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DAILY EDITION.



THURSDAY, AUG. 31

NOT PUBLIC SERVICE BUT PARTY ADVANTAGE

Superintendent Ross of the Seattle Light and Power Plant, unconsciously perhaps, read the funeral service over the hydro-electric scheme when he told a Prince Rupert audience in the presence of the Mayor and council on Tuesday that any municipal utility that was operated for party advantage instead of public service was doomed to failure.

The audience was well aware that the proposed hydro-electric scheme was evolved for party advantage instead of for public service, that the whole administration of the present council has been marked by efforts for party advantage instead of a zeal for public service.

Had public service been their ideal, a start would have been made on the project months ago.

Had public service been their ideal, the work would have been submitted to public competition to fix the cost, and a time limit placed upon the contract to ensure rapid progress.

It is not public service, but party advantage that delays the work until fall, when it becomes an election item.

It is not public service, but party advantage that proposes to carry out the work without any restriction on the cost, without public competition, and without any limit to the time it may take to carry out.

It is not public service, but party advantage that seeks to debar lawful and registered property owners (whose claims have been admitted by a Court of Revision) from voting on the question, and instead enfranchises men who are not property owners in the city, and whose claims could not be upheld in any Court of Revision.

The request that a sum of \$550,000 be handed over to the Public Works Committee to spend without restriction is colossal in its audacity.

What private citizen would hand over even \$5,000 to the Chairman of the Public Works Committee for the purpose of having a house built without proper restrictions and guarantees? The Chairman of the Public Works Committee does not conduct his own private business in such a muddle-headed way. A few weeks ago he had the painting of an hotel counter to give out. It was only a \$16 job. But he got a price on it first. That was business prudence.

But he asks the citizens to give him \$550,000 to spend on a hydro-electric scheme to be carried out by days labor, without any restrictions or guarantees.

The charge that the Board of Works gives out its work to suit party advantage instead of public service is not a trumped up one. The Board's particular method of eliminating from public work those not of its own fold is seen by the following letter. The thin trick by which the Board of Works shuffles out of its obligation to solicit tenders in the open market is quite apparent. The letter was sent out a month ago by the City Clerk, apparently at the instance of the Board of Works, to a local contractor:

July 25, 1911

Dear Sir,—I enclose herewith cheque for \$17.50 in payment of your account for hauling rock crusher, etc. As I explained to you a week ago, the Board of Works together with the City Engineer, consider the charge of \$15.00 an extortionate one, and after considering the same for a week or so, the Board decided to pass the account for payment, and it instructed me when paying this account to inform you, you were to receive no more work from the City.

I hear from various sources that you are complaining because you were not asked to tender on the hauling of the crushed rock, and I mention this fact so that you will understand why you were not asked to tender, that is, I was simply carrying out instructions given to me by the Board of Works.

The city needs a waterworks. It needs it so badly that it had better wait until January 15th next when a new council will be in power, and the waterworks scheme can be awarded in open competition to a reliable construction company under penalties to have the system completed within a specified time.

The city cannot afford to start a day labor hydro-electric scheme to be built a la Provincial wharf. The bylaw must be voted down despite the manipulated voters' list.

NOTES AND COMMENTS

After reading the story of how Mr. Clements fell a victim to Duncan Ross and his own reciprocity speeches at Cumberland, the old couplet must be amended to read:

"He who fights and runs away
May live to get swatted another day."

There was one mistake Mr. Clements made. He should have called the joint meeting off, like he did at Alberni.

There is another mistake he made, but he will not discover that until the evening of September 21st.

The Hydro-Electric Bylaw is doomed. Even the workmen jeered when the 45-cent citizen workmen bait was dangled before them on Tuesday night.

They bit at it once, and with the rest of the citizens suffered in consequence.

DUNCAN ROSS EXPOSES CLEMENTS AT CUMBERLAND

Proves from Pages of Hansard that the Conservative Candidate Advocated Reciprocity With United States—Clements Takes Back Challenge to Withdraw from Contest

From Yesterday's Late Edition

Victoria, August 30.—Duncan Ross concluded the most successful series of political meetings ever held in Alberni and Comox with a large meeting at Cumberland last night. The large hall was packed, the crowds stretching out into the streets and listening through the open doors and windows.

