

THE DAILY NEWS
 PRINCE RUPERT - BRITISH COLUMBIA

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 H. F. PULLEN - - - Managing-Editor

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MCCLYMONT'S PROPOSAL

A new angle has been given to the movement in the north to draw attention of the south under which the people suffer. It is an interesting proposal. Although not new, it is the first time it has been seriously mentioned in a gathering of serious people.

While the proposal will meet with a good deal of support, it has been suggested to The Daily News that it will not have the same effect as would the formation of a new province, and Mr. McClymont does not give any reasons why it would. If the north is sending too much money south and getting too little back, the railway changing hands would not make this right, although it might make the people of the north more contented with their lot. There is a general feeling that a privately owned railway would show more initiative in getting business for the port than has the C. N. R., especially if they also took over the management of the drydock.

It must not be forgotten that the Canadian National is building new steamships for this route and if the vessels are to operate successfully a railway hotel will be needed here. The drydock is now being kept pretty busy and gradually we are finding conditions improving.

The whole question is worthy of considerable discussion before any action is taken. Whether any agitation on the part of the people would be effective is also to be considered. We should go after only things we think we might get. There is a general idea prevalent that the C.P.R. will come to Prince Rupert under a joint arrangement with the C. N. R. and this might be even better than a railway owned by one concern alone.

PRINCE RUPERT AGAIN LOSES

A story has just reached the city of two prospectors being taken from Ketchikan to a remote lake in Yukon Territory by airplane. This indicates that the business of supplying the interior by air is going from British Columbia into American hands.

If there was an airplane headquarters at Prince Rupert, a lot of business which now goes to Alaska would come here. Whether there is sufficient business done to make it commercially worth doing, only a trial could demonstrate.

PATRONAGE
(Comox Argus)

The chief topic of conversation all over the district during the past week has been the resolution passed by 27 members of the Comox Conservative Association asking for the removal of M. W. P. Beavan as assistant engineer. By this time the 27 men who voted for the motion must have realized that they are hopelessly out of touch with the thought of the district.

What could have inspired such a motion? Certainly not the condition of the roads. If an assistant district engineer builds good roads he has done the duty for which he was appointed. Under the most trying circumstances, Mr. Beavan has built and maintained roads which have commended him outstanding to his chiefs at Victoria.

The fact is Mr. Beavan is an engineer first, last and all the time. He is a road-builder and he is impatient to remove anything that interferes with the efficiency of the roads. He wants to build roads and he finds it impossible to give the public all they should get for the appropriations made as long as the maintenance of the roads are regarded as a political meal-ticket.

There was a time when it did not much matter how the money was expended on the roads; if the trail was cut along which a buggy could pass between the trees that was good enough. But road-building today makes a tremendous difference in the prosperity of a community. Tourists won't come to a district where the wear and tear on their cars is too great; people will not stay where they can't get their children to school or move around over roads without breaking springs. Good roads are essential to a progressive community. And it is impossible—impossible—to make good roads when the first consideration is not the roads but the finding of jobs for political exigencies. On the Island Highway is a crooked stretch of road which was recently oiled and hard-surfaced. Going over this road the motorist could never understand why it was chosen to be improved rather than the straighter and better alternative stretch of highway. It now appears that the better road runs by the farm of a hated rival of the political boss of the district and that he said that if he could prevent it the oiling should never be done on that road.

Human nature being what it is and our government what it is, the only feasible way that the public can get value for their money out of the roads is through a highway commission appointed for a term of years on the pattern of the workmen's compensation board. Speed that day.

News of the Mines

AROUND PRINCE RUPERT
 Douglas Lay Optimistic for Central Interior;
 Directors Inspect Silver Cup; Consolidated Resumes Work on Emerald Group

Douglas Lay, resident mining engineer for the provincial government with headquarters at Hazelton, attaches considerable importance to the thorough testing the Consolidated Mining & Smelting Co. is giving several properties in the northern and central interior. Not only is the big company, he says, more keenly alive to possibilities than ever before, but it will examine any property possessing merit, and, if attractive, will undertake the development of it. Mr. Lay is very enthusiastic

about prospects in the interior this year and believes one or two new properties will receive attention with the possibility of rather important developments. He thinks well of the Owen Lake and several other properties. Consolidated is preparing to resume work on Legate Creek properties, near Pacific. Snow is quite a problem, but a start will be made shortly.

