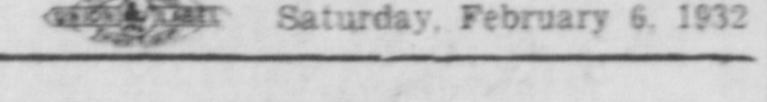
#### THE DAILY NEWS.

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H. F. PULLEN - - - Managing-Editor

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DAILY EDITION



The chamber of commerce is following up the proposal to have cordwood classified as manufactured lumber and being in that way exportable. The matter is being taken introduced until 1916. up with the government by T. H. Johnson who is at present in the south. Various organizations are backing the Prince Rupert proposal and it is yet possible that something may be done to revive industry in this section of the country by putting men to work cutting pulpwood.

PULPWOOD EXPORT

The kind of wood proposed to be exported is that which is not at present fit for anything else. There are thousands of cords of timber in the north that is wholly unfit for in Britain. lumber but which would make good pulpwood. The bark has to be peeled off and it is said the cost of doing this is SCREEN STAR just as great as would be the cost of cutting the wood into exportable squares.

While as a matter of general policy we favor the idea of manufacturing our own raw products, here is a case where an exception might well be made.

#### ENGLISH TOUR

The people who arranged the tour of Londoners to British Columbia next summer have given them only sufficient time at Prince Rupert to enable them to pass from boat to train. They are to be in the city one hour and during that time most of them will be looking after their bag- M. S. Empress of Japan. gage and finding their seats.

It is a pity that they could not have been given time to see the city. Insult was added to injury by the arrangers if he intended to try to see the disof the program when they wrote to Prince Rupert and asked what they planned to do to entertain the visitors while here.

#### SERVICE AT OLD MASSETT

For 1932 at Recent Ceremony

OLD MASSETT, Feb. 6:-The NEW MASSETT, Feb. 6:-The for 1932:

Thomas Smith.

Missionary addresses were given Warden, J. Bridden. were well rendered under the Bunting. guidance of choirmaster David It is hoped that much needed re-

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# Massett Church

Church Army Officers Installed Warden and Vestry Board Elected at Recent Gathering

evening service at St. John's annual meeting of St. Paul's Ang- the United States would become in-Church on January 24, the Eve of lican Church, Massett, was held on volved in war in the Orient. St. Paul-was of a missionary char- January 26. Rev. R. P. Graham preacter. During the service Rev. R. P. rided over the meeting. The finan-Graham, missionary in charge, in- cial statement for both mission and stalled the following officers of the building funds was considered very local branch of the Church Army satisfactory under present conditions. Great improvements had Chief Captain, Henry Eenshaw. Seen made to the church building Assistant Captains, Alfred Ad- both inside and outside and a num- Port Clements ams, Edward Russ, George Price. |ber of valuable gifts received. The Lieutenants, Joshua Abrahams, officers elected for 1932 were as

by Rev. R. P. Graham and Capt. H. Vestry board, Robert Evans, An-Edenshaw. The special hymns and gus Cameron. C. Smith, Mrs. H. R. the anthem, "Awake, Glad Soul," Frost, Mrs. F. Ward and Mrs. W.

Jones and Organist A. Adams. The pairs and alterations to the vestry service closed with the hymn, "Go room will be possible during the present year.

#### Palpitation of the Heart Could Hardly Get Around

Mrs. Charles Storms, R.R. 5, Picton, Ont., writes:—"I was troubled with palpitation of the heart; couldn't sleep, day or night, and was so weak I could hardly get around. After taking Milburn's Heart and Nerve Pills

was greatly relieved of these attacks. My mother also has great faith in them and finds no other medicine can help her so much for

I can assure you that Milburn's Heart and Nerve Pills are a wonderful builder."

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### SERVICE IS INCREASED

From Canoe Fleet to Great Train Ferry is Progress of P. E. I. Traffie

TORONTO, Feb. 5:-From a fragile fleet of birch bark canoes to a 1300-ton luxurious and speedy train ferry is the progress shown by the 6 ferry traffic between Prince Edward Island and the mainland. Walter Lambert of Montreal, in a paper before the annual meeting of the Engineering Institute of Canada yesterday, declared the present ice-breaking train and auto ferry represents the most valuable shipbuilding contract ever placed in Canada.

In 1775 there was a ferry service with birch bark canoes but these, of course, were powerless in winter and were replaced by boats with runners, permitting them to be hauled over the ice. These in turn! were superseded by the Norwegian pram type of boat, with steel runners. Ice-breaking vessels were not

The "Charlottetown," which operates these days, was built entirely of Canadian or Empire materials and erected by Canadian labor. Ninety per cent of the lumber used came from Canadian forests while the remainder, mahogany and teak, came from India. Part of the steel was rolled in Canada and the rest

# DODGES WAR

NAME OF THE PARTY OF THE PARTY

Richard Barthelmess and Wife on Pleasure Trip to Orient

VANCOUVER, Feb. 6:-Richard Barthelmess, Hollywood screen star, with Mrs. Barthelmess have sailed from here for the Orient on the R.