Mr. Clements was present, and was given the same time as Mr. Ross. Mr. William Sloan presided and spoke in support of Duncan Ross in a forcible speech. In conclusion he quoted from Hansard a speech delivered in the House of Commons by Mr. Clements in which the latter had advocated a fair exchange in natural products with the United States.

Clements in reply gave an indignant denial to the charge that he had advocated reciprocity. He said that if Mr. Ross or Mr. Sloan could find either in Hansard or out of it any speech by him in which he had advocated reciprocity he would withdraw from the contest.

He made a strong high protectionist speech pleading that

the wall against American goods be made higher and keeping our national resources for the people of Canada.

Mr. Ross produced Hansard and read from its pages that Clements had made the following statement:

"While I am not a freetrader, and far from it, I would be ready to favor reciprocity as between the United States and Canada."

Mr. Ross taunted his opponent with this bold declaration in reply to Mr. Sloan, and asked him if he would withdraw now or take his punishment on election day. He ridiculed Clements' protectionist theory and again reading from Hansard what Clements had said:

"I would make the Canadian duty on beans 60c. per bushel and compel British Columbia to buy our beans."

"This is the man," concluded Mr. Ross, "who now, asks to represent the miners and other consumers of Comox-Atlin."

The sentiment of the large body of miners was overwhelmingly in favor of Ross and Reciprocity.

WILL SELECT TOWNSITE FOR SECOND DIVISIONAL POINT

Mr. G. U. Ryley Makes Important Announcement—Location Will be Within a few Miles of Aldermere—Sale of Lots This Fall

G. U. Ryley, land commissioner of the Grand Trunk Pacific, arrived with the President Hays party this morning and left with them on the train this afternoon. The Hays party goes as far as Hazelton, and will be back Sunday night, but Mr. Ryley goes on to Aldermere and will not be here again for ten or twelve days.

Mr. Ryley's mission is to decide on the location of the second divisional point on the line from Prince Rupert. He expects this will be about two miles from Aldermere, and that the company will place it on the market this fall. Town lots will be sold by public auction, the same as was the case with Prince Rupert.

"The first divisional point," said Mr. Ryley, "has not yet been decided upon. It will be from six to twelve miles this side of Ellison, and I may be able to say more

about it on my return.

"We shall have two townsites near Fraser Lake, one at the west end of the lake to be called the Fraser Lake townsite, and the other about the center for which no name has yet been selected. Neither will be a divisional point.

"We expect to have a townsite this side of Ellison on the market in from six to twelve months.

"There has nothing been decided as to the date of the sale of the other sections of Prince Rupert; in fact it has not been discussed recently.

William Law, of the real estate firm of Law-Butler, returned yesterday on the Prince Rupert, after a successful tour of coast cities placing the new town of Houston on the market.

BIDS FAREWELL TO DOMINION

Earl Grey Advises Canadian Parents to Bring Up Children in Faith of Their Country's Splendid Mission.

(Canadian Press Despatch)

Toronto, Aug. 30.—At the opening of the Exhibition here Earl Grey bade farewell to Canada, at the close of his address he said:

"I have heard, but I hope it is not true, that Ontario loses many of her teachers to the Prairie provinces because better salaries are paid there. Search for the best all over the world, and educate your children to think for themselves. That will be the greatest interest to humanity.

"I advise Canadians to keep their sons from entering the cities, and I beseech you to educate and bring up your children in the faith that Canada is destined to fulfil a proud and splendid mission to the world at large."

REQUIRED GOOD SEAMANSHIP

Surprise for the Waterfront Yesterday. Skipper of the Prince Rupert Berths Like the George.

Captain Barney Johnston didn't manage to make his famous starboard landing yesterday even though he had on board of the Prince Rupert that august company of Grand Trunk Railway officials including President Hays himself. Owing to the presence at the wharf of the big rail steamer Hans B. and the position at the other end of the lumber hulk the landing was certainly going to be a very difficult one, in fact even a port landing required clever seamanship.

Captain Barney Johnston is again in command of the Prince Rupert, having completely recovered from the accidental injury to his eyes.

HELP FINISH G. T. P.

Lumber Arrives for Foley Welch & Stewart

The hulk "Caronelet" is lying at the G. T. P. wharf discharging a heavy load of lumber for Messrs. Foley, Welch & Stewart, the contractors for the remaining stretch of line to complete the transcontinental. The lumber is being loaded on to cars from the ship.

Mr. Dunn, of the Customs service, returned from the south yesterday morning.

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