W. B. Dornberg, president, and several other directors have been paying a visit of inspection to the Silver Cup mine recently. With improvements to the road completed, trucking of concentrates to the railway has been resumed. At the mill everything is going very satisfactorily and a higher grade of concentrate is being turned out. There is now a second carload of lead concentrates ready and two cars of zinc concentrates, making a total of four cars since the mill started. In the mine steady progress is being made in the tunnels and in opening up stopes.

A crew of men under H. C. Hughes passed through Smithers recently en route to the Sibola country to resume the campaign of development work on the Emerald group, which was optioned last year by the Consolidated Mining & Smelting Co. In the work carried out by Consolidated last year, the old Cronin tunnel was extended approximately 200 feet and present plans call for the extension of this tunnel, which is now in about 330 feet. At that point a cross-cut was run in one, this having been driven about ten feet when work closed down without yet reaching the wall. About 400 feet lower than this level, there is a short tunnel which was driven in the early days of development and upon which considerable work may be done during the coming summer. Going into the Sibola at the same time was a small crew in charge of W. J. Coop, which will work on the Swannel group, owned by George Seel, which is also under option. A drift tunnel is to be run to the ore showings on this property.

With its mining possibilities as the chief factor of attraction, the Topley district seems to be one of the most desirable for its size on the North American continent for capital investment. North of Topley past the Topley Richfield and Topley Silver properties along Finlay Creek are many promising mineral showings and there are great hydro-electric possibilities here. South of Topley is a region that is little known to the geologist or surveyor and only slightly known by prospectors. On Bap Creek, placer gold has been mined in the past, and on Fox Creek placer gold has also been found. On China-nose mountain, before the construction

of the Grand Trunk Pacific Railway, a Chinaman brought out a considerable amount of placer gold. There is reason to believe that further important discoveries may be made in this section. West of Topley, all around Perow, have been discovered very promising prospects, which are being held and work being done on a small scale to show them up. All they need is capital to develop them.

Good progress is being made toward completing the Porter Idaho tram at Stewart and Charles Goldberg, outside foreman for the Premier Gold Mining Co., has a large crew putting in towers and doing other work between Green Point and the Porter Idaho. From the beach to Green Point, where there will be an angle station, the tram is now working by electricity. Beyond Green Point there is some difficult work, including a 4000-foot span across the north fork of Marmot glacier. It is expected the whole project will be completed within a few weeks.

Petrels are so named because their habit of walking on water recalls the biblical story of Peter.

Canadian Pacific Sailings TO EUROPE

FROM MONTREAL TO COBB-CHEBOURG-SOUTHAMPTON-ANTWERP

July 2 Montclair
 To Plymouth-Chebourg-Southampton-Hamburg
 July 10 Montrose
 July 24 Montclair
 TO CHEBOURG-SOUTHAMPTON
 July 5 Duchess of Bedford
 To Belfast-Liverpool-Glasgow
 July 3, July 26 Duchess of Atholl
 July 4 Minnedosa
 July 20 Melita
 *Not calling at Belfast.
 **Not calling at Liverpool.

To Cobb-Liverpool
 June 19 Duchess of York

FROM QUEBEC
 To Chebourg-Southampton
 July 2, July 23 Empress of Australia
 July 9, July 30 Empress of Scotland

TO GLASGOW-BELFAST-LIVERPOOL
 July 12 Montclair

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CORPORATION OF THE CITY OF PRINCE RUPERT

TAKE NOTICE THAT:

1. The Council of the Corporation of the City of Prince Rupert intends to grade and improve the thirty foot lane in Block 11, Section 1, commencing at the west property line of 6th Street thence along the lane to the east property line of 7th Street, as a local improvement, and intends to specially assess the cost upon the land abutting directly on the work, except such portion of the cost as is incurred at street intersections.

2. The estimated cost of the work is \$1390.00, of which \$ is to be paid by the Corporation, and the estimated annual special rate per foot frontage is \$.2262. The special assessment is to be paid in 20 annual instalments.

