

## THE DAILY NEWS

THE LEADING NEWSPAPER IN NORTHERN BRITISH COLUMBIA  
Published Daily and Weekly by  
THE PRINCE RUPERT PUBLISHING CO. LTD., PRINCE RUPERT, B.C.

SUBSCRIPTION RATES—To Canada, United States and Mexico—DAILY, 50c per month, or \$5.00 per year, in advance. WEEKLY, \$2.00 per year. All Other Countries—Daily, \$8.00 per year; Weekly, \$2.50 per year, strictly in advance.

TRANSIENT DISPLAY ADVERTISING—50 cents per inch. Contract rates on application.

## HEAD OFFICE

Daily News Building, Third Ave., Prince Rupert, B. C. Telephone 98.

## BRANCH OFFICES AND AGENCIES

NEW YORK—National Newspaper Bureau, 219 East 23rd St., New York City  
SEATTLE—Puget Sound News Co.

LONDON, ENGLAND—The Clougher Syndicate, Grand Trunk Building, Trafalgar Square.

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## DAILY EDITION

Tuesday, Jan. 21, 1913.

## HOW BRITAIN IS LEADING.

Great Britain is maintaining her army and navy in a state of greater efficiency than ever before in her history; she is building more warships than Germany, and paying for them out of current revenue, while Germany is loading herself with debt to build ships out of borrowed money. Great Britain has done this for the past seven years, and at the same time has wiped \$375,000,000 from her national debt. During the same seven years Germany has added \$400,000,000 to her national debt. Great Britain has held her naval lead and at the same time has ended each year with her accounts for the year over \$100,000,000 better off than Germany.

War today is won almost as much by money as by armaments. Japan realized this when she had to accept surprising peace settlement after her victories from Russia, simply because her finances were strained almost to breaking point. As to any emergency in Europe, enquiries should be directed to Berlin, not to London.

## WHY NOT MAN AND MAINTAIN THEM?

The Canadian Countryman says that Canada could not

man battleships because recruits would not be available. Even if this were true, it would not be a valid objection to Canada manning and maintaining the ships which it is proposed to build for the British navy. If we cannot supply the recruits we can pay the expense of maintenance. Unless we do that we shall place an additional burden on the shoulders of the British taxpayers, a burden greater than our gift.

But all this is for the present only. Canada must at once begin to provide for the future. We must get ready not only to man and maintain ships, but to build them. At present our building must be done in the United Kingdom, but this cannot last. Canada has the ports, Canada has the steel and nickel, Canada has the energy and enterprise necessary to build ships of all kinds and for all purposes.

Borrowing money from England to build ships to lend to England can never be a permanent policy. It has no capacity for growth, as Mr. Foster once eloquently pointed out. If repeated, it will cause weariness and disgust.

But if a gift is to be made, let it be a real gift, and not a new burden laid upon the taxpayers of the United Kingdom. —Toronto Star.

## FAITH REMOVES MOUNTAINS IN PRINCE RUPERT CITY

IMPRESSIONS OF PROMINENT JOURNALIST WHO VISITED PRINCE RUPERT WITH THE ROYAL PARTY LAST SEPTEMBER

The following letter from H. Hamilton Fyfe, a prominent old country journalist, who visited Prince Rupert with the Royal party in September last, appeared in the London Daily Mail:

"Organized optimism" is the watchword of the Progress Club of Vancouver. It might be called the keynote of the whole Canadian west. The "organization," I admit, is largely done by real estate agents, whose interest lies in forcing up the price of land. But there is genuine optimism as well; hopefulness which has no mercenary side to it; energy which aims at civic progress, not at individual gain. The newer "city," the more ardent flames the spirit of its citizens. Were this not so, their cities would never be finished. The obstacles they surmount are immense.

Faith which can remove mountains! The most devout Christians are apt to stumble at that phrase. Yet here in Prince Rupert you can see the removal in progress. Hark to those dull sounds of explosion. Run to the window and watch the hillside heave. They are blasting away the solid rock of the mountain—with dynamite and faith.

"Making" a city seems, to those who know only Europe, a perverse enterprise. In the older countries cities have grown, as we say, naturally. They begin as villages. Gradually they expand because they were convenient market places, lay on traffic routes or offered advantage to the manufacturer. In Canada conditions are different. The country has to develop along its railways. Until the "steel" comes there is no need for cities. Those who bring the steel can plump them down where they will. Thus was born Prince Rupert.

## An Unlikely Spot.

Never did there exist a more unlikely spot for a city to grow on. Northward, 500 miles away, lies Alaska, with its cold fields and glaciers. To the south, between Prince Rupert and Vancouver, there stretch 550 miles of rock and water. Six years ago it was a waste of water and rock itself. Almost sheer up from a wide arm of the Pacific ran the side of a mountain, covered with tough trees. Into what soil there was the feet of men would have sunk, if men had ever trodden it, for it was "muskeg," wet and sour. Yet this was the spot chosen by the Grand Trunk Pacific to be its western terminal. There the new line, the national line, running 3,600 miles east and west, reaches its goal, the Pacific Ocean. Hence its liners will steam to the Orient and through the Panama Canal to Europe. Upon this Rupertians found their belief that their city will, as a port, rival Vancouver, Seattle, San Francisco even. They may be proved right in the future. In the meantime they are living on faith.

