

## THE DAILY NEWS

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DAILY EDITION



Saturday, Feb. 28, 1914

As was predicted by the premier himself when he said road work would have to be deferred, particularly in the north, Skeena district is having her road estimates cut by half. This appears to be the reward of having a member representing the district who cringes under the party whip instead of standing out and fighting for his district. When the pinch comes the dog without spirit is the one who gets the small bones.

Skeena district is the most important in British Columbia just now. It is just being lapped by a great national railway which throws the agricultural lands and the mines open to the world. Preparations to make these immediately producing have been made by pioneer ranchers and mining investors, but the provincial government has fallen down badly on their end of the development. Instead of adopting an active policy of systematic, scientific road building which will permit the rancher to take in supplies and bring out produce, and permit the mining man to bring in machinery and bring out ore, the government is cutting the road appropriations in two.

It is the period of economy, says the Premier and we are going to cut out the roads particularly in the north. Yet this same premier personally introduces a bill to extend further aid to the C. N. R. and

mortgage the people up to the hilt. The Premier refuses to open up the north but backs notes for the railways to the extent of some two hundred millions.

This cut in the road estimates is not the only censure which is coming to Premier McBride and the local member on the road question. They cannot get rid of the responsibility of the disgraceful waste of the money appropriated in previous years. It is generally conceded that had this money been properly expended on scientific road building instead of scientific vote getting this Skeena district would now have many excellent roads, instead of streaks of mud holes, rough trails to nowhere and bridges that are never used.

There is a letter from a Kitsumkalum rancher who has never mixed in politics, published in today's News which gives an idea of what the road work in that valley is. As a citizen of Prince Rupert and a pioneer in a new country in which you hope to make your home and your fortune, you should read this letter.

There doesn't seem to be a Tory left in the city. At any rate there isn't one who has the temerity to come forward and tell us in what particular the Bowser-McBride misgovernment conserved to the city the rights which should be vested in the city.

## KICK FROM KITSUMKALUM ON ROTTEN ROAD SYSTEM

FORTY SETTLERS HAVE TO PADDLE TO THEIR RANCHES WHILE GOVERNMENT WANTS TO BUILD ROAD FOR SPECULATORS—WASTE MONEY TO KEEP VOTERS BUSY

Editor News: I want to shake hands with the man from Bella Coola and assure him that his district is not the only one where large amounts of money are expended with no results. I wish he could travel with me over the road leading to Kitsumkalum lake from the G. T. P., a distance of twenty miles, and he would see the same system of moving the road a few yards either to right or left each year. Why does the government not send an engineer to lay out a trunk road, then let the settlers build it by contract? That would give all a chance to work on the road, cut out the expense of foremen and cooks, and as the contracts would specify just what kind of road, how wide it would be, etc., we could be reasonably sure of getting something for our money.

In the beautiful, fertile valley north of Kitsumkalum lake the settlers are at a standstill. From the foot of the lake there is a four-foot trail constructed as an outlet for forty settlers, who must either pack their supplies this seven miles or trust to getting a calm day to boat up the lake, as it is utterly unsafe in a wind. I enclose you snapshot of a settler rafting his horse up the big lake. It took nine hours to make seven miles and the water was fortunately calm. But suppose a wind had risen. You may see by the other picture what would have happened. We settlers have offered to build this road for \$20,000 and have received the reply from Mr. Manson that he is informed it will cost \$40,000 as there is a great deal of rock work along the shore of the lake, and they are considering a road on the west side of the lake. I would mention that there are several sections of purchase land to be reached on the west side in Beaver valley, while we settlers

are in the reserve. But in order to cross Beaver river and the flats that overflow from it, there would have to be two miles of bridge. To avoid this would mean to go at least six miles up Beaver river to make a crossing. That would mean twelve miles extra to some of the settlers when they went to market. A pleasant prospect, indeed, to the pioneers who have waited so patiently for an outlet. You understand, the road on the east side of the lake would afford an outlet to the whole settlement, but would not reach the purchase land. This year the railroad will be completed to Prince Rupert and those valleys which should be ready to furnish vegetables, eggs, poultry and small fruits are at a standstill for want of roads. Still the money is being spent in building useless roads in and around Terrace. They have just completed a bridge at Terrace that is said to have cost \$14,000 and leads nowhere but to a timber reserve on an island. Of course it has given employment during the winter to a lot of good solid voters, which seems to be the main thing.

We, like the Bella Coola man, think we have a kick coming, and surely Mr. Manson and his government can expect no support from a district whose wants and needs have been so persistently ignored. We only ask a fair deal, but it doesn't seem to come our way.

FAIR PLAY.

Terrace, B. C., Feb. 26, 1914.

### SCIENTIFIC NOTES

The whaling season of 1913 eclipsed all records, the yield of oil for the world being estimated at 800,000 casks.

Imitation smoke, made of properly colored cotton mounted upon wires, has been patented for use in toy locomotives.

Genoa shipbuilders have received a contract for a 22,000 ton passenger steamer, the largest ever built in Italy.

That the formation of a human being begins with the stomach is the contention of several scientists of high repute.

German iron founders are trying to increase the use of furnace slag in place of gravel and crushed stone in concrete.

For the benefit of women shoppers an umbrella has been patented with a handle to clasp over one wrist like a bracelet.

Ties made of a species of hard wood have been used on the Panama railroad without renewal for more than 50 years.

With a clock dial invented by a resident of Washington, D.C., it is possible to tell 12 hour, 24 hour and nautical time.

Visitors—Go to the Royal Cafe for your meals. It is the best service and best selected menu in the city. It is the popular restaurant.



FUTURE KAISER ILL

Crown Prince Frederick William of Germany, who has been confined to his bed with an attack of tonsillitis.



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