



An independent daily newspaper devoted to the upbuilding of Prince Rupert and all communities comprising northern and central British Columbia. (Authorized as Second Class Mail, Post Office Department, Ottawa.) Published every afternoon except Sunday by Prince Rupert Daily News Ltd., 3rd Avenue, Prince Rupert, British Columbia. G. A. HUNTER, Managing Editor. H. G. PERRY, Managing Director. MEMBER OF CANADIAN PRESS — AUDIT BUREAU OF CIRCULATIONS CANADIAN DAILY NEWSPAPER ASSOCIATION SUBSCRIPTION RATES: By City Carrier, per week, 15c; Per Month, 65c; Per Year, \$7.00; By Mail, Per Month, 40c; Per Year, \$4.00.

## Local M.P. Boosts Groundhog Deposits

(Continued from Page 1)

vital and alive by having a firm growing economy in which we have complete faith. There was a time when this country was vital and alive. When I look back through the papers of 1910, I run into these headlines—"Telegraph Line to Stewart"—"Railroad at Mile 45"—"Sir Ernest Shackleton Heads English Company to Develop the Falls of the Bulkley River for Power Project"—"Company is Ready to Build Road From Vancouver to Alaska and Confers with Premier McBride"—"Mining Crews go into the Groundhog Coal Fields," etc., etc.

### LIVES IN FEAR OF DEPRESSION

None of these headlines are in our papers today, but rather the very opposite. We live in fear of depression. The events of the past year or two should be a lesson to us. We read of terrific shortages in other countries caused by the crises of war or from the lack of development during the thirties. That could very well arise in this country in the immediate future. And yet no plans or no lead is given by the Government of the day to avert this condition. We read that four million were unemployed in Great Britain because of shortage of coal. We, too, have suffered from a shortage of coal, just in the last year, but of course not to the same proportions. Coal is the backbone of our industrial economy even yet. If our economy is to expand, the Western regions must be industrialized, especially the West Coast, and yet the resources of coal, the very backbone of that industrialization program, are being depleted to the vanishing point.

The Carl Commission on Coal has this to say about the two main fields on Vancouver Island. "Mining has been carried on in the Nanaimo field for more than 50 years and most of the known available coal has been recovered. Recent investigations of the geological survey indicate that the reserves in the area are only sufficient to allow operations to continue at the current levels of production for I, Lord Rhonda's interest was, of course, discontinued and he died shortly afterwards."

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railroad would have to take to enter the field.

In 1921, evidence was laid before a special committee of the House of Commons at Ottawa, named to enquire into the fuel supply of Canada. This evidence was given by J. G. Scott, an official of the B.C. Skeena Coal Company, controlling thirty-four thousand acres of anthracite coal lands situated at Groundhog Mountain, on the head waters of the Skeena River. In appealing for aid for the development of this coal field, he had this to say at one point, "I think this is a national project which is well worth the attention of Parliament and if it could be realized, and I am sure that it will be realized, I believe it will cause the reproduction in northern B.C. of all such industries as are caused by or have resulted from the development of similar classes of coal in Pennsylvania."

### THREE RAILWAYS TO GROUNDHOG

There are three routes by which a railway may reach the field. First, a branch northward from Hazelton on the C.N. Railway which would follow the Valley of the Skeena River, a distance of about 150 miles. Secondly, a route for which an independent railway once had a charter, from the mouth of the Naas River on the Pacific Coast a little north of Prince Rupert, to the coal field, a distance of 180 miles. The Dominion Government voted a subsidy of \$40,000 in 1912 to the company which was going to build a railway on this route. Third, an alternative line could be built from the Alice Arm or Stewart on the Portland Inlet, a distance that way of over a little over 100 miles. These are the three routes by which this coal could be moved.

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Mr. Scott, further in his evidence, had this to say: "No extraordinary or unusual engineering difficulties will be encountered in the opening up of this property, which could be capable of producing a large daily tonnage of a superior quality of fuel and I would consider the development of this group of coal claims an inviting business proposition which should be attractive to investors. There is no coal mine in the Dominion of Canada which is of the same or similar quality as this, either in physical or economic properties, and so far no such coal has been discovered in commercial quantities in the Dominion. Practically speaking, there is no anthracite west of Pennsylvania in the United States. Judging by the amount of Pennsylvania anthracite that is used in the U.S. and Canada, it may readily be seen what a gap in the coal supply in the west will be filled by the opening of this field. The smokeless character of this coal should open for it a large market in the Coastal cities, where the smoke nuisance is prohibited. Its cleanliness for household use and its steady burning properties should bring it into general use for domestic purposes. In illustrating the comparative importance of such an area as this, it may be stated that this area alone probably contains as much coal, possibly ten times as much as is found in all the present known coal areas in the Province of Nova Scotia."

Mr. MacKenzie, M.P., from N.S., had this to say on the latter's statement: "I am afraid that damn that report very badly. This is a hint to you that I am from Nova Scotia."

James McEvoy, geological and mining engineer, formerly a member of the staff of the Geological Survey of Ottawa, had this to say: "I have no doubt that a large market can be found for this coal and at good prices."

