THE DAILY NEWS
PRINCE RUPERT · BRITISH COLUMBIA

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INTEREST IN PRINCE RUPERT

The proposal of the Aivizoff interests in Vancouver to establish an ice and cold storage plant at Prince Rupert is another indication of the recent interest being taken in the city by outside people. It is not at all improbable that within the next year or two there will be a number of industries located here of which we hardly dream today. With plenty of power, better modern facilities of all kinds and possibly a smelter, there should be a real development in the city. There are interests at work that are making an impression on the outside and the city, it is hoped, will reap the benefit.

AIRPLANE BASE AT PRINCE RUPERT

It seems as if steps should be taken soon to establish an airplane base at Prince Rupert. The proposal in the large advertisement published herewith today indicates that people are noting the fact of the nearness of this port to the Orient. The map published yesterday and again today in the advertisement shows exactly what is meant when it is stated that Prince Rupert is nearly five hundred miles nearer the Orient than Vancouver.

So far powerful commercial interests have been able to camouflage the issue and retain all the shipping business in the south, but that will not continue always. This campaign to raise money for the airplane route will bring the city very much in the public eye and possibly is the best advertising scheme the city has ever had.

The prizes offered in the advertisement are large and should prove attractive, but we know nothing of the scheme except that it has been organized by some returned men of considerable influence.

The Letter Box

ROAD TO TERRACE

Terrace, B.C.

Editor, Daily News:—

For a long time I have been interested in the possibility of finding a feasible highway route between Terrace and Prince Rupert, and have read with interest the numerous articles in your paper on the subject, during the last few years.

Your most recent article of the 16th inst. does not appeal to my mind as a solution nor am I satisfied that the best route has been chosen.

I have for many years known that the south side of the Skeena River afforded a better prospect for a road than the north side, but the south side is not good enough. A road built on the south side would be expensive, and also costly to maintain, while the traffic over same would not for years be sufficient to justify such an expenditure.

All road construction in this part of the country has been very costly. I have noticed that the reported estimates furnished by government road engineers and others, before construction, have fallen so far below the actual cost, that such estimates are scarcely worthy of consideration. If a check up could be made on the cost of the highway between Terrace and Usk, after perhaps, another year when this section may be finished, and then the per mile cost multiplied by two, I consider it would give a fair estimate of the per mile cost between Remo and the Oxtall River. At that, the road could only be counted on to be open from five to six months a year.

I believe the interest on the money that it would cost to construct a road from Terrace to Prince Rupert together with the cost of maintainance, would pay the full railway freight on all automobiles passing between Terrace and Prince Rupert for a period of 10 years or until we have a very materially increased population.

My object in writing this letter is in the hope that what knowledge I have of the Kitsumkalum River route may be of some interest to the public.

Beaver River Route

Seven years ago, with three other men, I made a trip with poling boats to the Upper Beaver River. (The Beaver is the main source of the Kitsumkalum River). Our object was to find a pass through to the coast and to find a mineral deposit reported by the Indians many years before. We attained the latter purpose, but in doing so spent most of the allowed time for the trip. We did get to a point on the south fork of the Beaver River, 25 miles due west of the north end of Kitsumkalum Lake. We considered that we were then west of the heaviest part of the Coast Range, and the country ahead to the southwest looked low and timbered, giving fair promise of a low divide.

If this route could be carried through to pass near the end of the south arm of Warke Canal, it should be a more desirable route for the highway.

The snow fall is much lighter on the Kalum route, the divide on same, if there is any, is west of the heavy snow range, the distance would be no longer, the general construction easier and the awkward ferry avoided.

Of course if this supposed divide can and has been condemned by airplane cruise, I quit. On the other hand, if it has not been proven that the Kalum water's head is glacier or high divides, this route should be investigated.

I take exception to the fifth paragraph of your article of the 16th inst.

The Exstew is only a small river leading into the heart of the coast range, and emptying glacier water, its outlet leading nowhere so far as road end goes. I am surprised that there was ever any time or consideration given to this route, nor can I understand the remarks about the north arm of Warke Canal and the Khutzemateen River having any connection with a road between Rupert and Terrace.

I am quite satisfied that the only possible improvement on the south of the Skeena route is by way of the head waters of the Kitsumkalum River which appears to have been missed by the airplane.

Surely there are some Kit Carsons left who will make a walking trip through from Kitsumkalum Lake to the coast with authority from the road department to report.

Yours truly,
GEO. LITTLE.

