THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

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COMEBACK OF LLOYD GEORGE

It looks as if David Lloyd George, the little Welsh orator and statesman, had staged somewhat of a comeback as a result of his bold announcement of a bold policy to deal with the unemployed. The difficulty is that unless the election is held pretty soon economic conditions may have worked out the cure which the Liberal leader promises and thus his speech will have lost all its thunder.

Extreme conditions need extreme action to meet them and that is what the former premier promised. He has had occasion to demand extreme action before and has suffered socially and otherwise because of his temerity in stating his beliefs. He has threatened to touch the pockets of the wealthy and that is always dangerous for a statesman. It was dangerous for the Liberals in British Columbia and they suffered accordingly.

It is not likely that the new policy of Premier Lloyd George will be a sufficient lever to place him back in power, although there is a bare possibility of the Liberals getting a larger support than Labor and thus being the predominant partners in a Liberal-Labor coalition.

IMPORTING FROM STATES

The speech of Hugh Guthrie in the house of commons on the tariff drew attention to the fact that Canada exports more agricultural products to the United States than she imports from them. The imports are valued at about sixty million dollars and the exports slightly more than that amount.

The probability is that all garden produce and fruits are included in that amount, so that it may be taken for granted that much of the imports from the United States is made up of fruits and vegetables that are not in season in Canada or that cannot be grown there. Bananas and grapefruit, oranges and lemons cannot be grown in Canada. Early spring vegetables are very scarce and early berries. By allowing free interchange between United States and Canada we are able to enjoy the fruits of their California and Florida climate and they are able to get the later produce grown here which is so much more luscious than that grown in the dry southern country. The very people who cry out for high duties against the States will be the ones to send up a howl if they are unable to get the fruits and vegetables which are so necessary to a healthful life.

While this trade with the States is highly desirable, we must not stand for being discriminated against by the people to the south. Not only must we protest, but we must take such action as will protect ourselves. If they refuse us their markets, we must do likewise in any cases where we can grow the produce ourselves. We do not need their peaches and apricots, apples, potatoes, plums and pears. We can do without other things if need be. The Canadian market is considered by the people of the States to be a very valuable one and if an attempt is made to stifle Canadian industries, it will be necessary to take any steps thought desirable to protect them.

SMALL BOY (delivering message to lady, and who has got it rather confused): "Mother declines with pleasure your invitation for next Thursday and thanks you extremely for having given her the opportunity of doing so!" —The Passing Show, London.

The Letter Box

URGES ROUTE TO THE PEACE RIVER VIA SKEENA CROSSING AND KISPIOX

Editor, Daily News:—

It appears at the present moment that the faverite indoor pastime of the politicians at Victoria is railroad building on maps. One portly, florid gentleman says to the other sharp eyed honorable, "Hold on there, old timer, you say you want a charter to build a railroad from Stewart to the Peace River, but how about our old P.G.E.?" There is a lull in the discussion. Then our own little Alec jumps up and sticks in his feeble opposition oar. Says he, "if you allow this man to build from Stewart into the Peace River, bang goes our old P.G.E." Poor sickly vote catching! Votes must be hung onto around Prince George in spite of hell and high water. Then the two old wise Conservative birds get together and the florid one says, if effect, to the other," go ahead, Harry, apply for your charter and run the end of it into the bush anywhere, we don't care where and will ask no questions about what you want to do with the charter so long as you keep it away from the Peace River. Those southern B. C. voters would holler their heads off if we "squeeze the juice out of the lemon." Not one word, Mr. Editor, about the best port on the B. C. coast for the Peace River country, namely, Prince Rupert.

We all realize that the big boys who seem to have influence around Prince Rupert are, almost without exception, tied hand and foot so far as advocating a new short line to Rupert is concerned. One is afraid of the votes between Hazelton and Red Pass Junction, another has perhaps tie contracts, some one else's brother may also have tie contracts, another may sell groceries or hold a responsible position as regards the present line. In fact we know of no one except our member, Mr. Pattullo, who might have stood up on his hind legs and boosted for a short line to Rupert. What a glorious chance he had but he also, unfortunately, was tied to the Liberal's program of completing the P.G.E. or bust—and they busted. Are we, sir, going to stand by and be brow beaten and side-tracked because our politicians in Victoria say that the P.G.E. must be completed to the Lord knows where?

