

THE DAILY NEWS
PRINCE RUPERT - BRITISH COLUMBIA

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H. F. PULLEN - - - Managing-Editor

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DAILY EDITION

Tuesday, November 5, 1929

AIRFIELDS

British Columbia is lagging somewhat in the matter of airfields. Distances in this province are very great and the contour of the country is such as to make the construction of airfields difficult. Also a number of places such as Prince Rupert are more suited to seaplane travel and airfields are not as necessary. Yet it seems as if even Prince Rupert will have to fall in line soon and prepare a field for the use of airplanes. Several of the interior towns are doing their part, notably Smithers and Prince George. If planes come to those towns they will very soon want to come to Prince Rupert and facilities will have to be prepared unless we are to be outside the line of travel.

One of the schemes for the Alaska highway is to have a series of airfields along the route so that planes may follow it without the dangers which at present threaten airplane travel between United States and Alaska by the land route.

No doubt making an airfield here will be difficult and possibly because of that difficulty the aid of the federal or provincial authorities may be enlisted in the project. However, we must get away from expecting others to do things for us and must learn to help ourselves.

Here's to the reformer. If he succeeded he'd be out of a job.

OFFERS OF HELP

Last evening The Daily News had a call from a local citizen who said he would like to commend the action of the committee having in hand the Peace River project. He said it was the best movement he had seen so far in Prince Rupert and the campaign seemed to be conducted with vigor. He said that if any money was needed he would be willing to do his part.

That was a splendid gesture. If Prince Rupert people feel of that mind and get behind this movement to benefit the city, there should be a possibility of success. One gesture is not sufficient. It is necessary to follow it up and keep it going. If the committee receives the backing of the citizens and a few words of encouragement now and then, they will doubtless feel like carrying on and devoting some time to the work.

A little more charity, a wider viewpoint and tremendous enthusiasm for the cause we think right and success is ours throughout life no matter whether we be rich or poor.

CONTRARY TO RULES OF EUCLID

We suggest that a map of British Columbia be drawn and that on it a triangle be sketched having one angle at Finlay Forks, one at Vancouver and one at Prince Rupert. By looking at that triangle no one can then make you believe that grain should be hauled along two sides of it as easily as along one. Prince Rupert is the natural outlet to the Pacific. The Orient is rapidly developing as the country to which grain will be sold. To get the grain there it should be hauled to Prince Rupert and not first to Vancouver and then back past the Queen Charlotte Islands toward the Orient.

Cities have been built by enthusiasm, but never by saying "Let George do it."

Peace River Outlet Association
Get-Together Banquet and Meeting

COMMODORE CAFE, 6:30 P.M., WED., NOV. 6

This meeting and banquet is being called for the purpose of discussing ways and means to bring the PEACE RIVER RAILWAY OUTLET to its natural sea-board port and of how to create an enthusiastic Prince Rupert spirit in the matter.

ALL CITIZENS are expected to take part. There will be good speakers.
GET YOUR TICKETS EARLY FROM ORME'S, McCUTCHEON'S AND PRINCE RUPERT PHARMACIES—\$1 EACH

SUCCEEDS STRESEMANN



Dr. Julius Gurtius of Berlin, who has been appointed Foreign Minister of Germany pro tem, following the death of Dr. Stresemann from a sudden attack of heart disease.

TERRACE IS WITH RUPERT

Ready to Back This City in Helping to Secure Outlet to Peace River

UNITED ACTION NEEDED

Report of Delegates to Convention of Canadian Chamber of Commerce Received

Urging that the logical outlet to the Peace River is at Prince Rupert and that by united action it should be possible to secure the building of the railway to connect with that port, the Terrace section of the Prince Rupert delegates to the Peace River and the Canadian Chamber of Commerce convention reported at some length to the board of trade at its regular meeting last night. President Gonzales in the chair. The report follows:

Dear Sirs—The undersigned members of your delegation to the Chamber of Commerce Convention and Peace River "Expedition" beg to present to you their views on this important excursion.

We realize that our observations are somewhat belated in being presented but felt that the four other members of your delegation should be heard first as they are more directly affiliated with your board than what we are and that, in submitting our views now we would be corroborating what they have already reported and our report may be of some service in your proposed general meeting to rouse your citizens to united action and efforts.

First permit us to thank you for your invitation to go as your representatives and to state that it was indeed a pleasure for us to do so as after all our interests and aims are one and identical and in advancing the claims and interests of Prince Rupert we feel and know that we are, too, advancing the same interests of Terrace and our surrounding province.

We were somewhat disappointed at the small delegation from our part of the province as we were outnumbered ten to one by the southern delegates but as time developed we plainly saw that numbers alone counted for little and perhaps a small delegation after all would be more inclined to be active and aggressive where a larger one would feel disposed to shift the responsibility.

One Exception

All through the Peace River country at points at which we stopped we found a great deal of interest manifested in the port of Prince Rupert and it was not idle curiosity either; in passing it may be well to note that there was one point which was not as solicitous as the remainder of the district as Grand Prairie enjoys more direct connection with the rest of Alberta than many of the other parts and here we were forced to feel that they were not sympathetic to Prince Rupert's aims and ambitions; apart from this point, however, our observations may be applied without exception. This growing interest was more intensified as we pushed further north and at Peace River Crossing and Pouce Coupe we would say that they look to Rupert or Stewart as holding the key position to their problems and salvation, in a commercial and agricultural way.