(W. K. Gwyer, district engineer, is out of the city but the photos, taken from the air show that the lowest pass coming in toward the head of Warke Canal from any direction, except from Skeena City, is 2500 feet. This is too high to be practicable as a highway route. The valley from Warke Canal to Skeena City is almost level and only seven and a half miles long.—Editor.)

A few men have been leaving the city within the past couple of days to work as harvesters on the prairies. The movement from here to the harvest fields, so far at least, is not as heavy this fall as it has often been in the past. Men evidently prefer to get work in this district if they can.

DELEGATION TO MEET THORNTON

City Council to Approach Railway Chief, Although Board of Trade Decides Not To

Though the council of the Prince Rupert Board of Trade had decided at a meeting earlier in the evening that it would have no formal interview in the matter of port requirements with Sir Henry Thornton next Wednesday, but would merely tender the Canadian National Railways' head a complimentary luncheon on the occasion of his annual visit here, the city council last night, on suggestion of Ald. Macdonald, decided that it would be well to have a conference with Sir Henry on certain matters, such as Alaska service and hotel requirements here. The council decided to leave the matter of meeting Sir Henry in the hands of Mayor McMordie, who appointed a committee of Ald. Dibb, Prudhomme and Rudderham to assist him in the matter.

Some of the aldermen expressed disappointment at the published suggestion that only one of the three new steamers now being built in the old country would be used in the Alaska service and that the other two would go permanently on the Vancouver, Victoria, Seattle route. They felt that it had been practically promised by Sir Henry that all three boats would be used on the northern run. Other aldermen took the view that the C.N.R. would be perfectly justified in using the boats on such routes as would prove most profitable, be they in the north or the south.

There seemed to be a general feeling among the aldermen that Sir Henry would have some statement to make with regard to the establishment of a hotel here.

Ald. Rudderham urged that the matter of a Peace River outlet should be kept to the fore in any discussions with the C.N.R. chief.

ROCK CRUSHER MADE HOUSE UNRENTABLE

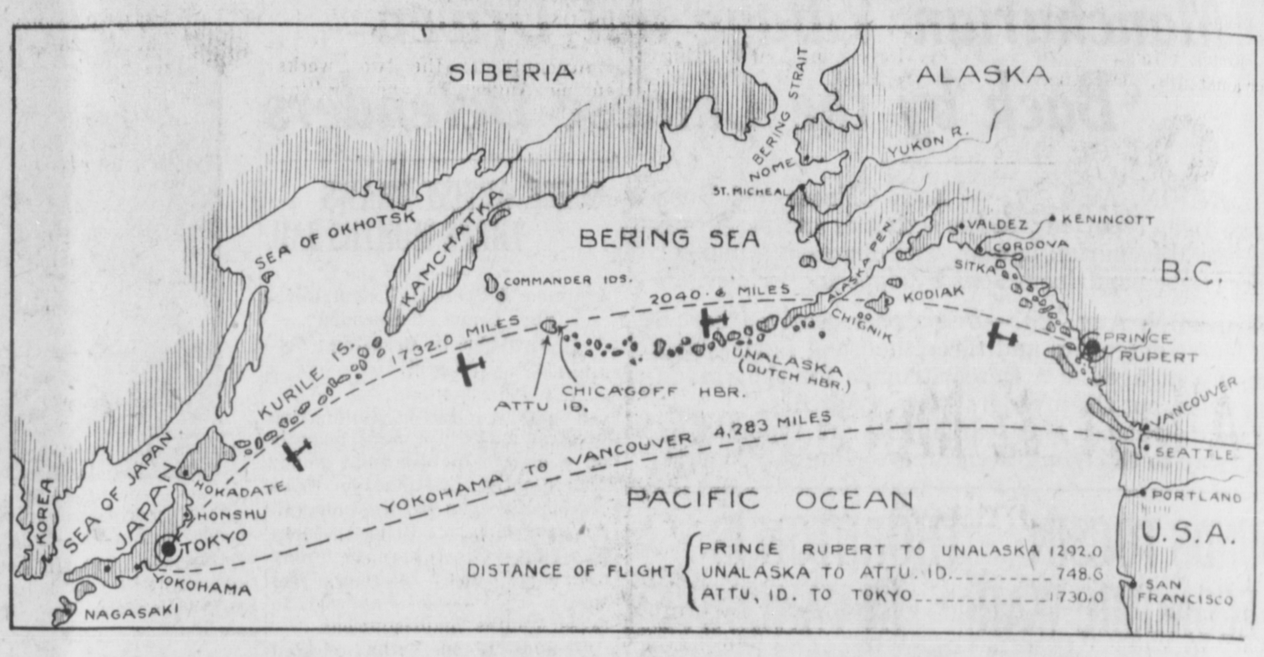
So Thomas McClymont Asks City Council to Move Five-Room Dwelling to Another Location

