THE DAILY NEWS
PRINCE RUPERT - BRITISH COLUMBIA

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ROAD CONSTRUCTION

The Board of Trade received a very evasive reply to its request for action on the highway toward Terrace. It seemed to indicate that not very much might be expected. It is to be hoped that the impression conveyed is a wrong one.

When Dr. Tolmie was campaigning here, he made it very clear that work on the road would be continued. He was very emphatic that the district would in no way suffer as the result of a change of government, if it came. We hold the premier to what he said. When the Liberal government was in power we urged again and again, persistently, that the road should be built. Now that the government has changed will make no difference to our policy. We think the provincial government will be making a grave mistake if it does not continue the work as projected.

MEMBER IN LEGISLATURE

The member for Prince Rupert is very much in the limelight just now as leader of the opposition in the legislature. It is his duty to search out weak points in the provincial legislation and expose them and try to get them strengthened, and also to carry on a general survey of the work of the administration, in order that the people may know what is going on and be guarded against any impositions. He seems to have started out pretty well in his new role. He will expect to be voted down, for the government support is very strong, but he will do a service to the province if he keeps on the job persistently and insistently. That, we believe, he will do.

ORDERS-IN-COUNCIL

One of the fights being put up by the opposition leader is that all orders of the cabinet, when signed by the lieutenant-governor, should be open to the public. The press should have access to them so that the people may know what is being done. They are doing the people's business and the people should know what it is they are doing. That seems reasonable.

Tom Uphill, the Labor member for Fernie, accuses the new government of Star Chamber methods. He also is asking for a full and complete publicity for all acts of the government. The Labor demand seems reasonable. Why should there be anything to hide?

The Colonel talks on Protection

"Don't you believe in protection for cigars?" I asked my friend Taylor. "Oh, let's not talk politics," said he. "I don't mean that kind of protection. I mean protecting the flavor of the tobacco—protecting the cigar from breakage—protecting it against drying out—protecting . . ."

"Oh, certainly, I believe in that kind of protection," said Taylor. "Well then, what you should smoke is a foil-wrapped Marguerite cigar in the handy pocket packs of 5 cigars, for if ever a cigar was well protected, it's the Marguerite."

The Colonel

TUCKETTS MARGUERITE
FOIL-WRAPPED BUT STILL 10c

6-22

FIRE SEASON IN DISTRICT

Condtions Last Year Were Extraordinary and Hazard Very High, Says District Forester's Report

The fire season of 1928 may be termed extraordinary, being generally considered more hazardous than any other since the season of 1925, says the annual report of the district forester. Unusual circumstances produced the greatest degree of hazard before July first and after August 15. The midsummer period was not attended with the starting of any of the most serious outbreaks.

The spring season was a backward one, thus delaying the leafing of vegetation, which condition combined with many dry winds, brought the ground cover into a very inflammable state. About July 1 there were improvements in the weather from all points of view; fine summer weather began with occasional showers and cool nights with heavy dew, all of which kept the relative humidity fairly high. Later, at a date when it would usually be expected that the most dangerous periods had passed, conditions took a turn for the worse, and, from August 15 until late in September, there was an unbroken spell of extreme hazard with low relative humidities. Winds, time and again, took fires across guards which would ordinarily have been considered safe. For this reason a major proportion of our fire costs and damages were incurred after September 1. As such conditions were unique, the public were less vigilent, which further added to the risk of outbreak.

Mainly Responsible

Campers and travellers were again responsible for more fires than were attributed to any other single cause. The intensity with which prospecting took place in all parts of the district tended to spread the outbreaks to outlying points, thereby increasing the difficulty in coping with many fires.

Industrial activities, railways, and road construction are very minor sources of fire. Such unorganized agents as travellers, smokers, etc., are responsible for the greater proportion, from which it would appear that education rather than legislation is much more necessary to solve the fire prevention problem.

