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CARRYING AUTOS TO INTERIOR

The service given by the railway in carrying automobiles between Prince Rupert and interior points is to be discussed and passed upon by the Board of Railway Commissioners in the near future.

At present the business is practically nil. Cars cannot get to Terrace or Hazelton without paying a toll that is prohibitive. Tourists as well as Prince Rupert residents are cut off from enjoying the right to motor to outside points because the railway authorities have not so far considered it good business to carry their cars. They might as well put up a sign reading "No cars carried."

While it is difficult for a layman to talk costs to a railwayman, we cannot believe that, if this business were organized on a popular basis, it might not become profitable. Suppose each train carried one or two flat cars that were shunted off at Cedarvale or Hazelton and picked up there on the return, leaving the citizens of those places to arrange for the unloading and loading, it seems as if the problem would be solved. At a cost of ten dollars each there would be a more or less constant income from this source for the railway company and everybody else would be satisfied.

There is not the slightest hostility to the railway company in making this suggestion. Sooner or later Prince Rupert people must be given an opportunity to take their cars to the interior and the railway is the most suitable means of conveyance at present. With the possibility of taking the car to the Bulkley Valley, car owners would increase in number and there would follow a greater community of interest between Prince Rupert and the people of the hinterland.

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Terrace is Busier Town Today Than For Some Time; Timbering And Mining Give Work to Many

(By C. Irvine)

TERRACE, June 12:—Terrace as a whole is looking much busier now than it has for some time and the people here are feeling much more optimistic about the future. Truck loads of logs and ties are being brought in daily and the sawmills in Terrace are being kept busy all the time, giving employment to quite a number of men. There are five sawmills in operation in and around Terrace—the Inter-Valley Lumber and Supply Co., the Little Lumber Co., Lakelse Lumber Co., Vanarsdol Lumber Co. and the Carl Pohle Lumber Co. These mills are being kept busy cutting railway ties, switch ties, poles and piling.

Then the Columario mine at Usk has done much to brighten the aspect for the people here, reducing the unemployment list for Terrace and district by some sixty or seventy men.

There seems to be a steady increase of new families coming in from points along the line to locate in Terrace. This spring there have been a very noticeable number of these families and houses that for some time have been empty are now being occupied. In most of these families the men are working along the line putting in ties and other repair work along the road.

Owing to the early spring the strawberries and orchards, as well as the flower gardens, are two or three weeks ahead of usual. People were beginning to fear that on account of the lack of moisture the crops this year would be dried up and ruined but, on Saturday morning, came the much needed rain and, with this element of nature assisting, very good crops are anticipated.

Each year Lakelse Lake seems to become more and more popular as a summer holiday resort. Camps are still being built on the lake shore and people from Terrace and all around the district come to Lakelse to spend their vacation. It is anticipated there will be more this year than ever before. There are at present fifty camps around the lake and during the summer months about as many more tents are put up.

At the Rotary Club luncheon yesterday guests were Captain Colhurst of Terrace, W. H. Wilson Murray, Frank Dockrill of Telkwa and Clarence Thomson of San Francisco. John Dybhavn presided.

COLTHURST IS SPEAKER

Tells Rotary Club About Oxford Group Movement in Address At Luncheon

Captain J. B. Colthurst of Terrace, in an address to the Rotary Club yesterday afternoon at the Commodore Cafe, spoke of the Oxford Group Movement, its origin and spread and its effect on the life of each community where it had taken hold. It was a scheme for the co-operation of God and Man. Frank Buchman, the originator, was an American who, when in England in 1906, heard a woman give an address on "Surrender to God and the Folly of Resentment." He later met John R. Mott, who suggested he should go to the States and take up Y. M. C. A. work at the University of Pennsylvania. He did so with marked success until there were no fewer than 1500 men in his Bible class.

A group meeting was held at Cambridge, England, in which Oxford men were invited and this gave the movement its name. The movement spread to South Africa and was the means of getting Smuts and Hertzog together to work in unison for the good of the country.

The speaker expatiated on the outstanding features of the movement such as guidance, sin, sharing, stewardship, teamwork and loyalty and its effect on his own life. He said that there was in Canada, as a result of the movement, a new spirit of confidence and optimism. It was the best antidote for communism. He saw it spreading through the whole country until the Dominion from sea to sea became a Dominion of God.

Henry Whittaker, provincial architect, who arrived in the city at the end of last week from Smithers in the course of a northern trip on official duties, sailed Wednesday afternoon on the Prince George to make the round trip to Anyox and Stewart and was proceeding through to his headquarters in Victoria last evening.

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