in every part of the world are definitely forging towards that glorious goal.

The groucher is his own worst enemy. If he ever gets to heaven he will object to the cut of the angels' wings.

TIMES CRITIC LIKES NEW GALSWORTHY HIT "THE SKIN GAME"

LONDON, England, Sept. 26. — "The long deep silence of the audience, unbroken by any flutter of inattention, bears witness to the play's solidity and to the brilliance of its craftmanship," says the Times' critic of the recent presentation of John Galsworthy's play "The Skin Game" at Wyndham's theatre. "When the curtain falls on an act," the Times continues, "your first thought is: 'Thank heaven for a man who can still tell a story, and can tell it in such a way that it holds the stage by the integrity of its main narrative being under no necessity to throw out sops.' This battle between an old family and a new, between the Hillcrists and the Hornblowers, this poisoned feud between tradition and usurpation that grows beyond any man's intention, bringing with it uncontrollable consequences of suffering and dishonor, is one of Mr. Galsworthy's most successful treatments of a theme very near his heart."

Robin Hood
FLOUR
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STEWART AS GREAT PORT

Editorial Writer at Vancouver Sees Future Developments at Head Portland Canal

VISION OF GREATNESS

Probability of Line Penetrating the Interior From That Town Is Pointed Out

(Financial News)

There is no harbor board at Stewart, but there will be one some day. There are no railway terminals at Stewart, but time will see them there. Stewart has no grain elevators, but they will come. No coal bunkers line the shores, but the immense semi-anthracite coal fields of northern British Columbia, not more than 140 miles from Stewart, can be exploited only through Stewart. If Northern British Columbia develops, then Stewart must be used, and for Stewart to be used there must be a rail line from Stewart inland. The development of Stewart is as inevitable as was that of Seattle, Portland or Tacoma in the old days when San Francisco was the only rail terminal of the Pacific Coast.

Six hundred miles north of Vancouver, with fully one-third of the province of British Columbia lying north of Stewart's position on the fifty-sixth parallel, port of closest proximity to the Peace River block in British Columbia and the tremendous wheat growing belt of the Peace River valley in Alberta, probable terminus of a railway line which will cross the Canadian Rockies with the most favorable grades of all such lines on the continent, surpassing even the Canadian National Railway line in this respect. Stewart's future is indeed assured.

That these mentioned advantages exist is perhaps best proved by the fact that the Canadian Pacific Railway Company, through its mining subsidiary, the Consolidated Mining & Smelting Co. Ltd., holds the charter for a railway from Stewart to Fort Grahame, and has come into possession of half the townsite and waterfront of Stewart.

Canadian Pacific Railway, as elsewhere pointed out in this issue, must, as a matter of railway strategy, have a direct railway connection westward from the Peace River country if it is to handle Northern Alberta freight in competition with the Canadian National Railway. Canadian Pacific Railway has two obvious choices. It can make a deal with the British Columbia government to take over the Pacific Great Eastern Railway and extend that road into the Peace River country, or it can build from Stewart and develop a new port. Stewart is the shorter route by at least 300 miles and the short rail haul eventually is used even though preference were first given the longer one to Vancouver. There is need for both routes.

At this juncture it is impossible to prophesy as to time. Our summation of the case for Stewart would be that speculators and investors in its future are "playing a sure thing," the only real uncertainty being the element of time.

Stewart's future is as sure as was Seattle's, in the Northwest United States, before the building of the first railway to that port.

Consolidated Mining & Smelting Co. has five years in which to commence construction of the line from Stewart to Fort Grahame and eight years to commence work on the branch line north to the Yukon boundary. If the second charter is to be kept in good standing the first project must be proceeded with—and there is no reason to suppose that the Canadian Pacific Railway interests, which set a world record for transportation enterprise, will be blind to the economics of the transportation situation in the west or tardy in the fulfillment of a contract.

The reservoir of liquid wealth in the Peace River is rising rapidly. Three or four years must elapse before a railway can be built from the Pacific to the Peace, and when it is completed, Peace River, at its present rate of growth will be more than ready for it.

