THE DAILY NEWS PRINCE RUPERT - BRITISH COLUMBIA

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DAILY EDITION



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ABUSE OF CREDIT

During good times people buy a great deal on credit. They load themselves up with cars, pianos, radios, washing machines, vacuum cleaners, gramaphones and a dozen other articles, making only small down payments and as long as everything goes well there is no hitch. Possibly then comes a stringency. Either wages are reduced or the men are put on part time. The result is that the payments are not kept up on the articles purchased, the merchant reported to have passed over feels the pressure of the wholesaler behind him and there the Government Telegraph line be- Vancouver Province from its special is then a general tightening up of business relations. Bad times have set in.

But bad times do not last forever. There is always a Pilot Robin Renahan became miss- thern commercial flyer, who died of turning point. People adjust themselves to new conditions ing may have been Frank Dor-Istarvation after being forced down and begin to expand. Once more the wheels of industry commence to speed up and we are again on our way back to an improved condition, slowly but surely.

The general opinion seems to be that we are now at the Dorbrandt flew from Hazelton to pioneers of the camp who had allowest possible swing of the cycle. Evidently an effort is Telegraph Creek about that time ready passed on Returned soldiers to be made to bring about a change. Wheat is lower than it has been in many years and other commodities have dropped, except a few that have been held up by combines. Everything indicates a general readjustment of living conditions with lower prices but with a taking up of the slack of unemployment.

TAXING IMPROVEMENTS

There was no intention on the part of this paper to come out as the champion of an improvement tax, because we saying September 29, others Sephave always stood strongly for the single tax idea, but tember 30 and some even October conditions change and Prince Rupert is facing a condition where it might be well to consider whether a small im- the direction of Bowser Lake, north provement tax might not be advisable. At any rate it is well worth considering.

The writer of a letter published yesterday cites the city han might be made. of Victoria. That city had single tax until the big slump came which followed the land boom. Then Victoria found search for Renahan, plans on thorherself in a financial condition which might have led to oughly covering the country that liquidation, but the people there decided to place a small would be followed should a plane tax on improvements and this was instrumental in reliev- stray up Portland Canal and then ing the vacant lots to such an extent that owners continued to pay taxes on them and the situation was saved.

We have no intention at the present time of campaign- this morning for Eckmann to start ing for an improvement tax but would draw attention to his search northward. It was cool the fact that the inspector of municipalities strongly re- and partly cloudy. The search plane commends it and that other taxation experts have also favored the change.

If we can get by without an improvement tax we shall art will probably also, be frozen be only too pleased but both Victoria and Vancouver have over, necessitating Eckmann keepbeen forced to abandon the single tax plan and possibly ing the base for his seaplane on the Prince Rupert may find it advisable to follow their ex- coast rather than in the interior. ample. In the meantime we shall carry on as at present.

Nothing is so expensive as failure.