Fire costs for the season were about double those of 1927. Damage to merchantable timber, reproduction and stock range were many times greater than last year. Other forms of damage also showed a marked increase. The increase in the above items is the result of fires in the eastern portion of our dictrict which occurred in September at a period generally conceded by the public to be a safe one. Many burning permits are usually issued after the first of September, for land clearing purposes, but only a very few were written last September. Nevertheless, we believe a considerable number of fires were started close to existing fires with which they joined. Efforts were made by the Provincial Police to obtain definite proof of incendiarism, but to date no satisfactory information can be laid against any individual. There is no doubt that unauthorized burning for land clearing was the cause of the greater portion of the expense and damage for the latter part of the season.

Public Education

Canadian Forest Week was celebrated in about the usual manner, lectures being given at practically all schools throughout the district, also to the Service Clubs in Prince Rupert. Fire Inspector Leighton lectured at twenty towns between Prince Rupert and Vanderhoof while travelling on the Canadian Forestry Association Car.

The system of issuing Camp Fire Permits and the results obtained seem to be satisfactory and justify the innovation. From year to year we intend to enforce more strongly the regulations.

SOUNDS IMPROBABLE

A motorist recently stopped by the police for speeding said he had an appointment with his dentist. It sounds like a very improbable story.—Oral Health.

ENGINEER FROM D. W. MINES WAS IN THE CITY

Arriving on the train from the interior yesterday was S. B. Davies, an engineer, who has been in charge of development work on the D. W. mines on the Seven Sister's mountain, near Cedarvale, on which work closed some time ago for the winter.

This is the property recently bonded by Consolidated from Governor Davis and associates and which is said to promise exceedingly well.

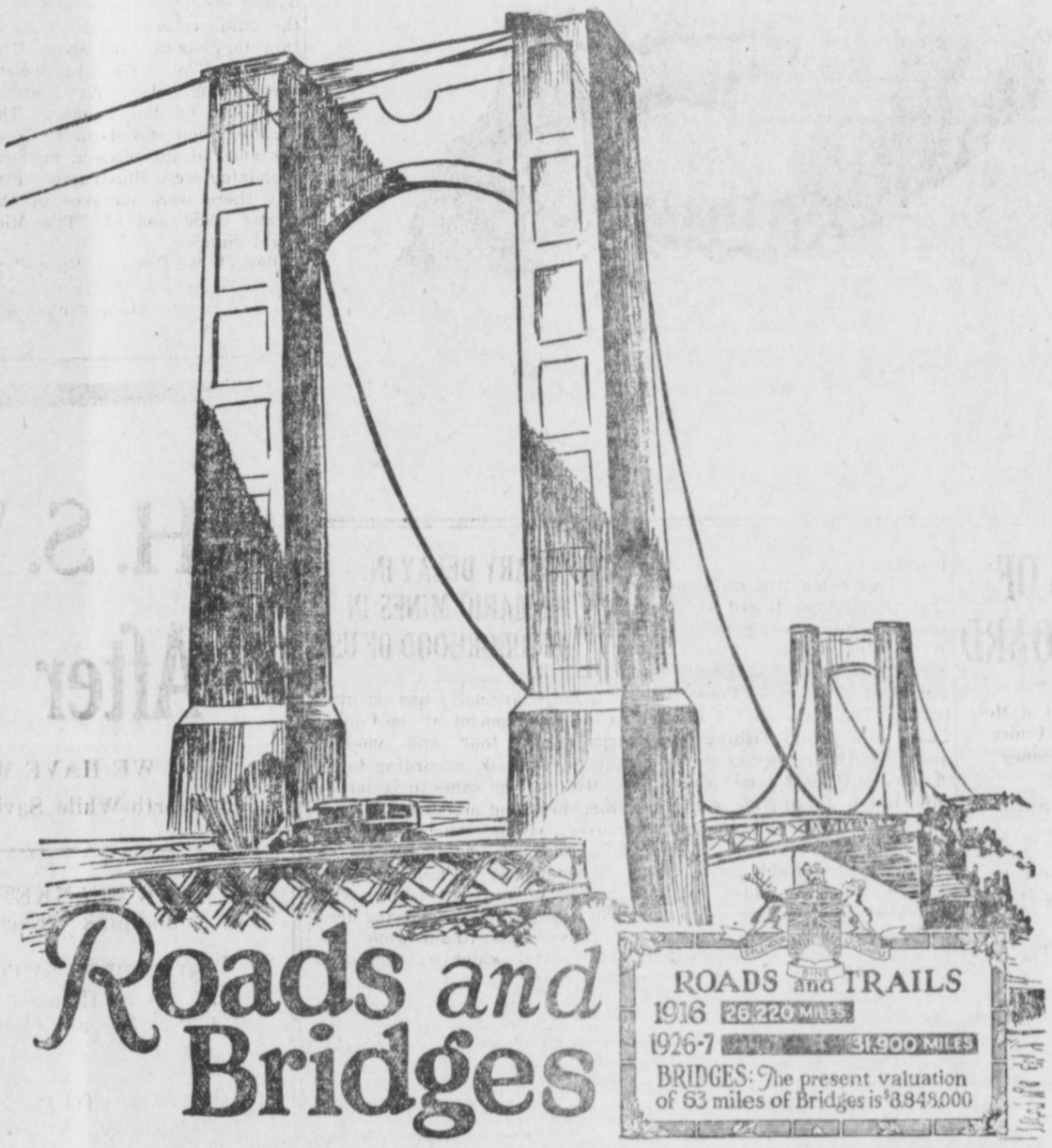
An interesting feature of this mine is the fact that it is a silver-lead mine, whereas practically all the other mines in which Consolidated is interested in the north are copper mines. This means that if the company builds a smelter near Prince Rupert, it will have to handle lead as well as copper.

