

THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

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H. F. PULLEN - - - Managing-Editor

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DAILY EDITION

Wednesday, March 5, 1930

REPUDIATE PEACE JIM

Who Is This Mysterious Man Who
Favors Southern Outlet

(By Page Rideout, member of
Peace River & Prince Rupert
Publicity Council)

We in the Peace River Country have read and heard a great deal of "Peace River Jim" but, as I have been in the country since 1914 and never as yet have seen or heard of this gentleman being anywhere on the 600 miles of its navigable waters in that time, we cannot but wonder how he lays claim to the title that he seems to enjoy so much.

And now as he is putting himself up as an authority in dictating the railway policies of the country, and, as his right bower, Mr. Dimsdale is trying to divert the attention of the railway people to the south, and "Peace River Jim" has his northern scheme both of which can be numbered among the many causes that have held up our Peace River and Prince Rupert railway these many years. The foundations of both their schemes are foreign to this. The real Peace River country, which is now putting up the wheat that, if it were handled as it should be, would have put our port of Prince Rupert on the map as it should have been years ago.

Therefore, we think it is high time that some one whose home is in the country should take a hand in their wild ideas.

If "Peace River Jim" had been in the Peace River country since Sir Henry Thornton's visit, he would

have known that we took Sir Henry at his word and produced the ten million bushels of wheat the first year that he threw out the challenge. Yes, if Mr. Cornwall had the shadow of claim to his title he would have known that there has been nearly ten million bushels of wheat already shipped of the 1929 crop. It is now over a year since Mr. Beatty made his famous hop, skip and jump from his private car to the parliament buildings in Edmonton and grabbed this little system off the bargain counter of the Alberta Government and yet there has not been a dollar expended in reconditioning the system.

Pleasing Mr. Beatty

On top of this we have Messrs. Cornwall and Dimsdale throwing out their side lines north and south—which is just what Mr. Beatty enjoys and says with a smile the whole thing will run a year or two yet while these guys are figuring out their schemes.

Now is it any wonder that we are of the opinion that it is high time for all outsiders, to stand aside while we are putting it up to the government of Canada to build a railway from Hazelton east to Hudson Hope and then if the C.P.R. and C.N.R. refuse to join up their branches from Fairview and Hythe with the new line at Hudson Hope. Then let the government come right on in the country with branch lines and pick up our wheat and take it to Prince Rupert where it belongs.

Let me tell Mr. Cornwall that he would be wise to forget his idea of opening up this great country that he is interested in by building a branch line off of this little jerk-water system which cannot put down a siding or put up a tank



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without the consent of the C.P.—the C.N.—and our Federal government, for his country is going to be opened up by the next trans-continental line which will be from Churchill to Stewart, and this will be built years before this little outfit will get a road to Fort Vermilion.

Now for a little history. About the time our Federal government will bring Mr. Palmer from London to do some expert harbor engineering around Nelson and Churchill, one, S. Sainbury, who seems to possess as wide a knowledge of our north country as any man in Canada, told us some things about Churchill and Nelson and if our government had just taken his word and taken action they would have done just the thing they did do, which says that Mr. Sainbury was right. If he were right on his Nelson and Churchill statement, then we can put our faith in something more he told us of our north, which is, the Hudson Bay route will never be a real success until the government puts in a dam in the straits of Fury and Hecla at Normenda Island and stop the ice from coming down through Fox Channel into the Hudson Strait, which is causing the trouble in the straits today.

Hudson Bay

When we were coming home from overseas the second day off the coast of Newfoundland we encountered a field of icebergs which our captain said was off the West Coast of Greenland, but when we passed through them we saw no more ice. Mr. Sainbury would have the ice that is causing trouble in the straits today go the route of the icebergs which I have referred to, away out to sea, and, changing the climatic conditions so that a small ice breaker could keep Churchill Harbor clear the year round.

We will say there are two ocean liners, one in St. John and the other in Vancouver Harbor. The passengers and mail on these liners must be carried by train 3300 miles to get from one to the other. Now, we will put the same boats in the Stewart and Churchill harbors and they are only 1350 miles apart and it is this quick connection that will cause some of the big steamship companies to build this line of railway and operate it as part of its system. This line would probably touch Lake Athabasca, Fort Vermilion, Hay River country, Laurier Pass, Ground Hog coal fields and come south to Stewart and then Mr. Cornwall's country will come to its own. Churchill will be a Montreal of the north and the Portland Canal will come to its own as the St. Lawrence of the Pacific, and Peace River will have a branch line from Fort Vermilion which will put a few competing points in our country.

Twenty Years Ago

In Prince Rupert

March 5, 1910

There is general objection at the stand taken by Attorney-General Bowser in connection with Prince Rupert's incorporation that, if any companies want to enter the city, they will have to obtain the consent of the provincial government.

W. W. C. Meehan, new superintendent of the Grand Trunk Pacific Railway here, arrived on the Camosun to take up his duties.

The Optimist newspaper has secured a representative in the press gallery at Victoria.

A. R. Holtby returned to the city on yesterday afternoon's train from a brief to the interior on railway duties.

News of the Mines

AROUND PRINCE RUPERT

North to Figure Prominently in B.C. Mining—Hovland Speaks Highly of Portland Canal—Taku Still Frozen Over

There will be more mining development work in British Columbia and bigger mining payrolls this year than in any previous year, it is declared by Frank Woodside of Vancouver, manager of the British Columbia Chamber of Mines. This opinion is shared by other officials of the chamber including the president, Dr. Victor Dolmage. Activity will be spread over the whole province, Mr. Woodside says, but the most important will be on Vancouver Island, in the Portland Canal district, the Ingenika and

Will Have Busy Two Days Here

Harry Charlesworth General Secretary of B.C. Teachers' Federation, Visits North

A busy program has been arranged for Harry Charlesworth of Vancouver, general secretary of the British Columbia Teachers' Federation, when he arrives here tomorrow evening after making the round trip to Anyox and Stewart on the steamer Prince George on which he is going north today from Vancouver.

