

THE DAILY NEWS  
PRINCE RUPERT - BRITISH COLUMBIA

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H. F. PULLEN - - - Managing-Editor

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DAILY EDITION

Wednesday, Dec. 18, 1929

ONLY FORTY MILES OF ROAD

The Vancouver Province has come out as the champion of the town of Powell River which badly needs roads, for it has only about forty miles just now over which residents can drive after they have cruised around the streets of the town.

We suggest to the Province that it might also take up the cause of Prince Rupert, a larger town than Powell River, which has only five and a half miles of road outside the city limits over which residents can drive.

This is the Christmas season and the good will of the leading paper of Canada's greatest western city might well be extended to this northern section of the province from which the city of Vancouver derives much profit. We are glad to see Powell River claims championed, if only so that Prince Rupert's claims to a highway might be brought into relief. The whole argument in favor of relief for Powell River applies much more forcibly to Prince Rupert, so we quote herewith the article:

POWELL RIVER'S CLAIM

Seventy miles north of Vancouver, on the Gulf of Georgia, is the thriving paper town of Powell River, one of the industrial bright spots on the map of British Columbia. Powell River has about five thousand people, all of them well to do, and it has, consequently, a very high purchasing power. But it has one grievance. Except for its water connection with Vancouver, it is cut off from the remainder of British Columbia. There are several hundred automobiles in the town, and they can cruise about the town streets, run fifteen miles or so northward to Lund, run eighteen miles or so southward to Lang Bay and Stillwater, run a few miles inland to Cranberry Lake. But when they have covered all these roads—and it doesn't take very long—they have exhausted the cruising possibilities of the district.

Across the gulf from Powell River, on Vancouver Island, and only twenty miles away is the prosperous rural community of the Comox Valley and the town of Courtenay, which is that community's centre. Courtenay is connected with the fine road system of Vancouver Island, and through ferries at Nanaimo, Victoria and Sidney with the far-reaching road systems of the United States and Canada. But Courtenay has a grievance, too. The most promising market that offers for its agricultural produce—for its milk and butter and cheese, its vegetables and meats, its poultry and eggs—is in the thriving industrial town just across the gulf. At present the gulf divides and does not connect. There is no adequate boat service between the two places.

What is needed, of course, to remedy the situation, is a regular ferry, running twice a day or oftener between Courtenay and Powell River. The ferry would prove a boon to both Powell River which could get its supplies regularly and cheaply and always in a fresh condition, and the Comox farmers who would have a ready market always open. Besides, if the ferry were equipped to carry automobiles, it would very soon develop an important tourist traffic, and, in the summer months, would very likely have to make at least four trips a day.

The mainland terminus of the ferry could be at the Powell River wharf. Courtenay, however, is on Comox Bay, and the entrance to this body of water is often difficult owing to currents and shallows. It might be better to make the Island terminus at Little River, only seventeen miles from Powell River and eight miles from Courtenay by a good road already built.

The ferry, of course, would come under the provincial government and would require a subsidy. But that is not an argument against it. The provincial government is interested in developing the country and in finding a market for agricultural produce. There is a market waiting here for the produce of an important area. It only requires to be seized.

POLITICAL GOSSIP AT P. RUPERT

Despatch Published in South Purports To Give Situation in This City

A despatch from Prince Rupert, doubtless sent by some correspondent other than the recognized press correspondents of the city, appears in the columns of the Vancouver Province dealing with the local political situation. While doubtless based largely on street gossip here, it may have in it a modicum of truth, although no one here seems to have any information on the subject. The despatch follows:

PRINCE RUPERT, Dec. 14.—Presence of T. D. Pattullo, House leader of the Liberal party at Victoria, in Ottawa this week, has given rise to the rumor that the British Columbia Liberal has expressed willingness to trade his job on the coast for a seat in the re-organized King cabinet at Ottawa. Changes are being made by Premier King following the promotion of Hon. C. A. Dunning to the office of minister of finance. New names of Liberals in Eastern Canada are being advanced for cabinet honors. W. E. N. Sinclair, the leader of a lost cause in Ontario, has conferred with the Premier. Mr. Pattullo was early on the scene, reaching Ottawa shortly after the return of Premier King from the coast.

Depends On Skeena  
Mr. Pattullo's friends declare that, as things are now, he is the only man who can definitely assure Premier King that he can be elected as a straight Liberal in British Columbia. They state that if elevated to the cabinet, Skeena riding, which includes Prince Rupert, would accord Mr. Pattullo the support always generously given in provincial elections.

There is only one stumbling block in the way of the proposals being advanced in behalf of the British Columbia House leader. At present Mr. Olaf Hanson, well-known timber operator, is the nominated Liberal candidate in Skeena. He is a popular and successful man and believes that he can easily defeat the sitting Conservative member, J. C. Brady. Mr. Hanson must be asked to withdraw to make way for Mr. Pattullo and it is said would give the matter serious consideration. A reward for doing so would be appointment to the position of director of Canadian National Railway to succeed the late Fred Dawson of Prince Rupert.

Hanson Not Eager  
Mr. Hanson doesn't desire the position of Canadian National Railway director. For one reason it would debar him from continuing to sell the railway a vast amount of ties, telegraph poles and bridge timbers. He would like to sit in the House of Commons but believes that he would only neglect his own extensive timber business to mix up in railway affairs.

Mr. Hanson, like many a successful politician in the North-western United States, is of Scandinavian stock. Throughout the logging camps, mining camps and fishing settlements of Skeena there are hundreds of families of Nordic blood. To them Olaf Hanson is a personal friend and neighbor.