"No. I'm not looking for a war," said Mr. Barthelmess when asked turbance in Shanghai. "I don't intend to take my wife into the war. zone if I can help it."

If conditions look menacing in the Orient he intends to stop off at Honolulu. If it appears safe he will go on to Yokohama. He is due back in May to start work on a new picture, "The Cabin and the Cotton." Annual Meeting a story of poor whites in the Southern United States.

> Barthelmess in real life is much the same as the screen shows him. His dark eyes look steadily at one. his mouth fixed in a grim line. He said he doubted very much that

On the trip from Vancouver to Victoria, Mr. and Mrs. Barthelmess were presented to Capt. Samuel Robinson, O.B.E., who is making his last trip before superannuation.

# Church Meeting

Anglican Congregation on Queen Charlotte Islands Makes Good Progress

PORT CLEMENTS, Feb. 6:- The annual congregational meeting of St. Mark's Anglican Church, Port Clements, was held after the service on Sunday last. All reports were very favorably received and general satisfaction was expressed at the progress made under the Rev. R. P. Graham, missionary in charge. The fund for the building of a small chancel is gradually increasing.

The bell given by the C. N. R. has been placed in position on the framework of the belfry put up by voluntary work. The belfry is to be completed as soon as weather conditions allow.

The fortnightly social evenings are very helpful and much appreeiated, especially by the young

Officers and committees elected for 1932, are as follows:

Minister's warden, C. H. R. Pillar. People's warden, G. S. Mayer. Vestry, J. Pyper, Mrs. R. T. Ward, Mrs. W. Hastie, Mrs. G. S. Mayer.

Organist, Mrs. G. S. Mayer. Social committee, Mrs. E Richardson, Mrs Hastie, Mrs. Chapman, Mrs. Ward. Mrs. Mayer, C. H. R. Pillar, D. Crocker, Misses D. Pelton and Betty Williams, Laurence Rennie and Ernest Chapman.

# Prince Kupert

### THE FRONT DOOR OF THE PEACE RIVER COUNTRY

Economy is the keynote of all activities today. No money is expended

unless it is looked upon as an absolute necessity.

It is at a time like this when the advantages of the Pacific outlet to the sea should be recognized by all Canadians. It is the hope of a very large section of the country, particularly of that new and rapidly growing young empire through which the Peace River flows.

## TO BE THE WESTERN OUTLET

the logical point from which the grain of the Peace should be shipped. There are other points which might be made available but the railway is already built into Prince Rupert from Edmonton by the best grade of any line on the continent. The port is already here and a fine elevator ready to receive the grain. No expense is necessary except for the piece of railway connecting the existing Peace River railways with the main line of the Canadian National at some point between Hansard and the coast. With that operated jointly by the two big railway companies and with the C. P. R. granted suitable running privileges over the C. N. R. to enable them to do business on an equality with their competitor, the business of hauling grain to the Pacific by the best possible route can commence.

While this is a time when strictest economy is being practised everywhere, it is a time when the employment of labor in a large way is eminently desirable. Men are out of work and must be fed. The reasonable thing would be to set them to work on big undertakings of a productive nature and this Peace River Pacific outlet is one that lends itself to the purpose, especially if one of the longer and more economical routes such as that to Hazelton should be adopted.

### SETTLERS ARE STILL POURING INTO THE PEACE COUNTRY

The towns are growing into cities and the villages into towns. The people are a unit in demanding a western outlet and they have adopted the Prince Rupert attitude which is that it be built by the most feasible route to the coast.

The location of this route means everything to the country. If it should be built south instead of west and should go by a tortuous route with mountain grades instead of by way of a perfect water grade to the sea, it would mean that high freight rates would be set to enable the railways to earn dividends under the difficult circumstances. A case in point is that of the C. P. R. which was built through the difficult Kicking Horse Pass and as a result of which a mountain differential had to be established.

It would be little short of a crime to place a permanent embargo on all western shipments from the Peace River country, especially at a time when people are looking for the most economical way of carrying on the business of the country and enabling the farmers to compete with grain growers in other countries to the best advantage. The interests of the grain growers should be paramount. Any line that is built should be for the nurpose of serving them and not to advantage any particular port or district.

# OF THE WESTERN ROUTE

for the products of Northern Alberta and British Columbia. The port has one of the finest harbors in the world, open all the year round and easily accessible from the ocean. It has one of the most up-to-date elevators suited for terminal shipping purposes. It has docks suited for deep sea shipping, a large dry dock and shipyard and other conveniences that go to the making of a port, such as a quarantine station, wireless and radie telephone stations. Nothing is lacking. The port is ready for business, the railway is ready to carry the grain and all that is needed is the western connection with it from the Peace country.

It would seem the part of statesmanship for any government to enable such modern facilities to be used for the benefit of the Peace River farmers and at the same time to provide employment for that army of men who today are clamoring for honest jobs to enable them to live as decent citizens of Canada.

### PRINCE RUPERT CHAMBER OF COMMERCE

Inserted by courtesy of Prince Rupert Daily News Ltd.