

THE DAILY NEWS

THE LEADING NEWSPAPER IN NORTHERN BRITISH COLUMBIA
Published Daily and Weekly
Guaranteed Largest Circulation

H. F. McRAE, EDITOR AND MANAGER

HEAD OFFICE

Daily News Building, 3rd Ave, Prince Rupert, B.C. Telephone 98.
TRANSIENT DISPLAY ADVERTISING—50 cents per inch. Contract rates on application.

DAILY EDITION



Thursday, April 15, 1915.

EDITORIALS

The announcement that work would start immediately on the Alaska railway is good news for Prince Rupert. Seattle papers in discussing it say that it will mean a bigger thing than the discovery of the Klondike. That being the case, the Prince Rupert stands in the way of securing a goodly portion of the trade. It will be remembered that Seattle reaped most of the profits from the opening of the Yukon, while Vancouver was fast asleep. This should teach us and the railway company to keep awake. Business moves along the lines of least resistance and takes advantage of every economy in distance and time but there must be somebody right there to do the moving. It will not come via Prince Rupert just because it is five hundred miles shorter unless there is somebody there to get the business.

It would appear that the time is opportune for the G. T. P. to put on a weekly steamship service to Seward. Of course, many of the Seattle boats will call at this port but it is not to their interests to ship over the G. T. P. They are looking to take trade away rather than to bring it here and unless every encouragement is given it may pass our door just the way the Yukon rush passed Vancouver. It is possible that the only solution is for the Grand Trunk to put on a weekly steamship service to Seward. It might be good business to put the Prince John and the Prince Rupert on the southern run and the Prince George on the northern run, perhaps calling at Massett en route. At any rate, the time is ripe for an active intellect to work out a solution which, like "time and tide waits for no man."

The announcement from Peking that Dr. Sun Yat Sen is again plotting—this time against the new "republic"—will not come as a surprise to those who have followed the career of that remarkable man. Sun Yat Sen made Yuan Shi

Kai possible and then stepped aside in order that the latter might become President of the new government erected by revolution on the ruins of the Manchu dynasty.

He has been invested with the attributes of a sincere patriot by his biographers. His aspirations, it is said, are those of an ardent republican and the inference to be drawn is that he is rather a hasty enthusiast than a slow, plodding reformer.

Such a man could see ample room for criticism in present conditions in China. Important as have been the constructive reforms effected under the new regime, it is open to criticism because of what it has failed to accomplish.

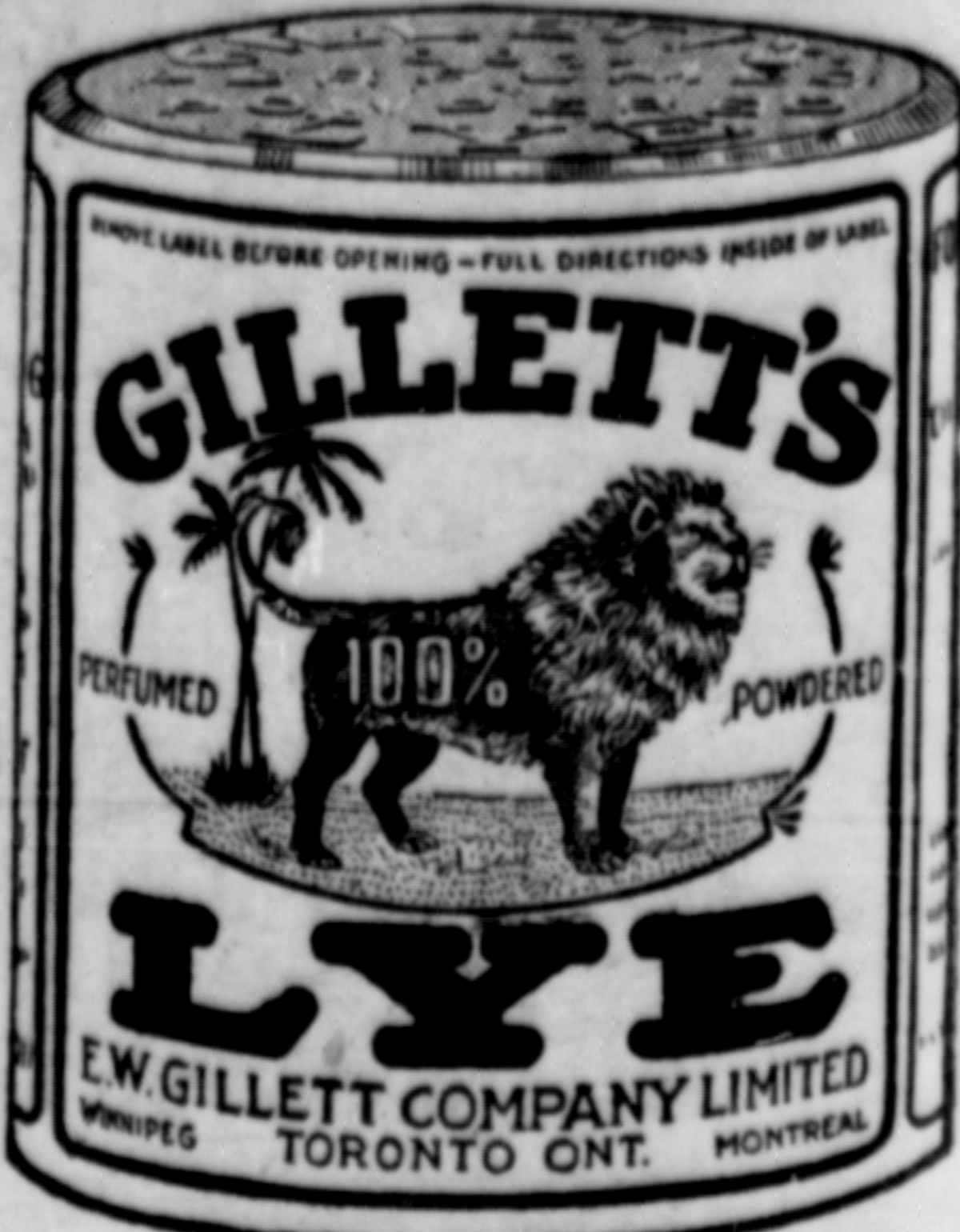
Not the least of these "errors of omission" is the inability of Yuan Shi Kai so to inspire China with a nationalistic spirit. If progress along these lines is being made—and it may be that a change is being wrought—it is so slow that to the Occidental eye it is imperceptible.