In a country such as Western Canada, railways cost nothing. The wealth they unloose within 10 or 20 years after their construction and the values and traffic they create in the areas they serve more than compensate for the cost of construction. The Sullivan mine will pay for the Crow's Nest line many times over. It may be objected that this rule has not applied in the case of the Pacific Great Eastern. But the P.G.E. is not a railway, in the true sense of the word. It is a disconnected unit, handicapped by its history and by lack of enterprise in completing it. The P. G. E. had it been built into the Peace River country 10 years ago, might well be a profitable line today.

The eyes of Canada and of the Middle Western United States today are turned to Northern Alberta and Northern British Columbia. Nothing now can forestall the northern migration. It is the most vital new force at work in Canada today.

Sooner or later Stewart must take its place in the northern picture. Growth in the north will force the use of all outlets.

There will be many opportunities for the profitable use of speculative funds in the north. As a setting for a strong real estate movement, the townsite of Stewart is perhaps unique in Canada.

We present this information in the hope that it will contribute to the growing appreciation in Canada of the wealth and the opportunities that are opening in a country too long held back by public misconception—and lack of transportation.

Union freighter Chilliwack, Capt. W. W. Mounce, is due in port tonight from Vancouver and, after discharging local cargo, will proceed to Alice Arm.

MUNICIPALITY OF SAANICH IS TALKING ABOUT BREAKING UP

VICTORIA, Sept. 25.—The problem of secession in Saanich, shelved for several months by the Conservative cabinet, will be brought to the fore again within a few days, when delegations from the rural sections of Wards One, Three and Seven will present separate petitions for secession, drafted on similar lines to that of the northern wards, which caused appointment of Judge P. S. Lampman as a special commissioner to inquire into the situation.

An announcement was made by C. H. O'Halloran, solicitor for the complaining farmers, who stated that the farmers expected renewed focussing of the attention of the cabinet on the problem of the threatened disruption of Premier Tolmie's constituency, hitherto one of the most prosperous and progressive municipalities of British Columbia.

Since the presentation of Judge Lampman's report to the cabinet, several months ago, a pall of silence has prevailed as to the possibility of action being taken by the government to settle the issue, and important municipal undertakings have been suspended because of the omission of the government to make a statement of policy.

Clearance of wash dresses, Wallace's.

Albert Farrow, steamboat inspector, arrived in the city on the Prince Rupert yesterday afternoon from Vancouver to make an inspection of the snagboat Bobolink which has been taken up on dry dock for the purpose.

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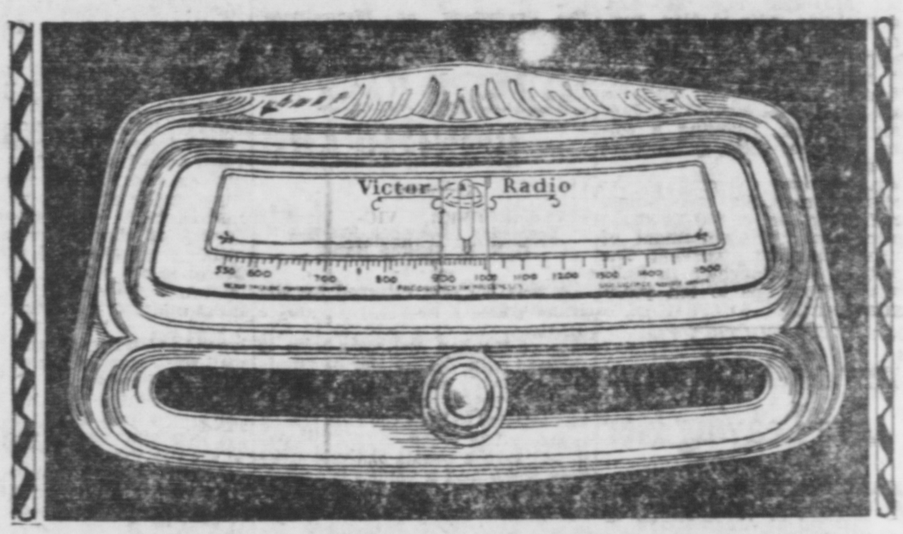

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