

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.

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HEAD OFFICE

Daily News Building, Third Ave., Prince Rupert, B. C. Telephone 98.
BRANCH OFFICES AND AGENCIES

New York—National Newspaper Bureau, 219 West 23rd St., New York City.

Seattle—Puget Sound News Co.
London, England—The Clougher Syndicate, Grand Trunk Building, Trafalgar Square.

Subscribers will greatly oblige by promptly calling up Phone 98 in case of non-delivery or inattention on the part of The News carriers.

SUBSCRIPTION RATES—To Canada, United States and Mexico: Daily, 50c per month, or \$6.00 per year (\$5.00 if paid in advance). Weekly, \$2.00 per year. All Other Countries: Daily, 88.00 per year. Weekly, \$2.50 per year, strictly in advance.

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

DAILY EDITION

Tuesday, July 28, 1914

The visit of the Minister of Mines to the central interior of British Columbia to personally inspect the agricultural lands opened up by the Grand Trunk Pacific is better late than never. The Minister and his companion, who is the real power of the administration, admit they were astounded at the vastness of the arable territory in the valleys adjacent to the new railway. This frank admission that for the first time they realized the extent of the country and the possibilities of the land now opened, is the severest criticism that has been made against the administration. The land department and the ministers are just five or six years late in their astonishment. They should have had this information long ago, and that country should have been opened up and settled now, instead of being an inaccessible wilderness.

But other men were not as dilatory as the ministers of the crown. The land grabber sized up this country as soon as the G. T. P. was planned and the speculators have got the best of the valley lands tied up in purchase agreements. The government gets next to nothing for the land and the speculator holds it at exorbitant prices. A settler cannot homestead it and he cannot afford to buy it.

The ministers waxed enthusiastic over the Nechaco valley lands where there are pre-emption, lands available. It was most noticeable that they had nothing to say of better lands closer to Prince Rupert which have all been picked by the land grabber. Surely the folly of the admin-

istration of the crown lands must have appealed to the ministers when they saw these lands, uncleared and unsettled while the market of the north has to ship in its food products from Seattle.

The absurdity of asking settlers to go in on the interior pre-emption lands and spend a life time clearing a few acres by crude methods, must also have appealed to the ministers. Surely these travelling members of the cabinet must have realized that having lost several years in getting this country settled they now have an enlarged duty to perform in making amends. Does it not suggest itself to the ministers that the government should undertake the clearing of large tracts of pre-emption lands by modern and economical methods? If the government undertook a policy of clearing the lands in ten thousand acre blocks, using modern machinery and utilizing the timber taken off, and of constructing and connecting roads that are roads, that would be doing a real service to the country and fulfilling a portion of their obligation of office.

Compare such a policy with the present method of sending settlers in with an axe and grub hook to clear their own land, and then giving such of them as vote right a summer job cutting crude trails to help them get a grub stake. Is it any wonder that the agriculturist shies at a B. C. product? The prairies look too tempting in comparison.

The one objection to the present administration adopting a progressive policy is that the people have no faith in their ability to carry it through. The public judging from past ex-

periences would fear that the administration would use public work of this kind to debauch the electors and for the personal aggrandizement of their favorites.

A commission on land settlement would be some assurance of good faith.

A writer to The Fort George Tribune suggests that road districts be formed so that property owners can appoint their own road superintendents and pay for the roads by a special tax. The scheme may have much virtue but it will not appeal to the Victoria government. Bowser cannot afford to lose his vote-getters—the road bosses.

HUBERT AND DISTRICT NEWS

(Hubert Times)

Great excitement was caused the other day by the shooting of a railway workman by a negro "up the line." The wounded man was rushed through Hubert for treatment, but it is understood that his injuries will not prove fatal. His assailant is still at large. (N.B.—We hear on good authority that the police took up the case with promptitude two days later.)

Pat Regan is making great improvements on his ranch near Round Lake, his farm is now one of the best cleared and up-to-date places in the neighborhood.

After some inconceivable delay, the Aldermere and Telkwa post-offices have been notified that a post office has been opened at Hubert. It will now be possible for those who wish to change their addresses to this point to notify these offices of their intention of so doing.

Bert Brazier has returned from a prospecting trip and is in residence in town.

Mr. Croteau, one of our hustling farmers, is having his land cleared by Indians. The amount of work already done is considerable and quite a noticeable feature to those travelling along the road which runs through his property.

Haying is now commencing, and, given a continuance of this glorious weather our Fall Fair should be able to exhibit grain and grass of surprising quality. Roots have also greatly benefited by the welcome rains and will also make a good showing.

Large tract of good farming land now open for free settlement in Oregon. Over 200,000 acres in all. Good climate, rich soil, and does not require irrigation to raise finest crops of grain, fruit and garden truck. For large map, full instructions and information, and a plat of several sections of exceptionally good claims, send \$3.40 to John Keefe, Oregon City, Oregon. Three years a U.S. surveyor and timberman. An opportunity to get a good fertile free homestead near town and market. 470-203

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BRITISH COLUMBIA MAY COMPETE FOR WEST INDIA TRADE

Opening of Panama Canal Offers New Field for Lumber of Sister Province

Ottawa, July 27.—E. S. S. Flood, Trade Commissioner for the Barbadoes, in his report to the Department of Trade and Commerce, states that the opening of the Panama Canal will enable shippers of lumber from British Columbia to compete for part of the trade with the West Indies. Interest, he says, has been expressed by dealers in the Barbadoes on the subject and inquiries have been made as to the characteristics of Douglas fir and Canadian pine and as to their suitability for the tropics as compared with the pine and spruce from eastern Canada and the pitch pine now imported from the United States. To satisfy these inquiries a request has been made to the Trade Department of British Columbia to furnish samples of the different varieties of lumber that are commercially important and suitable for exportation. These samples will be shown to the traders and afterwards sent to Trinidad, Jamaica and British Guiana and the northern islands. In this way an opportunity will be afforded for a comparison of British Columbia lumber with that now imported.

The requirements of the British West Indies for lumber, shingles, shocks, staves and punch-logs, have an average value of about two and a quarter millions of dollars. These colonies, with the exception of Jamaica, give a preference to Canadian lumber.

A steamship service between British Columbia and these colonies would give an outlet for lumber and other products of Western Canada and would depend to a large extent upon the availability of return cargoes. The products of the West Indies that now reach the preference market of Canada and that could make the voyage to British Columbia without deterioration are sugar and molasses, cocoa nuts and copra, coffee, rice, ginger and spices, lime juice, molasses and green heart timber. An examination into the character of trade between the Eastern Provinces and the West Indies forces the conclusion that an identical trade could be created for the Western Provinces, and one that would in no way interfere with the trade now handled in the East.

The above statement of the quantities of the staple and minor products of the British West Indies available for export and subject to a preference in the Canadian market, will show the large supply that might be drawn on for return cargoes. The distance from British Columbia to the Panama Canal is roughly about 4,000 miles and from the Canal to the Indies, 4,000 miles.

The Neighbors

"I suppose you won't keep this new housemaid more than a week either," said the spiteful neighbor.

"Indeed I'll not," replied the other spiteful one. "She lied to me already. She told me she came from a highly respectable family, and I understand she's been working for you."

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That New Garbage Car

J. W. Moorehouse has been appointed day driver for the new auto garbage truck at \$110 per month, and Thos. Dybbavn is to be night driver at \$100 per month. The box on the new truck is found to be too small for the garbage work and the committee has been authorized to have a new and bigger box built for it.

Bad News

Visitor (hungry)—"And what time do you have dinner, my little friend?"
Terrible Boy—"Soon as you've gone."

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