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H. F. PULLEN - - - Managing-Editor

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DAILY EDITION

Tuesday, October 1, 1929

QUEEN CHARLOTTE'S RICH

It seems to be the lot of a new country or a new district to be more or less the prey of all the richer countries or richer districts and to suffer thereby. Take the Queen Charlotte Islands as an example. There they had the finest stand of Sitka spruce on the continent and they still have a considerable amount left. This valuable timber is all taken away to be manufactured. In the past everything the islands had has been taken away, but of late canneries have been established there to take care of their fish which have been an advantage to the place.

Just as Prince Rupert has had to fight every inch of the ground to secure any recognition, so Queen Charlotte Islands will have to do likewise. Gradually as the islands settle up, transportation will improve and conditions of living will improve. Some day those islands will have a most important place in the development of northern British Columbia and Prince Rupert people should study them and give every possible encouragement. We fancy we see a new era of development about to dawn there.

PRACTICAL MOVE FOR PEACE

Those who have closely followed the situation believe that the ten-year naval construction holiday proposal by the United States will be unanimously agreed to by the great powers when they meet at the big limitation conference to be held in London early next year.

It is thought that Great Britain, Japan, the United States, France and Italy will be the powers assembling at the conference and if they ratify the agreement it is most likely that practically all other states will fall in line.

The holiday is to be for a ten-year period and refers particularly to capital ships. Some idea of the saving this would mean can be gathered from the fact that a single capital ship costs ten to fifteen million. It has been estimated that the five chief powers would save a capital sum of nearly a half a billion in the ten-year period.

But even more important than the easing of the burden to the taxpayer which this would mean, would be the cessation of competitive construction by the great powers. There is no more fruitful source of war than naval competition. Almost unthinkable as is the idea of war between the United States and Great Britain, the very fact that they were actively competing in naval construction has had a most disturbing effect throughout the world. Once other powers see that the two most powerful maritime states are willing and ready to disarm it will mean the biggest advance in practical limitation since the close of the great war.

As a result of the successful meeting of the assembly of the League of Nations and the coming of this other big move for international peace, the whole world will respond to the ringing message of President Hoover delivered last week:

"We want to preserve our essential national defences yet relieve the backs of those who toil from gigantic expenditures and the world from the hate and fear which flows from the rivalry in building warships."

Grass Fertilizer

By OUR PHILOSOPHER

That St. Donats is to be restored—nay, is in process thereof—will be real news to most of us. Just think of it! Isn't it great? There's hope for the old country yet. And this hot stuff has lain buried in a pile of newspapers, magazines, books, novels and other publications since the holidays commenced, much to the disgust of the landlady, who is a tidy soul. For holiday time, piston rings, spark plugs, etc., notwithstanding newspapers, books and magazines keep a-comin' whether they be read or no. And this story of St. Donats runs to nearly a column, fifteen columns we can see are served with which gives the compositor such opportunities of dividing a single syllable so inventively. But of all the people to do such a thing—regarding St. Donats this time and not the single syllable—you'd never believe it! You'd never believe it of Randolph W. Hearst, whose many publications many people in Canada used not to like. And among the furnishings of St. Donats is a pair of shoes never half soled since Henry the Eighth wore them on the Field of the Cloth of Gold. Could you believe that?

However, to give you the low down on the rehabilitation of the old country. It seems that shortly after 1066, some Norman baron built himself a stronghold on a hill rising up from the Bristol Channel in Glamorganshire in Wales. Now "Taffy was a Welshman and Taffy was a thief" and Taffy used to boast that "the mountain sheep were sweeter when he stole them. But this Norman baron liked his lamb lean, so he started in to steal the stolen sheep from Taffy. It really is a long tale but he thought it fair enough. But he had to build his castle high, with a portcullis's everything to keep the Welshmen out. And so forth and so on until 1738, when at a wake for its then departed owner, a torch fell from the wall and set afire to the place. St. Donats in ruins was more recently acquired by another Yank in the diplomatic service and he in turn has unloaded it on to Randolph W.

But King Henry the Eighth's shoes did not come with the castle. Randolph got them off somebody else. Now the trouble with most old shoes with most people is not how to keep them, but how to get rid of them. By the time they get comfortable to wear, somebody says they're shabby and "better get a new pair, dear."

Now Henry wore these shoes—they must have been a swanky pair, just to show off to the French King how his Northampton cobblers could cobble. This was in June, 1520.