Though one of the most popular men in the cabinet, Hon. Dr. King has been unfortunate in not having behind him the political strength which commands attention at Ottawa. His continued failure to bring a strong delegation of members from British Columbia has forced upon Premier King the need of some sort of change which may make for success at the forthcoming Dominion election in British Columbia. If Mr. Pattullo should be taken into the cabinet it would be partly because of his experience in administrative work at Victoria, but chiefly for the reason that he has a record for successful political organization.

If Mr. Pattullo should quit Victoria, one reason might be that he does not at present enjoy the full authority of leadership. He has been repeatedly reminded by certain groups in the Liberal party that being "House leader" is not to hold party lines. It rather means that the driver's seat is only a temporary place likely to be given Mr. Pattullo only so long as the road is rough. When the way becomes more smooth and success provincially is in sight, there might be such a thing as forcing the "House leader" to make way for a younger man.

Long Time to Wait  
Party observers in both camps agree that provincially the Liberals will make little progress against the Talmie government at the next election. Success might be their lot four years after the next election. That would mean nearly eight years of waiting, a long time for a leader as energetic and ambitious as T. D. Pattullo, who is already crowding 60 years of age.

Mr. Pattullo is now on his way to Victoria and is accompanied by his sisters, Mrs. Ballantyne of Toronto and Mrs. E. Bowle of Brockville. He is giving extensive interviews to the newspapers along the way, sounding a strong national note, dwelling on the prosperity which has come to British Columbia through the railway and foreign trade policies of the Federal Government.

FREIGHT SHED CRIB WINNER

Leads in First Half and Will Play Off For C. N. R. Championship

Canadian National Recreation Association Cribbage League results last night were as follows:  
Car Dept. 14, General Offices 13.  
Freight Sheds 14, Locomotive Shops 13.  
Drydock 12, Station 15.

The final table for first half of the season is:

	W.	L.	P.
Freight Sheds	71	65	71
Drydock	70	66	70
Station	70	66	70
Loco. Shops	67	68	67
Gen. Offices	65	70	65
Car Dept.	62	73	62

Freight Sheds wins the first half and will play off the winners of the second half for the C.N.R.A. championship.

English Hockey Team Is Beaten By Toronto Men

LONDON, Dec. 18.—A Canadian hockey team from Toronto defeated a picked English hockey team at the Westminster Ice Club last night, six goals to two.

NO MORE BILLIARDS

Billiard League fixtures originally scheduled for last evening and Thursday have been called off. The first half of the season has now concluded with each of the three teams having played twelve matches, Grotto being well in the lead in the standing.

Sport Chat

Basketball difficulties having been ironed out with the securing of the Stewart Theatre as a venue for games, a winter sports club has now been organized for Stewart. While the organization is primarily to take charge of the playing of basketball, other sports such as skating, tobogganing and skiing will be engaged in. Officers of the club have been elected as follows: President, W. S. Orr; vice-president, Miss Evelyn Blanton; secretary-treasurer, Miss Dorothy Davies; executive, H. Stewart, George Hills, Max Armour and William Turgoose; manager, E. R. Richardson. Basketball practices commenced at Stewart this week.

School children may be admitted for 25c each to all major league baseball games in 1930 excepting those played on Saturdays, Sundays and holidays. This is the suggestion of Kenesaw M. Landis, commissioner of baseball. "The youngsters are losing interest in baseball because they can't pay a high price for tickets," Landis said. "If the rate is cut to 25c for them, they will become interested in the game again."

Aviators To Join Chelan at Seattle

VANCOUVER, Dec. 18.—Captain H. A. Oakes and a party of Eastern Canadian aviators are expected to arrive here tonight and leave immediately for Seattle where they will board the coast guard cutter Chelan for Alaska to engage in the search for Eielson.

Daily News "Classified" advertisements bring quick results.

Presentation Ralph Berney

Associates at Drydock Power House Honor Young Man Who Was Married Today

The staff of the drydock power house gathered this morning to make a presentation to Ralph Berney, a member of the staff for several years, whose marriage took place this afternoon. The presentation of a handsome coffee urn was made by A. E. Bazett-Jones, chief engineer, who spoke appropriately. Mr. Berney responded suitably.

MAPLE LEAF TEAM LOST

Toronto Beaten by Montreal Maroons Last Evening; Boston Beat Ottawa in Strenuous Conflict

MONTREAL, Dec. 18.—The Toronto Maple Leafs fell before the sturdy Maroon attack and defence last night and lost the National Hockey League contest.

At Pittsburgh, the Pirates held the Canadiens to a tie in extra time. A mist hung over the ice which clouded the players from the view of the spectators and hampered the work of the players.

At Boston the Bruins in the banner local game of the season trounced the Ottawa Senators. Fierce action, a display of hard feelings among the players and many tumbles featured the game.

At New York the Rangers got off to a fast start to defeat their local rivals, the Americans, in the first game of their local series.

Last night's scores were:  
N. Y. Rangers 6, N. Y. Americans 2.  
Ottawa 2, Boston 6.  
Canadiens 3, Pittsburgh 3.  
Toronto 1, Montreal 3.

CUBS GET FIRST WIN

Beat Portland Buckaroos in Fast Clean Game With Only One Penalty

SEATTLE, Dec. 18.—The Victoria Cubs scored their first victory in the Coast Hockey League season when they administered a trouncing to the Portland Buckaroos. The game was fast and clean with but one penalty.

The two brothers, Paul and Herman Runge, led the Cubs to victory, scoring two goals and helping to count the other.

Portland 0, Victoria 3.

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