Stating that the erection of the city rock crusher next to the property had made unrentable a five-room house at the corner of Dunsmuir Street and Seventh Avenue, from which a steady revenue in the way of rent had been previously derived, Thomas McClymont had a communication before the council last night urging the city to take over the property and move the house to another site. While there might be no legal obligation, Mr. McClymont held that there was a moral consideration in the matter.

It was left with the Board of Works and finance committee to go further into the matter and report back to the council.

TRANS-PACIFIC OCEAN FLIGHT

From Prince Rupert, to Tokyo, Japan



TOTAL DISTANCE VIA GREAT NORTHERN CIRCLE 3,770.6 MILES

THE SHORTEST AIR ROUTE BETWEEN CANADA AND THE ORIENT

This flight is being organized and sponsored by the Trans-Pacific Airways for the purpose of determining the practibility of the establishment of a regular air mail service between Canada and the Orient, making the city of Prince Rupert, B.C., the starting point, with Tokyo, Japan, as the objective. Emergency fueling bases are to be established at Kodiak Island, Unalaska, Attu Island and one of the northern islands of the Kurile group.

In order to carry out this undertaking, we are soliciting donations from every person possible in Canada, for whatever amount they care to give. The names of the aviators undertaking the flight will be announced at a later date, but these will be drawn from a list of former members of the C.A.F. and Royal Air Force, several of whom are anxious to undertake the flight.

$10,000 to be Awarded in Prizes

FOR THE CORRECT OR NEAREST CORRECT MATHEMATICAL SOLUTION AS TO THE FLYING TIME REQUIRED TO MAKE THE FLIGHT

In order to make this flight more interesting, we are offering a number of cash prizes, all of which is dependent on the amount of donations received, and in order to make this calculation more simple we are giving the distance of the flight, and the approximate speed of the flying boat "PRINCE RUPERT." It is believed by us the flight may be accomplished in 40 hours, and to the person or persons who can mathematically calulate the correct or nearest correct flying time in hours, minutes and seconds, the following prizes will be awarded. Contestants are not limited to one calculation, but can submit as many as they like, provided that each calculation is accompanied by $1.00:

FIRST PRIZE—Equal to 10 per cent of the total amount of donations, which we believe will be donated ($50,000) $5,000.00

SECOND PRIZE—Equal to 5 per cent of the total amount of dontaions, which we believe will be donated ($50,000) $2,500.00

THIRD PRIZE—Equal to 2½ per cent of the total amount of donations, which we believe will be donated ($50,000) $1,250.00

10 additional prizes, equal in the aggregate of 2½ per cent of the total amount of donations, which we believe will be donated ($50,000), and to be divided equally, $1,250.00, each $125.00.

Should more than $50,000 be donated, then the prizes will be greater in proportion. Should there be more than one correct answer or nearest correct answer, then the prize money will be divided equally between those coming nearest to the correct flying time in making the flight.

Answers must be submitted on the form herewith for that purpose, and mailed to Trans-Pacific Airways, 219 Birks Building. Prize money shall be paid immediately the flight has been completed. The flight will take place as soon as sufficient funds has been donated, weather permitting. Prize money will be deposited in a trust account marked specially for this purpose. The correct flying time will be that as given by instruments installed on the flying boat, and by the pilot making the flight, which shall be final. We estimate the average speed to be between 80 to 95 miles per hour.

MATHEMATICAL CALCULATION COUPON

Prince Rupert, B.C. - Tokyo Flight

TO TRANS-PACIFIC AIRWAYS ASSN.
219 Birks Building, Vancouver, B.C.

I, the undersigned, have carefully made a calculation of the flying time required in making the trans-Pacific flight between Prince Rupert, B.C., and Tokyo, Japan, estimating the speed of the flying boat "Prince Rupert" at.....miles per hour.

Distance of flight, 3,770.6 miles, which shall require.....hours, ...minutes and .....seconds to complete the flight, actual flying time.

Name ..... P.O. Address ..... Date.....

FILL IN THE ABOVE COUPON AND MAIL TODAY