Mr. Davis went south this morning.

SAMPLES FROM USK PROPERTY

J. M. Hoard, from the Emma group of mining properties a mile and a half from Usk, who has been in charge of work for Mr. Lowrie of Seattle, was in the city last night, and this morning left on his way to Seattle. This is the mine that is under option to Mr. Lowrie from L. W. Patmore of this city. The visitor was exhibiting some high-grade copper-silver ore from the latest workings. The tunnel is now in 280 feet from the portal and has a depth of 270 feet of ore.

Makes Pastry Delicious



Roads and Bridges

UPON the arteries of communication depend the settlement and growth of the nation. First the trails . . . then the rough oxcart ruts . . . the wagon roads . . . the automobile highways.

The scattered population of British Columbia has made the construction of roads between centres a matter of vital importance, yet one of almost insurmountable difficulties.

Mountain sides have to be blasted away . . . clefts and chasms tresselled . . . rivers bridged!

With the opening of the Cariboo Highway through Fraser Canyon in 1926, the last link of British Columbia's great arterial highway . . . a highway unexcelled the world over as an engineering feat and one of unmatched scenic beauty . . . was forged.

Eastern British Columbia greeted its western brothers! Markets and railways were brought closer to the farmer, the miner, the industrialist. New fields for agricultural and trade development were opened up.

For the ten years just past, an aggressive highway programme has been carried out. Thousands of miles of good roads and dozens of sturdy bridges have been built.

Our roads system now totals 31,900 miles . . . an increase of over 5,000 miles during the last ten years. Of this mileage, 12,000 miles are earth roads; 4,000 gravel roads; and 1,000 macadam, bituminous, concrete and cement concrete. The 5,000 miles which were added to our roads system include: 884 miles of main trunk roads, 602 miles of lateral roads, 281 miles of industrial and mining roads, 1,133 miles of settlement and farm roads, and 2,000 miles of ordinary and mining trails.

During the years just before 1917, a large number of bridges had been constructed in the Province, nearly all of which were temporary timber structures. Since 1917, the problem of maintenance and renewal of these structures has been a serious one, involving a large expenditure, particularly between the years 1920 and 1927.

The policy has been to improve design of and workmanship on temporary bridges and to renew all the large bridges on main highways over the principal rivers with concrete and steel.

Today, the valuation of our 63 miles of bridges is nine million dollars.

This construction activity has distributed wages and salaries over our whole Province and has been a material aid in bringing about the current period of British Columbia's prosperity.

Read these announcements and understand your province's progress . . . clip them out and send them to friends. If you desire extra copies of these announcements a note to this newspaper will bring them. Advertise your Province!

BRITISH COLUMBIA'S PROGRESS

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