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IN THE SUPREME COURT OF BRITISH COLUMBIA IN PROBATE IN THE MATTER OF THE "ADMINISTRATION ACT" and IN THE MATTER OF THE ESTATE OF JOHN BALFOUR, DECEASED TESTATE

TAKE NOTICE that by Order of His Honour W. E. Fisher, made on the 7th day of March, A.D. 1947, I was appointed Administrator with Will annexed of the estate of John Balfour, deceased, and all parties having claims against the said estate are hereby required to furnish same, properly verified, to me on or before the 21st day of April, A.D. 1947, and all parties indebted to the estate are required to pay the amount of their indebtedness to me forthwith.

DATED at Prince Rupert, B.C., this 7th day of March, A.D. 1947.

GORDON F. FORBES, Official Administrator, Prince Rupert, B.C.

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**ENORMOUS QUANTITY OF COAL IN AREA**

The quantity of coal in this great field has not been computed. Two experienced mining engineers who examined 47 square miles of the territory, owned by Quebec and London capitalists, estimated that on the 30,000 acres in question, there were one billion, one hundred million tons of coal.

At the present time, all licenses and leases have expired in this area. There are no existing alienations. Therefore, a government which is increasingly becoming concerned with the lack of industrialization in the West could afford to survey the whole area for development of its coal resources, as well as other resources that could be tied in with development of the coal field of this area.

Our economy under present conditions consists of a series of economic islands each functioning within itself but deriving of its full measure of success, due to the lack of a balanced overall industrial policy. Instead of our economy expanding and developing towards the maximum self sufficiency we are drifting more and more towards becoming a colony of the United States. This tendency must be checked and I would urge the Government as one step away from this drift, to survey and open for development such resources as are found in the Groundhog coal field. It will save needless confusion and suffering when the time comes for us once again to wake ourselves from our lethargy.

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## Whifflets From The Waterfront

Union steamer, Cassia, has been withdrawn from the run to Queen Charlotte Island points between Vancouver and Prince Rupert for annual overhaul in Vancouver, and is being relieved by the steamer, Cardena, which will be here at the end of this week. The steamer, Catala, will be returning this week to the Vancouver-Bella-Coola-Prince Rupert route on which the Cardena has been relieving the Catala having been off for her annual overhaul.

On her regular weekly voyage, Union steamer, Coquitlam, Captain Harry McLean, arrived in

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| QUESNEL        | 6.50    | 11.70   |
| VANCOUVER      | 30.00   | 54.00   |

Lv. Prince George, North, 1:45 p.m.; South, 10:00 a.m. Daily Except Monday.

Further information from Bob Boehme, Prince George Hotel, Prince George, B.C.

Canadian Pacific AIR LINES

## Peace Treaties - 1919 and 1947

AS EUROPE STRUGGLES to rise from the ruin of the second great war, nations of the world are once more writing peace treaties. Again the people of the world have but one aim—one prayer—a lasting peace.

Now is the time to examine the world's first attempt, 28 years ago, to end forever the blight of war. That attempt, many feel, was merely the prelude to the greater, bloodier, costlier war through which the world has just come. What did the nations of the world do wrong in 1919?

On January 18, 1919, delegates from the victor nations gathered in Paris to design what the world now calls the Versailles Treaty. Though the scene was of high hopes and great pomp, an American editor, then in Paris, wrote that "The vanities, cupidities and pugnacities which masquerade as 'national aspirations' are seething beneath the serenity of the Quai d'Orsay."

He added that the opportunism of politicians, materialism of business classes, and militarism of professional soldiers operated to make a sinister peace in which appeared all the selfish motives that had characterized other peace conferences before.

Against these dark backdrops three forces worked for a really permanent peace. They were: (1) The world's revolt against warfare; (2) The disgust of liberal-minded people with the theory of the "Balance of Power"; (3) The promise inherent in the project that became the League of Nations.

In this last respect alone, our current situation differs from that in 1919. This time the community of nations comes first. For instance, the United States seems more willing to accept its position of world leadership.

In Paris in 1919 President Wilson was the "great mediator." The world looked to him for guidance. Wilson had proposed the "Fourteen Points" to answer questions the Allied peoples had asked themselves as they fought. We ask those questions this time. Our answer is the "Atlantic Charter," with its Eight Points. It is startling to note the amazing similarity of the two.

In 1919, it took the "Big Four" delegates five months to draft the Versailles Treaty which, on May 7, was delivered to the German delegates. It supposedly reduced Germany to the bare essentials, limited her military power, redistributed her colonies, defined new boundaries over most of Europe, set reparations payments in money and materials, and established various international zones.

The United States never signed that treaty, but made her own peace with Germany in July, 1921. On January 30, 1937, Adolf Hitler declared the Versailles Treaty "a scrap of paper," and on September 1, 1939, German tanks rumbled into Poland. Somehow, the world had made an unworkable peace in 1919. The world's problem today is to correct the errors of 1919 by writing a workable peace. That is the task confronting the current peace makers.

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Further information from Bob Boehme, Prince George Hotel, Prince George, B.C.

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