PAGE TWO	THE DAILY NEWS		Wednesday, Ja	
THE DAILY NEWS. PRINCE RUPERT - BRITISH COLUMBIA Published Every Atternoon, Except Sunday, by Prince Rupert	ruggling with industrial de-	Prince Rupert		
paid in advance for yearly period 3.00 Pierre ADVERTISING RATES and p Transient display advertising, per inch. per insertion 1.40 Classified advertising, per insertion, per word 0.02 Contract rates on application. 0.02	on, the "happy isles" of St. and Miquelon enjoy peace rosperity under the maternal of France, herself the most rous of European nations, ling to D. J. Gillis, who re- returned from the French . Mr. Gillis is foreman on the	THE FRONT DOOR OF PEACE RIVER COUNTRY		
Advertising and Circulation Telephone	ave public works now being ucted of 1,000 feet of com-	Economy is the keynote of all activities today unless it is looked upon as an absolute necessity.	No money is expen-	

UUTLET TO COAST

The C. P. R. needs an outlet to the Pacific Coast. At pre- constructors have built a new wharf sent it has none except through the mountains where it at Miquelon, one at Miquelon Isltakes two engines to move the train. This is not an economical route and the result is that, so far as possible, the Pierre itself. A large modern dredge C. P. R. routes its traffic eastward.

It is expected that under any new arrangement the C. difficult task due to the rock bot-P. R. will get a better outlet to the Pacific. As it would not tom of the ocean bed at the French be an economical move to build such a road just now when satisfactorily, however, Mr. Gillis there is already one of the best grades in the world with said.

the rails rusting, the commission now sitting is pretty sure The contract with the French to order that, even if there should be no general joint op- government called for employment eration of roads, there will be joint operation and control of at least fifty per cent local laof the road from Edmonton to the coast.

This would solve one of the greatest problems the C. P. has been so scarce as to necessitate R. now has and would place that company in a good posi- men being brought from Newtion to compete for business.

The next step would be for the government to back the two railways in building the Peace River outlet and thus give the Peace River people direct access to the sea. It would be the greatest colonization move the country could adopt, especially at a time when people are looking to the land as the basis of all prosperity.

A . Wind where

It's a long road that has no turning. We seem to have been coasting down hill for several years and it seems as if the bottom of the Valley of Depression must have been reached. Now we shall have to step on the gas to get back again to the high country where the sun shines all the time.

GREAT NATIONAL UNDERTAKINGS

We do not want to be critical of the federal government

During the last four years the and, another at Dog Island and the recent government pier at St. is at work deepening the harbor, a

bor but, owing to the prosperous

foundland and Cape Breton.

Jake has just come back to town and he says things are fine on the outside. People have given up talking about how bad things are and are beginning to talk about how good thing are going to be pretty

Man in the Moon

Jake is a prosperous man. He rever had a bean during good times and now he has nothing to camplain about.

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.

ideo

PRINCE RUPERT WAS BUILT 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.

just now when they have so many difficulties with which to contend, but it is impossible to overlook one thing that Mr. Bennett stressed when campaigning before his election to office. He told the people that he would "create winnipeg exchange in the recent great national undertakings" in order to cope with the price increase in wheat A frier i unemployment problem. So far as we can remember he has not created one and he has overlooked the one undertaking that would have been of real benefit to the whole country, the Peace River Pacific railway outlet.

Auditing books must be a depressing profession this year. However, it's easy in one respect. There's no effort made this year to cheat the income tax collector.

HOW HAPPY WE SHOULD BE!

If conditions suddenly began to improve in Prince Rupert, how happy we should be! If things went from bad to worse and most people were starving, how happy some Its all very well people would be! How they would gloat!

Fortunately the gloaters will not have much opportunity. The turn of the tide is taking place and improvement Greet your friends with a smile. is about to follow, slowly at first, but surely as that the That will obser them a mile earth turns on its axis.

We are like naughty children. Mother Nature has to spank us occasionally for doing things that we ought not to have done or leaving undone those things which we as one of the processes of evolution is subject to the na- Twenty Years Ago tural periodic corrections.

The business of the great men of the world should be now to set about correcting these natural periodic changes. We are told that in Egypt several thousand years ago a man named Joseph built huge barns and stored grain during the years of plenty in order to cope with the famine in years of scarcity. If he could do that, surely in & Stewart. The fire was caused by these days when we pride ourselves on our inventions and our progress we should be able to so arrange that when there is too much food in the world people should all be fed without being pauperized as was done during the past year. We should not be content to see the arrival of another period of plenty and to take advantage of it without making full and complete preparations for the lean years that will follow as surely as night follows day, unless steps are taken to anticipate and avoid it.

A story was in circulation of a local man who was said to have made \$50,000 a month ago on the of this young man was communicated with to find out if the report was true. The reply was: "Yes." the story is true, but it is slighty exaggerated in a few places. I wasn't the Winnipeg exchange, it was the Chicago exchange. It wasn't a month ago, but a year ago. I! wasn't \$50,000. It was \$5,000. It

They say every man has his price, but Jake has not even the price of a beer on him.

wasn't made in wheat but in oats.

and he didn't make it, he lost it."

To be poor as hell But why should we yell it and

Presperity's schead, why no. reach it?



January 20, 1912 The fire department, under Chief

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 purpose of serving them and not to advantage any particular port or district.



McInnis, turned out smartly yesterday and rapidly extinguished a fire n the whari shed of Foley, Welch the explosion of upsetting of a mall oil stove used to keep potan the shed from freezing.

Ole Crosby, city water superintendent, states that, despite the recent prolonged cold snap, there is plenty of water in storage in the Mount Oldfield and Morse Creek ams to meet all the requirements for fire protection and domestic



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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 chipping 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 radio 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.