IN THE LETTER BOX

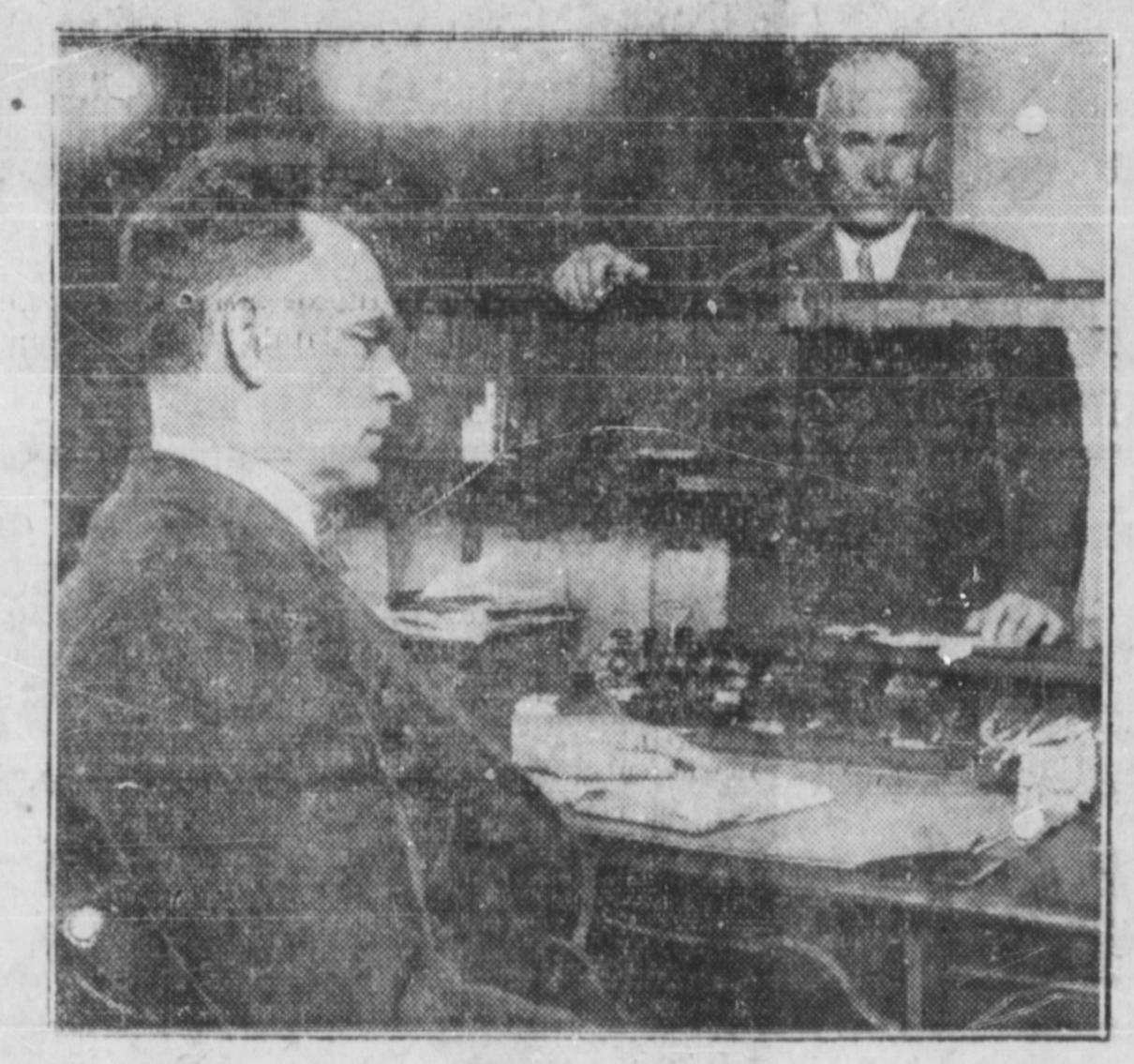
IMPROVEMENT TAX

Editor, Daily News:

versy which is taking place, I Citizens have been building durwish to say that in my opinion an ing the past four and five years, Improvement Tax as it is generally will rent for only \$40.00 to \$45.00 understood wou'd appear to be ex per month at the outside, a'though the plane was well up as judged Marten offered up a prayer. I had ceedingly unfair in Prince Rupert. they have cost to build from \$4.-If any augumentative method of 000.00 to \$6,000.00 each, this is equitaxation is to be put into effect valent to the residences paying Stewart and southwest of Echo Lake He is so absolutely modest about in Prince Rupert, it should be on eight to ten times as much im- called Bowser Lake, near the Naas a basis of a percentage on the ren- provement tax as the majority of River. It is thought that the plane tals received from the properties the business premises would do. e.g. Take the Heilbronner Block I am just citing these instances and the P. Burns Block (ground to show how unfair an Improvefloor) these will both produce ment Tax in Prince Rupert would shows that Pilot Frank Dorbrandt about the same rental, although work out. Then again, in as much, flew from Hazelton to Telegraph the former would have to pay as the Canadian National Railway Creek in a snowstorm on October about ten times as much improve- has an greement with the city, 24, fully a week before the date ment tax as the latter. Then take that they shall not be taxed on given in the above reports of the New Besner Block and the their improvements, would this not plane having passed over the Gov-Block would have to pay about the Citizens? ten times as much improvement. tax as the Boston Cafe Block, although it will only produce about double the rentals the Boston ending January 2 totalling \$9,930. plane still remains a mystery and an eight-foot board walk on the After discharging, the vessel sailed Prince Rupert Feed Co Block does. Other instances are 98 were passed for payment at it might have possibly been Rena- north side of Second Avenue be at 2 o'clock this morning for Van-

business area renting from \$85.00 to \$160.00 per month, for buildings costing only \$1,000.00 to \$2,500 Apropos of the Taxation contro each, while the residences the

any of the small stores in the last night's council meeting.



