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WINSTON CHURCHILL

Rt. Hon. Winston Churchill is to visit Edmonton and possibly he might come to Prince Rupert if asked. It would be too bad for such a prominent person to leave Canada thinking he had seen it and yet not having looked over Canada's greatest fresh fish port. No matter what we may think of the policies advocated by Mr. Churchill, we all must agree that he is an outstanding personality and one of the leading figures of the British Empire.

ROAD TO ALASKA

The Vancouver Province publishes an editorial article commending the proposal to build a highway to the Alaskan boundary, but qualifies it somewhat by saying:

"Of course, there is more than one Alaska. There is the Panhandle, which shuts off a good stretch of Northern British Columbia from the coast, and there is the great territory farther north. Premier Tolmie has not indicated to which he purposes building his road. The Panhandle is much nearer. It is not a great many miles from Prince Rupert, and only a step from Stewart, and to both these cities the road system of the province will have to be extended within the next few years. But the Panhandle is a country through which it would be difficult, or impossible, to construct a highway connecting with the rest of Alaska. On the other hand, a highway to the greater Alaska of the north would have to be very much longer, would cost millions more, and would have to pass through the Yukon."

PRINCE RUPERT AND ALASKA

Prince Rupert is probably the nearest point to Ketchikan. Cars coming here could easily be shipped to that city but could not go any farther because Ketchikan is on an island.

A highway to Stewart would connect with Alaska at Hyder, but from there it could not very easily get into the heart of the territory.

To get to the northern part of the territory it would have to go through Atlin.

A very thorough investigation will have to be made and the province will have to be assured that the highway is a feasible one before it can be carried through to connect up with the territory of Alaska. It would be chiefly a tourist drive. Nowhere on that route could be found finer scenery than along the Skeena River to Prince Rupert, therefore the first thing to do is to connect with Prince Rupert.

DRESS FOR MEN

At a recent banquet in Prince Rupert the hall was crowded and it was intensely hot. The ladies present did not mind it because they were dressed for just such occasions. They took their coats off and were comfortable. The men stewed as they deserved. They wore ugly black clothes which were thick and uncomfortable and they could not be taken off.

Men are like penguins which sit and allow anyone to come along and knock them down. They make no effort to protect themselves. They go to events that are sure to be crowded and hot wearing uncomfortable heavy clothes and they get exactly what they expect. How much more happy they would be in tennis clothes, but custom says that would be improper. They are the most foolish creatures in the world.

A few people in England have commenced a rebellion against such foolishness. They are backed by Dean Inge of the Anglican Church, but little headway has so far been made. If the Prince of Wales and a few other prominent persons could be induced to wear for such occasions light flannel trousers and a soft loose shirt and very light coat, possibly a tennis blazer, the custom might spread and we should all be able to enjoy banquets and dances instead of enduring torture. It would be a great thing for the world to be thus freed from bondage to the dictates of a foolish fashion.

SEES BRIGHT PROSPECTS IN PRINCE RUPERT

Editor of Financial News Tells of What He Sees in Recent Visit to City

IMPORTANCE OF HIGHWAY

Sees Great Advantage to Be Gained in Opening City to Highway System of World

"City of hope deferred" might very well describe Prince Rupert in 1929, but to that epithet there should be the qualifying appreciation of the fact that Prince Rupert is still a city of high hopes and one where those hopes are well justified, says Howard T. Mitchell, in the Financial News.

Not many communities in the west have been called upon to experience the disappointments that have come to Prince Rupert. There can be no object in detailing them here. Sufficient to say that they have been very real disappointments and that the latest of these is the fact that the splendid big grain elevator built at Prince Rupert is standing closed down and the spouts are lashed to the sides of the loading gallery.

But though business men of Prince Rupert say that things this summer are a little quieter than usual, the outlook for the comparatively near future is not at all uncheerful.

There is the matter of non-rotation of this great elevator by the Wheat Pool. A little more than 2,000,000 bushels of the bumper crop of 1928 was put through it last fall and winter before it closed. But there was a 9d. per ton differential on grain shipped from Prince Rupert to the United Kingdom as compared with that shipped from Vancouver. It was fatal to Prince Rupert exports, for practically all grain business done by Prince Rupert has been with the United Kingdom.

Two Lights Needed

What caused this differential? It was imposed by the shipping companies because two lights were needed in Hecate Straits to make navigation safe and for lack of them ships had to sail north of the Queen Charlottes to enter Prince Rupert harbor, with frequent lay-overs on account of fog encountered in that region. It may be expected that those two lights will be provided and that the better route will be used next year. At least, Prince Rupert has registered a vehement protest with Hon. Mr. Robb and something is likely to be done about it. The Pool will not use Prince Rupert until then.

