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PRINCE RUPERT - BRITISH COLUMBIA

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DAILY EDITION

Tuesday, April 29, 1930

SILENCE ON RAILWAY PROSPECTS

There seems to be almost absolute silence in regard to the prospects for the development of the Peace River country by a railway westward. This is not well. It is about time we were hearing something, especially in view of the prospect of a federal election this year.

If the Mackenzie King Government does not give some pretty good intimation that there is going to be a definite move to provide railway communication with the Peace, it cannot expect much support from the coast constituencies. They are vitally interested in the project and they will support any party that favors it and gives some intimation that it will be carried out soon.

This is a time particularly when the railway from the Peace River to the coast should be constructed because Canada needs the work to keep her people employed during the off season. A railway to the coast would mean a great deal of employment and would relieve the situation at a time when there is considerable slackness. This should be taken into consideration and should be an important factor in causing the government to proceed with the work.

It will be a great thing for Prince Rupert to have a railway hotel here. It will be a great thing to have a federal building, but it will be a much greater thing to have an outlet from the Peace River to this port.

The farmers of the Peace need a railway outlet to give them an opportunity to compete on equal terms with the rest of the wheat growers of the country.

The country between the Peace and Prince Rupert needs opening up by a railway.

Prince Rupert needs the railway to enable her to be of service to the rest of the country.

These are three great reasons why the railway should be built. The fourth is that the country needs the employment for the workers who during the coming winter will have a hard time unless something is done to provide for them. That makes four cogent reasons why the Peace to Prince Rupert railway should be built at once.

INDIA'S REAL TROUBLE

Recently Gandhi spoke to an excited India and promised self-rule or independence within eight days if the Indian people would do exactly as he said, says the Toronto Globe. Such remarks read more like the unscrupulous ravings of the most palpable demagogue than the words of one whom the press services persist in calling "Mahatma," or "saint."

Gandhi knows full well, of course, that no responsible authority in the world would give India self-rule in eight days if it could, and could not if it would. Even if the British Labor Government should suddenly lose its senses, and decide to grant India full and immediate Dominion status, the period of preparation for the change would run into months and years.

We in Canada have some knowledge of the difficulties of nation-building when behind the scenes there is always the spectre of "two nations warring within a single state." Yet the two branches of the Canadian people are drawn from nations of close racial relationship and similar history and outlook. If Canadian problems are sometimes acute, how much more so must they be in India, when there are half a dozen absolutely distinct religions; when there are dozens of different tongues; when the great mass of the people are not only illiterate, but steeped in paralyzing traditions and positively vicious customs?

The caste question alone would make anything approaching complete Dominion status impossible. The people of the autonomous portions of the British Empire have not been accorded Home Rule for any other reason than that, in the main, they are all equally fit for Home Rule.

In India there are millions of "untouchables"—men and women and children condemned by a hideous religious system to lives of degradation and destitution. For Britain to march out and leave Indians to themselves would be, among other things, to condemn these millions to the most cruel sort of oppression.

The Simon report is expected this month. Some indication of how far responsible British opinion is now able to go in the way of meeting the natural nationalist aspirations of educated Indians will then be made known. Meanwhile it is necessary to remember that problems of government in India are inevitably interwoven with problems of a religious system which creates or perpetuates difficulties almost insuperable.

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THIRD AVE. SIDEWALK

After more than one effort, Ald. H. F. Pullen was successful last night in having the city council decide to put up another local improvement initiative bylaw to provide for the construction of a new sidewalk on the south side of Third Avenue from the Dybavn & Hanson corner to McBride Street. The walk now proposed will be along the line of a new scheme of City Engineer F. N. Good to use a creosoted lumber framework with an asphalt surface. This, the city engineer estimates, will cost approximately \$165 per 25-foot lot of \$15 per year as against \$45 or \$50 which it would have been necessary for the property owners abutting to pay annually had a concrete sidewalk been built.

Ald. Pullen, in bringing the mat-

ter up again, felt that here, in the main business section, would be a good place to try out the new scheme of the city engineer's. Last year, it was true the property owners had opposed the costly bylaw to provide for a concrete sidewalk on the grounds that it would practically confiscate their property. He believed, however, that no objection would be made if the bylaw were submitted on the basis of the city engineer's new scheme. As it was, the old plank walk was in a deplorable condition and, indeed, a disgrace which affected the whole city. It was nonsense, Ald. Pullen said, to treat the ratepayers like youngsters because they had opposed the bylaw last year. No member of the council had a right to do that.

Ald. Rudderham felt that, if the city engineer already had the definite estimates of the cost, the council might have the initiative bylaw prepared at once. After further discussion, it was decided to again put up the bylaw.

MRS. STUART IS HONORED

Friends Gathered at her Home Last Night and Made Beautiful Presentation of China

A very enjoyable evening was spent last night at the home of Mr. and Mrs. D. C. Stuart, Second Avenue, Westview, when about twenty of their friends gathered in a surprise visit to mark the twentieth anniversary of their wedding. On behalf of the guests assembled, Mrs. T. McClymont, with a neat little speech, presented Mrs. Stuart with a lovely gift of China. Mr. Stuart responded suitably.

The evening was spent delightfully in card playing, singing and dancing and delicious refreshments were served with Mrs. McLean, deaconess, and Mrs. A. C. Clark pouring and Mrs. Jack Watson and Mrs. John Bremner serving. Those present were Mrs. J. C.

Brady, Mrs. T. McClymont, Mrs. McLean, Mrs. James Clark, Mrs. Jack Watson, Mrs. H. M. Foote, Mrs. James Simpson, Mrs. W. W. C. O'Neill, Mrs. W. L. Sandison, Mrs. W. D. Moxley, Mrs. A. C. Clark, Mrs. R. Cameron, Mrs. John Bremner, Mrs. D. McLeod, Mrs. R. J. D. Smith and Miss Daisy Sharpe.

Objects to Road Being Built Over Lot in Section 5

Ald. Collart inquired at last night's council meeting upon whose authority a roadway had been placed over a lot on Thompson Street instead of following the street as the plans called for. It was a matter which should be remedied. He understood that a street could not be built over lots unless a special order-in-council was granted. Nobody seemed to know much

about the matter, the chairman of the board of works, Ald. W. M. Brown, being absent, but Ald. Rudderham believed that this particular lot mentioned by Ald. Collart was one which had been bought by the city so that a sewer might be constructed through it and the road had also been built on it. It was not a lot which the city was offering for sale.

Even this, Ald. Collart thought was no justification for the changing of the road route.

A letter from Joan McHugh, resident engineer of the fisheries department in regard to the building of approaches to the new fisheries experimental station at the foot of McBride Street which is now nearing completion was read at last night's meeting of the city council and referred to the Board of Works for report. Ald. Collart did not see how approaches could be built from McBride Street since it would be over private ground.