THEY

started with breakfast. But since then, Kellogg's Corn Flakes have gone clear around the clock —lunch, between meals, supper for the kiddies, bedtime—whenever appetite calls!

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THE DAILY NEWS
PRINCE RUPERT - BRITISH COLUMBIA

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H. F. PULLEN - - - Managing-Editor

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ROAD MOST IMPORTANT NEED OF PRINCE RUPERT TODAY

Now that two of the ministers of the crown are in the city would be a good time to impress upon the Provincial Government the fact of the almost complete isolation of the city. Probably the Government does not realize that although the city has been in existence for twenty years the Government has built little more than five miles of road. All the roads we have over and above that have been built and paid for by the city without any help whatever from the Government.

For a number of years the people of the city and the newspapers have been hammering away at this road building program. Finally after much effort, the member for the city was able to secure recognition of the trunk road system as one that was to be built and a beginning was made on Kaien Island. Also plans were made and soundings taken for a bridge across Galloway Rapids and some five miles or thereabout of slashing done on the mainland leading toward the canneries. This was a beginning and a pledge had been given that the bridge would be built this year and the road work continued at the same time.

Prince Rupert people were often very dissatisfied at the progress made by the late Government in connection with the road and this militated against them in the last election. Greater speed was urged. Then the Government changed and instead of getting greater speed, as was confidently expected, the people were told that nothing whatever would be done except to make an aerial survey.

THE NEW ERA IN TRANSPORTATION

During the early days of the history of the city roads did not matter much. There was the railway and the water and these were our highways. Now everything is changing. It is proposed to spend some of the money contributed by Prince Rupert to the Provincial Exchequer in advertising the province and a larger amount in constructing roads in the south. We are being asked to pay for their luxuries and are getting nothing. Is it any wonder we ask for a new Province, where we should collect our own revenue and expend it in the way which would benefit us most. We could then built the road without difficulty. We could avoid the folly of having an expensive government house, or huge parliament buildings and costly legislatures with large number of representatives. By studying economy we could build up the new province in such a manner as to rebound to our own benefit.

EDUCATION NECESSARY

We are inclined to the belief that Hon. W. A. McKenzie and Hon. R. W. Bruhn do not realize the starvation policy that is being adopted toward Prince Rupert or they would insist on a change. We hope they will go out over our little highway and see the condition and then we have no doubt they will recommend to their colleagues at Victoria the immediate erection of the new bridge this year and a strong forward policy in road building next season.

TAPPING THE CANNERIES

At the canneries and on the river during the summer months there are a thousand people employed, very few of whom have an opportunity to visit Prince Rupert because of the difficulties of travelling. If the road were built they would spend their money in the city and would feel that they had not altogether deserted civilization. This road might be made part of the Skeena Highway leading toward Terrace. Every mile built is a mile nearer our objective.

The Letter Box

FISHERMEN'S SIDE OF TRAP CASE SUMMARIZED

Editor, Daily News:—

Permit me please, through the medium of your columns, to place a spotlight on the evidence as given before the Commissioner Judge J. N. Ellis, at the fish trap inquiry recently held in this city.

In reading the local report of these proceedings, it leaves the impression amongst the general public, that the Can. Fishing Co.'s representative, R. Payne put it all over the local opposition and convincingly met all arguments placed by the same.

Misleading figures have been circulated amongst the public, particularly the Prince Rupert Board of Trade, trying to minimize the evidence (irrefutable) given by M. Anderson and myself.

It would appear to me, that the main basis of argument is, whether or not the salmon, that would be captured by these proposed traps would be caught by them, prior to the individual Canadian fisherman operating from Prince Rupert and adjoining settlements.

Mr. Payne asserted, that these salmon, if not caught at these points, would travel via Pearce Channel into Portland Canal (N. B.—The International boundary line runs lengthwise down the centre of both of these waterways) and practically without exception kindly pair off and proceed to spawning grounds only, or practically so, situated on the Alaskan side of the boundary.

I state without fear of contradiction that he brought not one particle of evidence to substantiate this assertion, but simply made this sweeping statement, without a single fact to support it.

I now present to the general public, the fishermen's evidence on this point as placed before the commission.

One of the proposed fish traps sites (Haystack Island) had a trap operating there in 1925.

A biological professor (governmental) was stationed there, and took from that trap 659 sockeye salmon, placed tags upon each and forthwith liberated them.

These tagging operations were conducted between the dates August 3 and August 21, 1925.

Of these 659 sockeye, 135 were recaptured that same year, 1925.

Where the balance travelled to no one, not even Mr. Payne, has any conception, and I consider there whereabouts as positively no subject for discussion by either proponent or opponent.

We have exact data in reference to 135, which were recaptured, and statistics of the same are published by the Biological Experimental Station of B.C., and are open for anyone's perusal.

They are government statistics and not to be lightly thrown aside as of no moment.

Let me repeat, 135 were recaptured out of 659, 80 were captured in the Naas River, B.C., 14 were captured in waters leading to the Naas River, 13 were captured in the Skeena River, B.C., one was captured south of the Skeena and 27 were captured in Alaska.

In other words 80 per cent. of the recaptured tagged sockeye salmon were caught in British Columbia waters. Does this convince the public of the general travelogue of these salmon caught at one of the proposed sites for fish traps, viz: Hayseed Island.

Mr. Payne contends that sockeye are in small numbers, and hence inconsequential.

It is pinks and chums that constitute the bulk of the run.

It is peculiar if this is so, and they follow Mr. Payne's declared route, that while Wales Island Cannery canned approximately 36,000 cases of cheap fish, last year, that their seine boats did not frequent this Eldorado, but hovered around the mouth of Quinamass Bay, B.C., where the fish spawn in numbers and these loaded up daily.

I note in your issue of April 24 that Mr. Payne, at the Vancouver hearing made the statement, that vast quantities of spring salmon were being caught in Alaskan fish traps right now, and that these salmon could be caught at Haystack without injuring the local fishermen.

At the Prince Rupert hearing this same Mr. Payne stated, that only eight spring salmon were caught in this trap in 1925 and that thus this trap did not and could not militate against the local trollers' and gill-netters' efforts.

Mr. Payne delights in superlatives when convenient from either side of the zero mark.

Your issue of April 25 states that Mr. Hager, while at the Vancouver hearing of the inquiry, said that if it were not for the Alaskan traps, B.C. would have a much larger catch of cheap fish.

Here to my mind is a direct admission emanating from the "I am" of the appellant company, that fish (salmon) travel from Alaska to B.C. and not vice versa.

If so, our individual fishermen who has all he can do to make ends meet at present, will go to the wall absolutely if traps are permitted.

Fellow citizens, it will have its repercussion on this city and that to a large degree.

Thank you in anticipation of publication.

Yours sincerely,
CHARLES LORD.

DAILY TRAINS ON MAY 19

The daily train service on this line of the Canadian National Railways will come into effect this year on May 19 westbound and May 20 eastbound. The hours will be the same as last year with trains arriving from the east every day except Tuesday and leaving every day except Sunday

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