Lack of this quality, which in other lands gives rise to the strong spirit of patriotism, has always been the ancient empire's chief weakness. China lacks that spiritual, emotional something which makes a nation one in war, no matter how it may be divided in peace.

This is all the more remarkable because it has at its doors an illustration of the elevating influence of this same emotion. If China could be roused to emulate Japan, it would not be long in taking its place in the forefront of the world's great powers.

Sun Yat Sen may believe he possesses the power to arouse that sentiment in China and thus rescue it from its traditional position as the football of the earth's militant governments. He may be the man destined to bring about this awakening—but it seems reasonably certain that Yuan Shi Kai cannot do it.—Seattle P.-I.

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BIG DEVELOPMENTS BY ALASKA RAILROAD

Speaking about railway work in Alaska, the Seattle Times has the following to say:

For several months past the government has been dickering with the Copper River & Northwestern Railroad for the purchase of that system, and it may be that this will be taken over later. In an event, with the fear of government competition removed, it is probable that the Guggenheim road will be extended to serve other mines in the region of its inland terminal at Kenicott.

Survey of Route.

The survey for the government railroad runs from Seward to Kern Creek, around the head of Turnagain Arm to the broad, well grassed Susitna Valley and thence through Broad Pass, a low divide in the Alaska range close to Mt. McKinley, and thence to Fairbanks. The Broad Pass region is one of the most highly mineralized in the territory, but its inaccessibility has prevented its development.

The cost of building the 1,000 miles of railroad required in the Alaska Railroad law is estimated by the commission at \$26,800 a mile. Much of the country to be traversed is over a low, gravelly plain, and there are no heavy grades. The chief engineering difficulties will be in bridge construction, there being some formidable streams to be crossed.

Will Open Coal Field.

The road will open up the Matanuska coal field, which, doubtless hereafter will supply the coal used by the United States navy on the Pacific Coast, and also the Nenana coal fields, which will supply Fairbanks with fuel. These coal lands will be open to operation under the leasing law as soon as the government has made reservations for itself and appropriate regulations have been compiled.

A commission is now working

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on a draft of the regulations to be in force for the operation of the coal lands. The Matanuska coal fields also will supply a large amount of the coke consumed on the Pacific Coast and which is now imported from eastern parts of the United States. It is also probable that a small amount of anthracite coal will be brought to seacoast towns on the Pacific from this field.

The members of the commission will be located in different regions. Edes, the chairman, will have his headquarters at Seward; Mears will be at Ship Creek and Riggs in the Broad Pass country.

The commission was directed by the President to proceed to Alaska immediately. Lieutenant Mears, as well as a large number of the office force, are already in Seattle. R. D. Chase, chief clerk, arriving yesterday morning.

The work this summer will be done by station men who will make direct contracts with the commission for work on the units. If at the end of the season the system has proved itself it will be adopted for the remainder of the road. Only a small force will be employed by the committee, all being experienced engineers.

Townsites have been withdrawn by the interior department at Ship Creek, Matanuska Junction, in the rich Susitna Valley, one in the vicinity of Broad Pass and another on the Wanana River.

"The route adopted by the President," said Secretary Lane, "will open up a territory not now served by any railroad line and two of the great coal fields of Alaska—one the Matanuska, with high-grade bituminous coal acceptable to the navy, and the other the Tanana field near the Tanana River, with high-grade lignite, which will serve the Alaskan interior.

Warned to Go Slow.

"I have received word of a threatened stampede to Alaska this year, but the government does not justify such a rush. The government will employ few men and these are of a high order of engineering experience. There is little chance for employment in that country at this time."

AS SHE IS SPOKEN.

A school teacher having instructed a pupil to purchase a grammar, the next day received a note thus worded from the child's mother: "I do not desire Lulu shall engage in grammar as I prefer her engage in yuseful studies as I can teach her how to spoke and rite properly myself. I have went through two gram-mers, and can't say they did me no good. I prefer her engage in german and drawing and vocal music on the piano."

The professor who believes courting should be taught in college apparently overlooks the fact that it already is an elective course in all of the best schools.

Considering the fact that the audience knows it, every candidate wastes a good deal of time telling it that it is intelligent.

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