Tomorrow evening Mr. Charlesworth will be the chief speaker at a public meeting in the auditorium of Booth Memorial School. Mayor C. H. Orme and Mrs. T. M. Spencer, chairman of the school board, will also speak briefly at this gathering.

On Friday afternoon, Mr. Charlesworth will confer with the local Teachers' Federation and that evening will speak at a dinner of the Women's Canadian Club.

On Friday at midnight, Mr.

"The Taku River is still frozen over and old-timers around here say that it will not open up until about the middle of April," writes George Bacon to the Stewart News. "The people here at Juneau are very enthused over the prospects of the Taku and expect quite a boom. One transportation company is building a new river boat and I have it on good authority that the Barrington River Transport Co. of the Skeena River are putting on a boat as well."

Dividend disbursements by Canadian mining companies for February will be the heaviest of any one group. The mines take the most important place for the month with four companies rewarding their shareholders with \$2,342,000. Granby Consolidated leads the group with \$900,000, followed by Teck Hughes with \$712,000. International Nickel has \$484,000 and Hollinger, \$246,000.

B. F. Messner, managing director of the Lorraine Copper-Silver Mines Ltd., Smithers, is negotiating for an important deal in connection with which he visited Vancouver recently. Speaking of the outlook in the Babine region, Mr. Messner intimates that there are silver showings of remarkable richness on the surface.

Most of the exploratory work on the Independence Gold Mining Co.'s holdings at Stewart has been done at an elevation of three thousand feet, says a report of Dr. George Hanson of the Geological Survey. The mining deposits are situated along a zone of dykes striking southeast across Bear River ridge and valley and the country rock is mainly dykes of quartz diorite. Most of the development work, consisting of several open cuts and a long adit, has been done on a vein two to twenty-five feet wide and proved to be at least seven hundred feet long. Several narrower parallel veins two to six feet wide outcrop a few hundred feet north of the large vein. The veins contain sparsely disseminated galena, sphalerite and pyrite in a gangue of quartz, barite, jasper and calcite. The chief value is in gold and silver but most of the veins are below commercial grade. It is evident, however, from the adit that a tonnage large enough to operate a 100-ton per day mill for several years could be very likely developed. Development has proceeded far enough to permit of systematic sampling and this should prove definitely whether or not the vein matter can be mined with profit.

There is only one way to reach the people of Northern B.C. That is through the Daily News.

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True comfort during times of hygienic distress, because Kotex fits like a garment and is easy to adjust. Wonderfully soft and pliable, and exceedingly absorbent.

Absolute security and safety, ensuring freedom from worry. It deodorizes by a patented process.

Kotex protects against serious consequences that so often follow when proper care is not taken. Doctors and nurses advise Kotex.

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4. In hospitals... Kotex is the identical material used in 50% of Canada's leading hospitals.
5. Deodorizes, safely, thoroughly, by a patented process.



MADE IN CANADA

KOTEX

Sanitary Napkins

Charlesworth will board the steamer Cardena on his return to Vancouver.

Mrs. Thomas Oxley, who has been visiting here for the past month with her sister-in-law, Mrs. John

McRae, Fourth Avenue East, will sail by the Prince George tomorrow night on her return to her home in Field. Mr. Oxley, who was formerly with the Granby Co. at Anyox, is now in charge of a mine near Field.

Dominion of Canada Income Tax



CORPORATION DIVIDEND, WAGE AND SALARY RETURNS

Due March 31st

The law requires that all Corporations, Joint Stock Companies and Associations shall make information returns covering all dividends, bonuses, wages and salaries paid during the year 1929.

Every person who fails to make such returns on or before March 31st is liable to a penalty of \$10.00 for each day of default (maximum penalty not to exceed \$50.00.)

Corporation Information Returns are to be made on FORMS T4 and T5, copies of which can be had from your Postmaster, or the Inspector of Income Tax in your district. Act promptly and avoid penalties.

SECRETARIES NOTE: Do not neglect to obtain forms T4 and T5 and file returns immediately.

Where Income Tax Inspectors Are Located:

WINNIPEG, MAN. Commercial Building	REGINA, SASK. McCallum Hill Bldg.	SASKATOON, SASK. Ross Building	PRINCE ALBERT, SASK. P.O. Building
CALGARY, ALTA. Customs Building	EDMONTON, ALTA. P.O. Building	VANCOUVER, B.C. Winch Building	

The Department of National Revenue

Income Tax Division

HON. W. D. EULER,
Minister of National Revenue

OTTAWA

C. S. WALTERS,
Commissioner of Income Tax

1-W

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Those tablets give real relief, or millions would not continue to take them. They are quite harmless, or the medical profession would not constantly prescribe them.

Don't be a martyr to unnecessary pain. To colds that might so easily be checked; neuritis, neuralgia; to those pains peculiar to women; or any suffering for which Aspirin is such an effective antidote.



You need not hesitate to take Aspirin. It is safe. It is always the same. It never depresses the heart, so use it as often as needed; but the cause of any pain can be treated only by a doctor.

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