Perry Hale, crack Yale centre ba k in 1900 and all-round athlete until he lost his sight, is now tax collector of Portland, Conn., an elective post to which he was again returned

MIGHT NOT HAVE BEEN

That the airplane which has been brandt, who was flying north about on the upper Liard River: one false start from Hazelton on ac- was wrapped in a Union Jack. before finally getting through.

Telegraph Creek, that Government children. Telegraphs linesmen and trappers around the end of October. The ex- and also at the grave. act date is rather uncertain, some 1. One report is that the plane been suggested a search for Rena-

who is here to conduct another attempt to reach Atlin or Telegraph Creek by the interior route north of Stewart. Weather seemed auspicious will be handicapped in finding plane in the mountains by fresh falls of snow. Lakes north of Stew-

On November 1

It is reported that Lineman Landry at Echo Lake on the telegraph line, south of Telegraph Creek heard a plane while on his beat south of Echo Lake. This was on November 1 at 1:30 p.m. and is confirmed by notation in his diary. Landry is quite positive it was a plane but it was too foggy to see motor the plane was at a high alti- the smoke and they realized

with that of Landry but the dates they would land ten miles away and are off. The trapper also stated that come over to them. Kading and

from the sound of the motor. There is a large lake north of

was heading in that direction.

Not Dorbrandt Then A check-up of Daily News files Cafe Block. The Besner also help to work a hardship on ernment Telegraph line in the region of Echo Lake. If a plane did ENQUIRER. pass on November 1 it, therefore, could hardly have been Dorbrandt. City accounts for the two weeks Therefore, the identity of such a local initiative bylaw providing for the Canadian National Railways. han's.

Rest Among the Pioneers at Atlin

The following dispatch to the tween Hazelton and Telegraph correspondent at Atlin, C. M. Sands, Creek about the end of October or describes the funeral of the late approximately around the time that Capt. E. J. A. Burke, intrepid nor-

that time for the Pacific Interna- Capt. E. J. A. Burke was buried tional Airways, and not Renahan at Monday at Atlin graveyard, among all is suggested by some people. pine trees, surrounded by other and is said to have made at least acted as pallbearers and the coffin

count of stormy and snowy weather | Emil Kading and Bob Marten were in attendance, and Burke's It was in the vicinity of Echo friends, who comprised the whole Lake, some 250 miles north of Haz- community of Atlin district. The elton and about 150 miles south of chief mourners were his wife and

Gold Commissioner W. W. Wright reported having heard a plane read a service at Mrs. Burke's house

I spent hours with Kading and Marten, and they both report that Burke suffered from starvation, worry about his wife and family. seemed to be heading southward in the position he had placed his company in with the stranded plane. of Stewart, one place where it has and the collapse of his plans regarding a mail contract he had for winter. All of these helped to un-Pilot Anscel Eckmann of Seattle, dermine his strength and caused early death.

Died In His Sleep

Burke had wasted in weight from 155 pounds to less than 90 when death overtook him while lying in his sleeping robe beside Kading and Marten, who lay alongside Burke for one and one-half hours after he died. They then felt so sick at heart at the loss of their comrade that the could stand the pressure STOP SIGNS no longer, and moved the body from the sleeping robe a few feet until it was daylight, when they made a wooden cairn and placed Burke in it and then moved to another camp away from the dead body.

located, they both would have died Avenue and Sixth Street. in a few days' time. As it is now, they are both recuperating from their awful experience very quickly and look themselves again.

Relief at Rescue

They both thought Wasson had and, judging from the sound of the passed over them and had not seen would be for the last time. One can A trapper about twenty-five miles imagine how they felt when Wassouth of Landry met Lineman Janze son's plane began to make circles on October 30 and reported having over them and then came right heard a plane two or three days be- over their heads and dropped two fore at 1:30 p.m. His time agrees boxes of food and a note, saying the pleasure of spending many hours with Wasson a few days ago would not even admit doing anythings out of the ordinary. However, we all know here, and Kading and Marten know, the great chances Wasson took and the many serious risks of disaster. All told, Wasson and Walsh did over 200 miles of snow-shoeing, mostly in deep snow and facing blizzards. They were rewarded in the end.

> nally reconsidered and adopted a fish for transshipment East over tween Sixth and Third Streets.