Then there is the development that is to be undertaken at Stewart. It is the main topic of conversation in Prince Rupert. At first there were some misgivings as to what effect a road from Stewart inland would have on Prince Rupert, but that is passing.

Prince Rupert is realizing now that it could not have less trade from the north than it is getting now from a territory in which reside less than 500 white people — and any development that occurs whether by reason of Stewart or any other port of exit or entry can only have a beneficial result on the business of Prince Rupert. As one man put it: "Sir Henry Thornton is not one to take the aggressive in the west with new development. Beatty has moved to line up the northern B.C. field for the C.P.R. and Thornton is likely to make full use of his road to Prince Rupert, with a possible feeder running into the Peace River Country."

Power and Industries

There is also the entry of the Power Corporation of Canada to the Northern B.C. district. The fact that Power Corporation, allied as it is with Nesbitt, Thompson & Co. financial interest, can swing industries to localities where opportunities exist is not overlooked by Prince Rupert.

Another thing Prince Rupert anticipates hopefully is the construction of a highway from the mouth of the Skeena, where the road now ends, inland about 90 miles along the Skeena River Valley to connect with an existing road at Terrace. Then only a

short link near Usk would be needed to complete the line and make it possible for Prince Rupert people to travel to and from Vancouver by automobile—and, more important still, to open Prince Rupert to the motor tourist highway system of North America. The road along the Skeena Canyon, as anyone who has been over the Canadian National's Grand Trunk line realizes, would be one of great scenic attractions and while construction would be fairly costly the project would probably not be more formidable than that involved in the building of equivalent sections of the Trans-Provincial Highway.

There is no doubt that such a highway would greatly stimulate the business Prince Rupert derives from tourist traffic. And it would open to sportsmen a salmon fishing country probably unequalled in the world.

New C.N.R. Hotel?

Although there is perhaps no

justification for assuming that the Canadian National Railway will in the near future erect a good tourist hotel in Prince Rupert, nevertheless Prince Rupert is expecting it.

The fisheries industry as a source of Prince Rupert income still ranks above all other industries. This year the outlook is particularly good and when the season is over Prince Rupert should be in better financial condition than this year than for some years and the catch of cohoes, sockeye and pinks is good in nearby waters. Cohoes are bringing 60 cents each, the best price in years, and the run is said to be the best since 1916. However, in 1916 the price was only 25 cents per fish. Between 500 and 600 trollers are out.

Drydock Busy

On the Skeena there are about 1000 gill net boats at work, each with one or two men on board. There has been a little more

competition than usual amongst the canneries this year and the price is holding very steady.

More halibut has been caught so far this year than last and prices have been more stable around 12 to 15 cents a pound.

The drydock is employing around 100 men and is keeping reasonably busy. Just now it is revamping the new coaster recently bought by the C.N.R. on the Atlantic seaboard.

The Big Bay Lumber Co., operated by George McAfee and H. R. MacMillan, is "making it stick" and is gradually expanding. It is cutting around 60,000 feet.

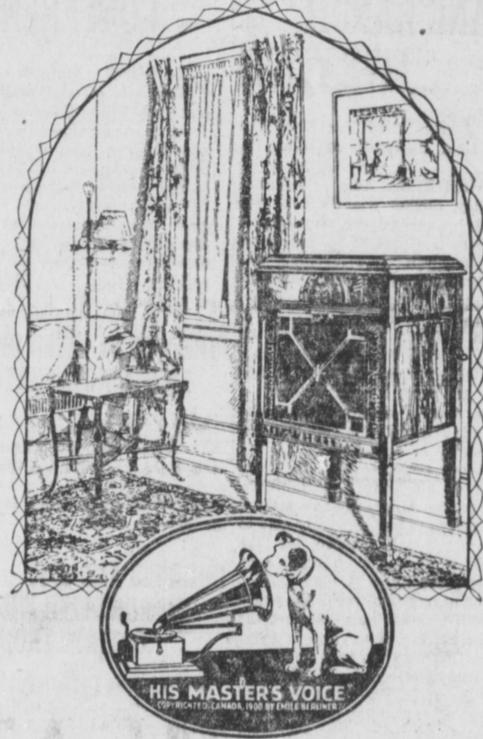
Altogether, the outlook for Prince Rupert this fall is encouraging and for a longer period it is perhaps brighter than at any time in recent years.

Daily News "Want Ads" bring quick results.



Following the British Government's decision to send a non-party delegation to the League of Nations assembly in December, it has been announced that Viscount Cecil will probably be one of the British delegates.

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