Six years ago, let me repeat, this rock mountainside was just as it had been for 10,000 years—probably longer. Not until three years ago was there any habitation, save tents. Now 6,000 people live here. There are streets of shops and rows of pretty little houses, many with lawns and flower beds around them. There is a bank around every corner, with big office

buildings on the corners themselves. Three newspapers, seven hotels and two theatres add to the zest of life. A cold storage plant, the largest in Canada, is ready to begin on the fish which are caught here, chiefly halibut, as soon as the completed railway can carry them eastward. A dry dock, costing half a million, is begun. A £200,000 hotel will follow immediately. A street car company has offered to lay rails at once if the city will grant a forty years' license. But the city has declined this. It means to provide the street cars itself.

## High Prices for Land.

If you could see the place you would at first be staggered, no less by the refusal than by the idea that any company should dream of doing business here. There are as yet only two real roads. The rest are planked, and very often raised on trestles so as to bridge gullies or hollows filled with spongy soil. These planks are capital to walk on, even to drive on. Even to lay them down cost some £25,000. Without them, getting about would be inconceivable. But they have an oddly makeshift appearance, and the queer contrasts on every side add to the stranger's difficulty in understanding why land is so grotesquely dear. On one plot is a neat wooden villa, evidently lived in by people of taste and refinement. The next plot is covered with tree stumps and exuberant weeds. Almost overhanging one of the best buildings and flanked immediately by a board advertising a cafe is an immense mass of rock. All through the town these are the present conditions. Only by the exercise of faith can one imagine Prince Rupert emerging from its ragged chrysalis and becoming really a town.

Naturally you ask: "How has it managed to do so much already?" "How do its inhabitants live?" Again the reply is "Faith!" A great bank had so much faith in the future of Prince Rupert that it loaned the municipality £200,000. Already that sum is exhausted, and very little of the mountain is removed. But no one is discouraged. Part of the loan provided a water supply. The city will proceed to borrow more money upon the security of that water supply. A water electric power plant which is planning will also be mortgaged as soon as it exists. These public works, added to private constructions, are what the 6,000 live on, in addition to what money they brought with them and to the prices which are paid by outside buyers for plots of land. When the railway is finished fishing will be a most profitable industry. It is said that a population of 30,000 could live by this alone. But meanwhile it is Faith.

translated into floods of dollars poured out by lenders and speculators, which keeps Prince Rupert alive.

## Faith Against Reason.

Gambling in futures has raised the price of land to a ridiculous height. Here are a few examples. Centre sites are naturally most valuable, but what justification can there be for thinking that fifty feet of frontage, with a hundred feet of depth, are worth more than £12,000? That sum has actually been offered and refused. Corner lots change hands—and real jingling coin is paid for them—at seven, eight, nine thousand pounds apiece. I asked a shop keeper how much rent he paid; he told me £20 a month! As I drove over the plankways I had pointed out to me patch after patch of bare rock and morass for which thousands had been paid. There is more faith to the square inch in Canada than in any other country upon earth.

But remember this also, that in Canada faith is often justified against all reason. Many men are rich now who were thought to be lunatics throwing their money away. Why, in Prince Rupert faith is even changing the climate. It used to be wet here, so they say, 364 days out of the 365. A tribe of Indians on the Skeena River were once tackled by a missionary. They listened to his Bible stories with interest, and believed them, until he came to the Flood. Then they rose and shook their heads. "The world flooded after forty days' and forty nights' rain!" they said scornfully. "Why, it often rains more than that here!" Yet now the Rupertians declare their rainfall to be far less than when the city was founded. I certainly had one fine day there. But that may have been the three hundred and sixty-fifth!

## LONDON EXPERTS ENGAGED

City of Ottawa Has Engaged Two Prominent Engineers to Report on Water Supply.

Ottawa, Ont., Jan. 20.—The Ottawa city council has decided to engage two eminent British experts, Sir Alexander Binnie, London, England, water engineer, and Dr. Houston, scientific adviser to the Metropolitan Water Board of London, England, to come to the capital at once and report upon the supply of pure water for this city. The arrangements for the engaging of the experts were made through Lord Strathcona, lord high commissioner for Canada in London, at the request of Premier Borden and Mayor Ellis.

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leaves for Vancouver, Victoria and Seattle  
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"PRINCE JOHN"  
For Port Simpson, Granby Bay, Stewart, Naas, 11 a. m., Jan. 8th, 22nd, Feb. 5th, 19th, March 5th, 19th.  
For Masset and Naden Harbor, 12 p. m., Jan. 10th, 24th, Feb. 7th, 21st, March 7th, 21st.  
For Skidegate, Alford Bay and other Queen Charlotte Island ports, 10 p. m., Jan. 12th, 26th, Feb. 9th, 23rd, March 9th, 23rd.

G. T. P. RAILWAY PASSENGER SERVICE  
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Auditor for the City of Prince Rupert  
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