And Henry still had his first wife. His conscience wasn't troubling him yet. But consider what a nuisance these old shoes must have been to Anne Boleyn—or Bullen or Pullen—they were not particular about spelling in these days—they called her Buleen in one county—Bullen in another—and Pullen where they were nicer—and they called her and her sister lots of other things too, too rude for this generation which refuses to call a spade a spade. Anyway, these old shoes must have been a worry to Jane Seymour, Anne, ycleft of Cleves, and Kathryn Howard, that sprightly lady who liked midnight suppers which her friends brought in through the window when the front door was locked. In fact to all the wives of Henry. Always lying in some corner, these old shoes would be in the place where the Queen of the day would be wanting to put her own slippers. For according to the history book, these Queens had to be careful as to how they kicked old Henry's old boots around. For Henry the Eighth had a sore leg and he never got better of it. Anyway, after having made Francois, Le Roi Champagne, sick with envy, Henry's old shoes are now the treasured glory of St. Donats Castle, owned by Randolph W. Hearst, the great anti-British Yank.

"Sic transit gloria mundi," as Cardinal Wolsey said when he died conveniently before Henry could cut his head off. "It will be fully 10 years before the necessary work at St. Donats is completed, but Mr. Hearst hopes afterwards to be periodically in residence" this authentic tale concludes. Good old Randolph! What will he be by that time? Plain Sir Randolph? Or Lord St. Donats? Or the Duke of Glamorgan? Randolph wants something. That's evident, otherwise he wouldn't be so interested in Henry's old shoes. Maybe that's why the British quota has been so extremely increased! Quien sabe? Dios sabe! And Randolph!

THE WEST INDIES

KINGSTON, Jamaica, Sept. 27.—The population of the West Indies has recently been estimated as slightly more than 10,000,000, of which 7,000,000 are blacks or mulattos. Whites predominate in Cuba and Porto Rico, but in all other islands the colored races outnumber the whites.

Some curious facts came to light concerning the origin of the natives of the Caribbeans. The native colored citizen of Bermuda, for example, is partly descended from the American Indian, 800 or whom were banished to the island during the early Indian wars in New England. In some of the islands are thousands of Hindus imported as coolie labor.

ALDERMAN COLLART AND J. C. BRADY M.P. MAKE FORMAL REPORTS ON THE RECENT PILGRIMAGE TO PEACE RIVER

(Continued from page one)

Their numbers are growing fast, by the thousands. In a couple of years, if we are really worthy of our destiny and prepared to fight to the finish for its realization, the Peace River country and the northern part of this province ought to be a force to be reckoned with, and we shall then be able to say that we did not fight in vain.

I must thank the delegates from Terrace, as well as the other delegates from this city, for the good work that was done and got us so good results.

Mr. Brady's Report

Mr. Brady's report was as follows: As one of the two delegates sent by your council to represent the City of Prince Rupert at the recent convention of the Chamber of Commerce held at Edmonton and Calgary on September 12 and 13, 1929, I beg to present a report on our visit to the Peace River and the part taken in said convention. Alderman Collart, being obliged to return via Vancouver, will probably furnish a report likewise; this report may be considered from my viewpoint only, as no time was given your delegates to collaborate on a single report. The great interest taken by the delegates to the convention, in regard to the Peace River district, made our visit there, one of paramount importance, inasmuch as the question of an outlet from the Peace River was bound to come up for discussion before the convention. The visit of your delegates to the Peace River country, made under conditions most suitable for travelling, was well worth the trouble and expense. By that visit our delegates had proved conclusively to me that all that has been said or written of the Peace River country as regards extent of arable land, climate, fertility of soil and abundant harvests fall far short of the reality.

Your delegation spent almost four days in continuous travel, visiting the chief towns of the Peace, such as Sexsmith, Hythe, Dawson Creek, Pouce Coupe, Rolla, Beaver Lodge, Wembley, Spirit River, Grande Prairie, Dumvegan, White-law, Grimshaw, Berywyn, Fairview and Peace River. It is but simple justice to state here, that the residents of all these towns and adjoining districts, left nothing undone, either in the matter of providing excellent transportation facilities for the comfort of the delegates, or providing the most hospitable entertainment.

Fine Reception

The residents in the B.C. Peace River block, with a long array of B.C. cars, met our delegates at Sexsmith, and conveyed the B.C. delegates through the B.C. Peace River block. The car which conveyed three of the Prince Rupert delegation was owned and driven by Mr. Vandewater of Rolla, later of Prince Rupert. This car covered 300 miles in one day, and your delegates were given every opportunity to learn as much as possible of conditions within the B.C. Peace River block. The same courtesy and hospitality were given to your delegates by the residents of the Peace country in Northern Alberta. It is to be regretted in view of the absorbing interest taken in the development of the Peace River, by other cities and ports, that Prince Rupert did not send a larger delegation.

It is but proper to say here, that the three delegates from Terrace, Messrs. Gordon, Kenney and Little, did splendid service, and made use of every occasion to further the interests of our Northern B.C. port. Hence, though small in numbers, we made up for this deficiency, by unity of cooperation and whole hearted attention to the carrying out of the resolution as presented by this city to the convention regarding the most direct and economic outlet from the Peace to the Pacific Coast.