DE THE THE PERSON OF THE PERSO



DEPARTMENT OF TRADE AND COMMERCE OTTAWA, CANADA

December 20th, 1930.

To Canadian Citizens, Everywhere in Canada.

Bring the Boys and Girls Back Home!

How often have we all deplored the fact that thousands upon thousands of our most promising young men and women find it necessary to leave Canada, in order to seek in some other country opportunities for the employment of their talents that seem to be lacking here?

As individuals we have deplored it, because in these cases the sorrow that is caused us through the breaking of family circles and home ties is accentuated by a sense of irrevocable loss, due to a feeling that the separation is going to be permanent. And from a broad national standpoint we have deplored it, because it has meant a serious drain upon the very kind of population-gifted, energetic, ambitious-that we most need to help in developing our magnificent natural resources.

Must we continue to rear and educate our children-to equip them as best we can for the successful careers we hope will be theirs—only to lose them to an alien flag because of the dearth of opportunity for them at home?

Opportunity of any kind is a result, of which production of some kind is always the cause. Most people create their opportunity by engaging directly in some form of production, such as farming, fishing, mining, lumbering or manufacturing. These people provide the foundation and, according as they succeed, opportunity is created for others in all the occupations that constitute the super-structure, such as transportation, banking, insurance, trading, the professions and public service.

The more the people of a country favor their own producers, thus giving the latter all the incentive necessary to increase the volume and broaden the scope of their production, the more abundant will be the immediate opportunities they create for themselves, and the future opportunities they create for their children.

If in the past opportunity has not been as abundant in Canada as it has been elsewhere, it is because Canadian producers as a class have not been as successful as producers elsewhere have been. And the chief reason our producers have been less successful is because they have failed to receive from Canadian citizens generally the same loyal support that the producers in certain other countries have received from their citizens.

Some of these countries import practically nothing that they are capable of producing for themselves. But we Canadians are so careless about our daily buying, so thoughtless of the welfare of our producers, so shortsighted about keeping the door of opportunity open for our sons and daughters, that every working day we allow ourselves to be sold about \$2,500,000 worth of imported merchandise that our own producers would have been glad to make for us, if we had only given them the chance!

Why not let us all resolve that from now on we'll try to bring our boys and girls back home by remembering, in our buying, that it must always be "Canada First"!

Very sincerely yours,

Minister of Trade and Commerce.

Lane Repairs DISCUSSED

The city council last night put through its initial readings a bylaw It is safe to say, if Kading and to amend the Traffic Bylaw so as to Marten had not been found on Was- provide for the placing of stop signs son and Walsh's last intended trip at the intersection of Third Avenue over the country where they were and McBride Street and at Second

Permission was given by the quest from F. W. Hart that council to alter the position of the small expenditure be made on resilent policeman at the corner of pairing the lane from Fulton St. McBride Street and Third Avenue to Musgrave Place between Fifth which is at present situated in the and Sixth Avenues which has falmiddle of the full surveyed street len into disrepair. Finally, the reinstead of in the middle of the ac- quest was rejected on a vote of 5 tually graded street.

Blance suggesting that, for safety, might be established. Those faa stop sign be installed on the east voring making the repairs requesside of Hays Cove Circle at Sixth ted by Mr. Hart felt that, as the Avenue. Ald. Black thought one roadway had been originally esmight well be installed, as well, at tablished by the city, it still held the intersection of Ambrose and some responsibility in the matter Hays Cove Avenues with Sixth Av- of possible accident. enues. The suggestions were referred to the board of works.

Ald. Pullen suggested that care should be exercised in the future in the placing of stop signs so that no more than necessary were put down and automobile traffic unduly hindered. Ald. Collart agreed with the views expressed by Ald. Pullen.

Ald. Brown thought that safety of the public should be the first consideration.

Northland Navigation Co.'s motorship liner Northland, Capt. Leonard Williams, arrived in port at 8 o'clock last evening from Ketchi-The city council last night fi- kan with eight carloads of frozen couver and Seattle.

Turned Down

City Council Denies Request of F. W. Hart for Small Expenditure

The city council spent half-anhour last evening discussing a re-A letter was read from Robert were met, a troublesome precedent

Those voting in favor of doing the repairs were Ald. Macdonalo. Ald. Linzey and Ald. Collart. Voting against the work were Ald. Brown, Ald. Pillsbury, Ald. Rud derham, Ald. Pullen and Ald

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