

THE DAILY NEWS

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DAILY EDITION



Friday, April 3, 1914



MR. L. WERDEN

First president of the Caledonia branch of the British Imperial association, under whose leadership the association is growing rapidly.

Prince Rupert will welcome today two of the province's noblest sons. Mr. Brewster, leader of the provincial Liberal party, has a record behind him of which any man might well be proud. He is one of the men who have grown up with the province. In business he has been eminently successful and as a public man he stands without spot or stain. The Liberals of British Columbia are fortunate in having such a clean, strong man to lead them in their battle for clean politics.

Mr. John Oliver is almost too well known to require much comment. Although yet a young man, he has been a leading figure in the Liberal party from its inception in the province. He has justly earned the title of "Honest John," and the citizens of Prince Rupert will be glad to honor a man of such sterling qualities and of such distinguished service. Being a man of the soil himself, his message to the farmers of this district, as well as to the business men, will be one of interest and of profit.

The Borden naval policy has been presumably withdrawn for fear the senate would again turn it down. As a matter of fact there is a much

better reason. Borden himself never really favored a Canadian contribution. He was forced into it by his powerful henchmen. The real reason why that policy has been withdrawn is because it was found out that the best part of Canadian opinion was against it. Not only that, but throughout the empire it is realized that the ultimate system must be along the line of local navies. Only in this way can enthusiasm be aroused and the autonomy of the dominions secured.

It is even now admitted in the old land that Borden was wrong and that the policy of Sir Wilfrid Laurier is the only one for Canada. The following clipping from Public Opinion, a leading British paper shows the change that has taken place. In speaking of the naval estimates it said: "Mr. Churchill said there was no possibility of the Borden program being adopted this year. It would be perhaps more exact to say that there is no possibility that it will ever be adopted," says the Daily News. "For Canadian opinion is clearly moving in the direction of the Laurier scheme."

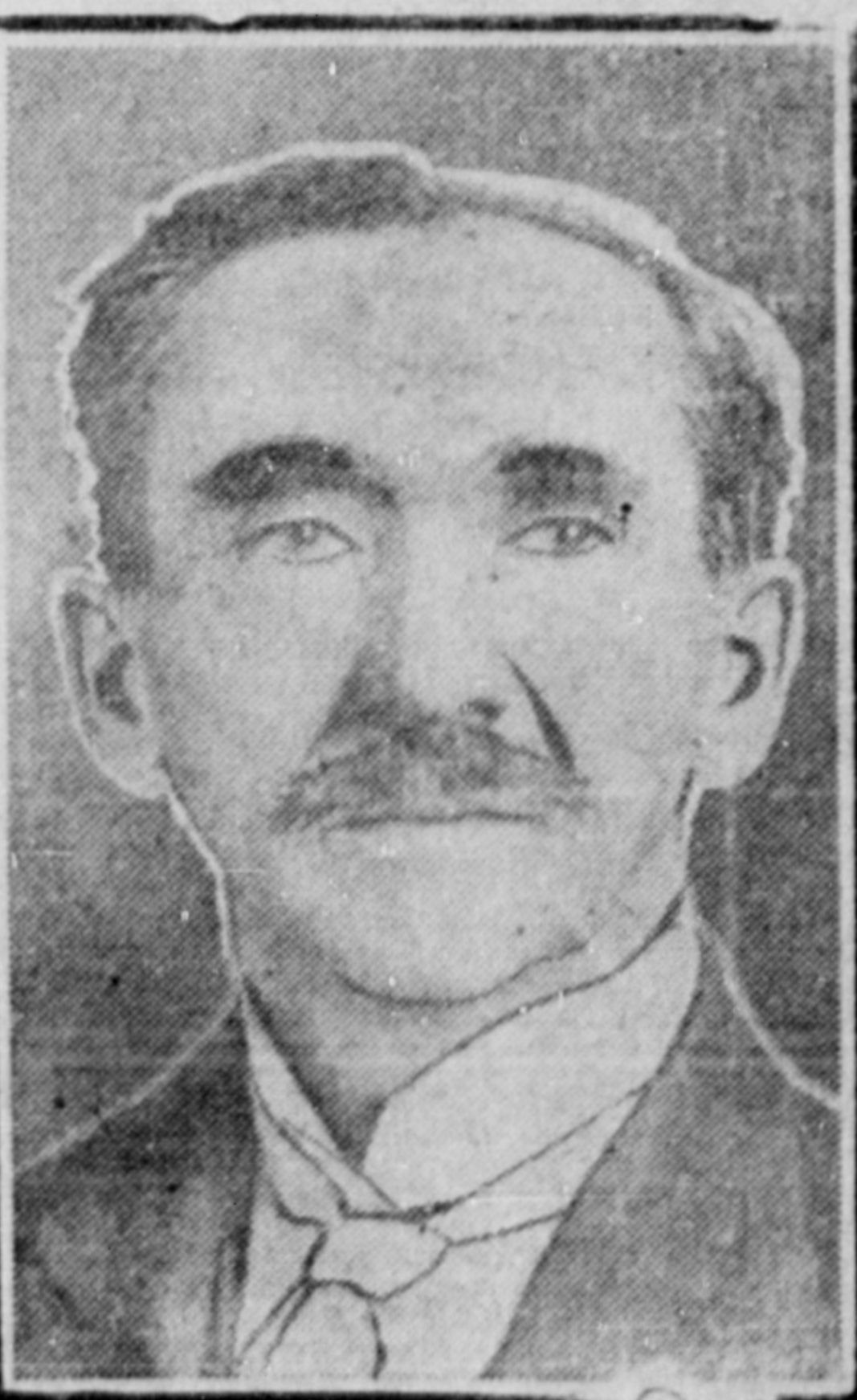
This statement from a leading British paper is interesting, and it illustrates the predicament in which Premier

