

THE DAILY NEWS

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DAILY EDITION



Thursday, March 12, 1914

There is a matter which ought to engage the attention of every property owner in the city, namely the completion of the hydro-electric proposition at Woodworth lake as contemplated by the city council. The property owners indicated by their votes that they favor the Woodworth lake scheme, but the methods which it would appear are being pursued by the council to carry out the proposition not only are contrary to law, but would not, if understood, meet with the approval of the people who pay the taxes.

In the first place, proper information is not being given to the public as to just what the council proposes to do. Everything is being kept in the dark.

In the second place, it is said that the present council do not contemplate putting back into the general fund the monies which were last year taken out of general fund and spent on the hydro-electric undertaking, but that they intend to use this money on the undertaking this year, and in addition intend to make a levy sufficient with the monies already in hand to complete the proposition. All this it would seem is to be done without the property owners being given the opportunity of approving of the additional expenditure necessary. The people who pay the money are not to be consulted at all.

This is strictly against the statutes and such high-hand-

ed procedure should not be tolerated for an instant.

Before this work is proceeded with a bylaw covering the estimated cost over and above the amount already available should be submitted to the ratepayers for ratification. By this means additional debentures can be sold and the work completed without putting on a high rate of taxation this year (which would be illegal in any event) and at the same time the amount spent last year out of general fund could be replaced with the result that the rate this year could be kept very low.

It is time that the council understood that it cannot with impunity play fast and loose with city funds.

Every property owner in the city wants to see civic works carried out with expedition, but a precedent so dangerous as that apparently in contemplation by the present council cannot be allowed to go unchallenged.

Let the council get out into the light and tell the people what it proposes to do.

How much is the hydro-electric proposition going to cost to complete? Is there money in hand to complete it? If not, is a bylaw going to be submitted to the electors for ratification? If not, why not?

It is well that the council should be warned of the dangerous ground it is treading on. The people have rights which must be respected.



IN THE VAN OF WOMEN'S SUFFRAGE CAMPAIGN IN CANADA

A movement that will spread to all the provinces. Mrs. L. A. Hamilton on the right, and Dr. Margaret Gordon on the left, who led the deputation of Ontario women before Acting-premier J. J. Foy and members of the cabinet to demand the rights of married women with property qualifications to vote, as do their unmarried sisters and widows.

OPENS NEW COUNTRY AND NEW ERA IN B. C.

Building of Proposed Groundhog Railroad Would Work Wonders

The Vancouver Province says editorially:

"Mr. D. A. Thomas, the British coal magnate, is obviously not one who lets 'I dare not wait upon I will.' He came, his experts saw and now he strides across the continent prepared to conquer. Where others have hesitated he thrusts on. For a considerable period a railway from tidewater into the Groundhog coal basin has been in the air. Mr. Thomas brings it to earth with a rush. He applied for a charter from the Dominion government only a few weeks ago and directly it is granted he comes over to make arrangements for its construction. Apparently he asks for nothing more than the charter, though he would be less than human if he were to refuse any opportunities which may come his way. If Mr. Thomas really intend to start construction immediately (and if his plans have in view the coaling of vessels on the Panama route it would seem that time is an essential part of the contract) he is going to open not only a new country but a new era in the history of British Columbia. When it is remembered what anthracite coal has done for South Wales and that the Groundhog basin is apparently the only anthracite on the Pacific coast, it is hardly to be wondered at that that visit of Mr. D. A. Thomas excites the interest of the whole continent.

On the Tram Line

Billy Sargent spent the week in town. He reports that at the Carnaby camp the boys are making great headway with the clearing of the tram line right of way. They have twenty men on the job and in less than three months they will have the towers all up and everything ready for the cable.—Omineca Herald.

P. G. E. TO BE COMPLETE MIDSUMMER OF 1915

Work Will Be Rushed on Extension End of Line Into the Peace River Country

Locating parties are to be sent out on the proposed Pacific Great Eastern extension to the Peace River district by the middle of April, it was announced by Chief Engineer J. Callaghan in Vancouver this week.

A reconnaissance party in charge of Mr. L. C. Gunn is now working north of Fort George towards the Pine River Pass through which the line will run to the "Peace River Block," and following the receipt of reports from this advance guard as to the best method of getting north from Fort George the locating parties will begin running lines. Until the snow leaves, which will be about April 10, it is inadvisable to place large parties in the field for the purpose of obtaining any definite location lines, pointed out Engineer Callaghan.

Harbor Work at Squamish

"Before the close of this year we hope to have about 2000 men on the grading work with at least 100 miles of line under construction," announced Mr. Callaghan. "The work will be somewhat difficult in its nature and will be carried on all the year around. The first 200-mile stretch out of Fort George is particularly heavy, in comparison to other portions of the Pacific Great Eastern. It is not supposed the Peace River line will run due north from Fort George and the reconnaissance party is now endeavoring to ascertain whether it would be better to run northeast or northwest, for a short distance in order to get the proper grade."

PRINCE RUPERT MIGHT ALSO FALL IN LINE

New Westminster, Mar. 11.—What may be accomplished by organized effort was demonstrated by the action of the New Westminster city recently, when the civic body passed a resolution requiring the union label on all city printing hereafter. This motion was passed at the request of a member of the executive committee of New Westminster Typographical union, and the vote was unanimous. It was pointed out by the union men that all the responsible printing concerns in the royal city were union offices and it was to the interest of the council to patronize them and not give any work to temporary concerns here or elsewhere that would not have the label and could not guarantee the quality of their work. This action of the council means that when any city work is done, it must be done by union men in the printing business, and the union has thus safeguarded both the interests of itself and its employers. While the council has always been fair towards union men in the past, this step places it among the most progressive in the province as regards recognition of the rights of the workers. Victoria city council has recently taken similar action.

Wants to Fly in Rupert

The San Francisco Aeroplane Company have written the Board of Trade stating that their aviator, Roy Francis, is planning a trip through Alaska this year and wishes to know if Prince Rupert would entertain an exhibition. The letter and accompanying data has been turned over to President J. H. McMullin of the Northern B. C. Agricultural and Industrial Association, as a possible entertainment feature in connection with this year's fair.

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