Very early in our journey to the Peace, your delegates learned that a large representation from Vancouver Chamber of Commerce, headed by Mayor Malkin, and strongly supported by the Vancouver press, were using their influence for sectional purposes, and were making every effort to have the people of the Peace River believe that their best interests would be served to best advantage by the direct linking of the Peace River district to Vancouver. To further this end, the Vancouver delegation en route from the coast passed a unanimous resolution along these lines, which resolution appeared in the press the following day. At Pouce Coupe, Mayor Malkin, in an open-air meeting, laid strong emphasis on the fact that Vancouver was the only port that could best serve the interests of the Peace River people, and told his audience that as their wheat would go to the Orient, it was necessary to have an outlet to Vancouver, the nearest port on the Pacific to the Orient.

Being asked by the people of Pouce Coupe to give an address, I confined myself mainly to answering Mayor Malkin. I said it was not my intention at any time during my visit to advocate one port over another, but that I could not allow certain statements made by Mayor Malkin to go unchallenged. I pointed out that as far as the Orient was concerned, the port of Prince Rupert was far more advantageously situated, both as regards the Peace and the Orient, that Prince Rupert was nearly 400 miles nearer the five great ports of the Orient than Vancouver—a statement that went uncontradicted by the Vancouver delegates both at that meeting and later. Your delegate was not asked to speak next night at Grand Prairie, at which meeting three Vancouver

delegates spoke, all of whom advocated Vancouver, but on different lines followed by Mayor Malkin at Pouce Coupe. Your delegate was asked to speak later, at Dumvegan and Peace River, and at each meeting was given a splendid reception.

Sound Position

The position your delegates took from the beginning regarding the outlet to the coast seems to me to be a sound and dignified one, and met with the approbation of the people of the Peace River district. We advocated the most direct and most economic route to the coast, being firmly convinced if that route were once established, our northern ports would receive the benefit of the Peace River trade and the farmers of the Peace River country get a maximum value for their products in the quickest possible time. On our return from the Peace district, a meeting of the Peace B.C. delegates was held in the Macdonald Hotel, Edmonton, to consider a resolution urging extension of P.G.E. to Prince George to link up with the Peace River. This meeting was called by W. C. Woodward, President of the Vancouver Board of Trade. This was the same resolution referred to already as passed en route, with an addition to the effect that the Provincial Legislature at Victoria be urged to visit the Peace River district at the earliest moment. All our delegates were present at this meeting, and Messrs. Pullen, Collart, Kenney and Brady opposed any resolution of such a nature being passed by the delegation. They took the ground that such a resolution was purely sectional and should not be entertained. After heated arguments the resolution was withdrawn. The additional resolution, asking the Legislature to visit the Peace River was then put and passed. Your delegate was asked by Mr. Morell, secretary of the Resolution Committee of the Chambers of Commerce, to act on Resolution Committee, which appointment he accepted. But later, some delegates raised the question regarding a member of Parliament acting on the Resolution Committee as perhaps savoring of political influence. When the question was broached to me, I immediately withdrew my name, and Mr. H. F. Pullen acted in my stead. The Resolution Committee, after some discussion rejected the Prince Ru-

per resolution regarding the outlet to the Peace River, and the Edmonton resolution on the same question was then passed, and presented to the convention at Calgary.

As it became evident by this time that powerful representation was being made to make the direct outlet to the coast a secondary consideration, and, as the Edmonton resolution supported this evidence, making the building of branch lines a major consideration, I moved an amendment, making the building of a direct outlet the major consideration, as consistent with sound railway development, and as meeting the reiterated requests of the people of the Peace River district.

This amendment was lost, and the resolution, then being put, carried.

C.N.R. Not Ready

Viewing the situation, as far as I have been able to see it, it is quite apparent that the Canadian National is not anxious to proceed at present with a direct outlet to the coast. Since the C.P.R. and C.N.R. co-jointly now control Alberta's railway system under the name, Alberta Northern Railways, their hands are full for some time to come, and the extension of the Alberta lines west from Spirit River and Fairview is of immediate consideration to them. Edmonton is not in favor of concentrating on a direct westerly outlet for some time yet, believing that by continuing the branch line development, its interests will be better promoted. Furthermore, it is quite evident that by delaying the outlet, either through Pine or Peace Pass, strong pressure will be exerted by Vancouver and Southern B.C. to link up the P.G.E. with the Peace River district.

If Prince Rupert is really earnest in its endeavor to get a share of the increasing wealth of this great inland empire, a more determined, energetic and persistent effort must be made. Vancouver sinks all other differences when the port's interests are involved, and with an influential press boosting Vancouver, aided by a splendid publicity bureau supported generously by wealthy business men who are determined to get all that is going, it becomes quite evident that the people of Prince Rupert and Stewart must make supreme efforts to offset the powerful agencies working against

our northern development. We must not lie down on our task. The time is ripe for action of an aggressive nature, for the interests of Prince Rupert and the whole of Northern British Columbia vitally depend on being speedily linked up with the rich and fast growing Peace River country.

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