3. Persons desiring to petition against undertaking the work must do so on or before the 30th day of July, 1929.

E. F. JONES,
 City Clerk.
 Dated this 22nd day of June, 1929.

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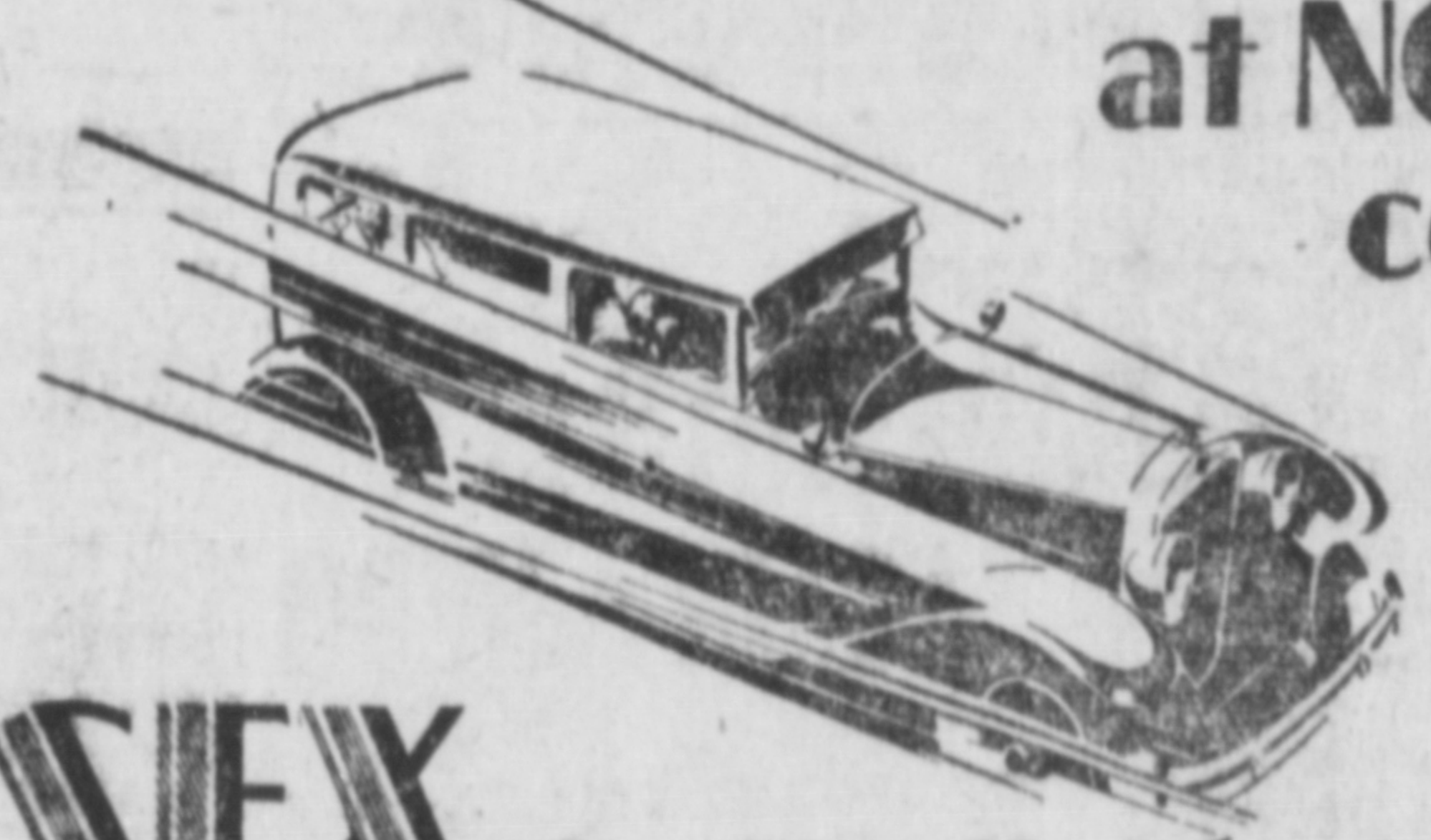
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