Trip Through Bush

Now, Mr. Editor, let me take you for a little trip through the bush. I realize you cannot go in person so take down your map and spread in on your desk. I can assure you that, if we could shanghai the Big Chief Thornton, and take him along this wonderful route, Prince Rupert's troubles would be ended.

Starting at Skeena Crossing on the present C.N.R. line we go north keeping close to the hills on our left until we almost reach Kispiox Village, here we cross the Skeena River and enter the mouth of She-gun-ya Creek following up this creek to its head on the north side of 9 mile Mountain, then crossing over to an unnamed stream flowing into the Babine River almost opposite the Nilkitwa River, thence up the Nilkitwa. Leaving this river we cross a perfectly level stretch of country to the Driftwood River, crossing and leaving this river just north of Talca Lake, from here we follow a small unnamed stream to the head of Fall Creek, thence down Fall creek unto the Omineca or Osilinka Rivers and then down stream to Finlay Forks. The approximate distance from Skeena Crossing to Finlay Forks via the She-gun-ya route is 196 miles.

To tap the entire Peace River country and the wonderful mining region north of Finlay Forks, I take it that any railroad must eventually have to come via the Peace River through to Finlay Forks. With that in mind let us compare the feasible routes to the coast on a mileage basis. The approximate distance from Prince Rupert to Finlay Forks via the above route would be 360 miles. The distance to Vancouver via the P.G.E., with its terrible grades, would be approximately 680 miles, and if the C.N.R. or the C.P.R. change the P.G.E. route to cut the grades the mileage will be still greater. Need we make further comparisons? No sir, it would be utter nonsense. Let me tell you this is not a paper route as I have travelled over almost every mile of it on my own two legs and every statement can be corroborated by enquiries from any packers or old-timers in the interior who have worked on the different surveys in that country. Also there are two other alternate routes going to Finlay Forks but each is a few miles longer.

Without doubt this is the shortest and most direct route to the Pacific Coast. Should the farmers in the Peace River country be compelled to pay costs on their grain and produce for an extra 320 miles rail haul just because the voters in southern B.C. force the politicians to have the grain taken that way?

The utter futility of writing this letter almost makes me tear it up—but hope dies hard. Would it not be possible for us to get from the Government at least a new survey of this route.

Let me point out to you the obvious fact that this economical short route to a developed harbor at Prince Rupert would cut the south almost entirely out from handling the Peace River product. This would be the way, and only way, to develop the northern half of the province by leaps and bounds. I ask you, sir, should this not be the object of every representative we send to Victoria? Do we, as a people, wish for all time to be merely a small strip along the international boundary or shall we broaden the prosperity of the province by building up the north as well as the south—and have some place to send our boys except across the line?

Thanking you for your space, Mr. Editor, I remain,

Yours sincerely,
D. BROWN.