We will not go into details as to the potential wealth of the country visited as you have already heard that in detail but we would say this, that any report you may have heard cannot do justice to the possibilities as it would be difficult to exaggerate or overdraw the picture.

It would then follow that the port which can secure the business of this vast empire lying as it does very much wrapped up in itself, need not fear as to its future development; there is sufficient from this territory alone to develop any port on the Pacific no matter how obscure at present it may be, and raise it to be the premier port on the Pacific; would it not then seem to be well worth the energy and expense to strain every effort to secure that busi-

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RUBBED ON the throat, Vicks relieves in two direct ways:

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ness for the port that it is tributary to and to which it naturally belongs? Is it any wonder that Vancouver which sinks the welfare of the province as a whole beneath its feet in its endeavor to divert from its natural channel the flow of this rich portion of the northern parts of the two western provinces?

Key to Situation

There are physical limitations however even to the ambitious city of Vancouver and there are geographical limitations which the board of trade of that city cannot overcome despite the fact that they outrage all the laws of Euclid when they attempt to draw a circle using a point on the circumference and try to prove it to be the centre of the circle and in this lies the key of Prince Rupert's contention; speed and the saving of time are two of the greatest demands of transportation problems of the day and Prince Rupert is in the happy position of being able to afford both of these elements in an outlet to the Pacific Coast for the Peace River country.

You are therefore doubly armed in argument; you have these geographical difficulties overcome and you have the sympathy and support of the people of the territory which will produce the revenue for any railway serving that country. There can be no doubt then that all that is necessary would be to get together and demand as with one voice that which is your just due.

In this effort too, you have the support of a large territory lying to the east of you which feels that only too long has this end of the railway been neglected and that we have been denied the prosperity which we have every right to expect with the construction of the railway; that British Columbia is in the unique position of being the only province in Canada which has an undeveloped north that is not making every effort to develop its vast storehouses of wealth we are forced to admit and this state of neglect is largely due to the avarice and greed of parts of the province which can well afford to stand aside and allow the map of British Columbia to be rolled back and develop the choicest part of the province.

Complement to Warren

We would also point out that we believe in the new vice-president of the railway, Mr. Warren. Prince Rupert will find a real friend and a sympathetic ear. He impressed your delegation as being a man who was raised to that important position by merit and not by accident; he is undoubtedly alive to the interests of his railway and recognizes that with the development of this end of the road the Canadian National Railway will show that the visions of those who conceived it were no idle dreams.

In conclusion we would also like to point out that we opposed the Edmonton amendment to your resolution re. the construction of a Pacific Coast outlet as they placed the construction of branch lines as being of the most importance, killing as it did your resolution in committee. It would appear that our judgment in this respect was sound as you will note that Vancouver, Peace River country and Prince Rupert have all concentrated on the outlet issues and no mention or pressure brought to bear on the branch line suggestions.

All of which is respectfully submitted by the Terrace members of your delegation.

J. K. GORDON,
Past Pres., Terrace Board of Trade.
GEORGE LITTLE,
Past Pres., Terrace Board of Trade.
E. T. KENNEY,
President, Terrace Board of Trade.

Coal? Coal?

Take advantage of low price to put in your winter supply, EDSON and CASSIDY-WELLINGTON in any quantities. Also Flour, Hay, Grain and Feed.

Prince Rupert Feed Co
PHONES 58 AND 558

District News

VANDERHOOF

The public works department intends to keep road gangs busy in this district until the winter freeze-up. Splendid progress is being made on the road from Fort St. James to Findlay Forks, with 35 men employed on the job, as well as on the new road between here and Fort Fraser.

E. A. Bennett has purchased a house and acreage on Columbia Street West from Robert Creasey.

Mrs. G. Hamilton is spending a few weeks at Stuart Lake.

Mrs. J. M. Johnston returned home last week from Edmonton, much improved in health as a result of treatment received there.

The members of the Young People's Society held a very enjoyable Hallowe'en party at the home of Mrs. J. W. Campbell.

Under the auspices of the Women's Auxiliary of Christ Church, the people of the Chilco district had a very enjoyable party on Hallowe'en.

Mr. and Mrs. F. E. Durrant are having a cellar and garage built at their home on Columbia Street.

Mrs. Robert Reid was hostess at a successful bridge party last Thursday afternoon.

R. M. Taylor has returned from Victoria where he went to visit with his aged mother who has been ill.

Mr. and Mrs. R. H. Moore entertained a number of friends at bridge on Hallowe'en.

Mrs. Thomas Mitchell held a party for your children at her home on Hallowe'en.

C. C. Kelly, district agriculturalist Prince George, is taking stock at Nechako Creamery for the department of agriculture. The creamery is now closed until next April.

The fur season now being open most of the local trappers are busy on their trappings. It is hoped that the coming winter will be a better season than last year.

Mr. and Mrs. C. W. McKelvey have moved into their fine new

Emergency



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home on Lampitt Avenue.

LECTURE BORE FRUIT

Mr. and Mrs. T. P. Smithers have just moved into their new home at the corner of Columbia Street and Lampitt Avenue.

Curiosity—Did you give your wife that little lecture on economy you talked about?
Domesticity—Yes.
Curiosity—Any results?
Domesticity—I've got to give up smoking.

Daily News Want-Ads bring results.

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"Coffee As It Should Be"

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NORTH COAST FINANCE CO.

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