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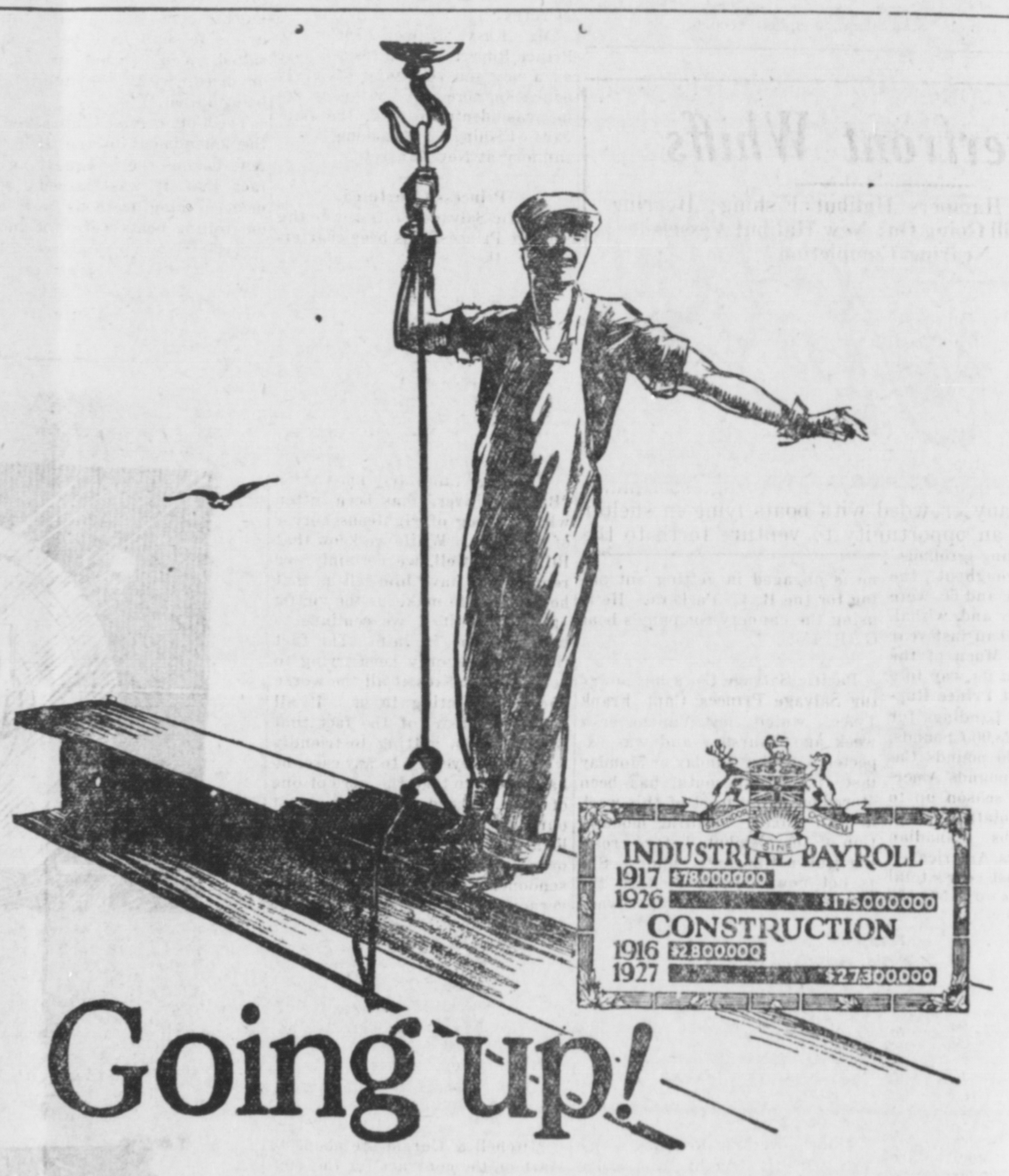

Going up!

AFTER all, there's no place like British Columbia in which to work and live and play! Here, there are no long "off seasons" to cut down a man's working time. Our temperate climate keeps a man fit . . . enables him to produce more . . . earn more.

The producers' average weekly wage in British Columbia is $28.39 . . . 49% higher than the rest of Canada. In 1926 seventeen industries increased weekly wages by $12.95! Actually in ten years our annual payroll has grown from 78 million dollars to 175 million dollars . . . the greatest advance by far of any Province during that period. This, of course, does not include agricultural workers, professionals, clerks and others. British Columbia's gross payroll is estimated at 210 million dollars!

Life is more enjoyable . . . we have more time to enjoy the year-round pleasures and recreations at our doors, while our general standard of living is very much higher.

Taxation during the last four years has been reduced by two and a half million dollars . . . concrete proof of our province's sound financial condition.

Construction, that outward evidence of the faith we have in our province, has played a large part in the wage situation. In ten years British Columbia's construction activity has gone up ten times. In 1916 it involved only $2,800,000 . . . for 10 months in 1927 it amounted to $27,277,000!

This activity has an immediate effect on current conditions. Cash funds are disbursed for materials, employment is good . . . wages fairly steady . . . money in circulation.

It increases the capital investment in our Province. And there can be no surer indication of future progress than when producing machinery increases . . . a sign of growing markets . . . a sign that British Columbia products are winning a place in the markets of the world.

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!

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