Borden finds himself. He must now drop all notion of a naval policy or swallow the Laurier policy, which he is hardly big enough to do. It is too bad that petty politics is allowed to step in and prevent Canada from doing her duty at this time when the dominions should be shouldering a part of the mother country's load.

It looks as if the degenerate part of the Tory machine would destroy the effectiveness of both the army and navy in order to gratify their passion for private gain. The recent scandalous disbandment of Earl Grey's Own Rifles in this town in order to gratify local politicians is a good illustration of this. The question is really so serious that one trembles at using it for party advantage. It is indeed of sufficient magnitude to wreck irrevocably any political party if properly handled, but the question should be handled on a higher plane. It is a case where all high-minded Conservatives as well as Liberals should protest with the end in view of reversing such an intolerable state of affairs and of protecting the fair name of Canada's militia.

A member who will sacrifice his constituency in order that his political masters may carry out their nefarious purpose in other portions of the province, is a poor creature.

Make your money earn money by buying in Port Edward. 64tf



DR. A. McKINNON

Popular Port Huron physician, who died suddenly on the 10th of this month from heart failure. 74tf

TUNNEL AS REFUGE FROM MOSQUITO PEST

Slept Against Propeller Shaft to Escape Insects—One Driven to Commit Suicide

(Vancouver News-Advertiser)

Guayaquil, a seaport of Ecuador from which the Weir liner Lord Erne has just come, may not be the hottest spot on God's earth, but it must be very near it, judging by the impression left upon Capt. W. E. Maginnes, her skipper, by a twenty-four hours' sojourn there. The Lord Erne is now loading 3,250,000 feet of lumber at the Hastings mill for Australia. Mr. Robert McMurty, the mate, who like the captain, comes from Ulster, is prepared to qualify such a statement just a little, but both speak discouragingly of the mosquitoes as well as the heat.

Guayaquil must be miasmatic. "You have to place your foot exactly in the middle of one of the stones set in the main street; if you put it on either side the mass of evil-smelling slime that hides beneath will squirt up and bespatter you," observed the skipper. He added that he never went into a side street—the main was sufficient—and he only went ashore four times.

Two of these visits ashore caused by a particularly sad circumstance that occurred aboard—the suicide of a young British sailor. This poor fellow had been bitten from head to foot by mosquitoes and driven desperate by the heat he finally hanged himself down below. The captain had to go ashore to get a substitute. So great was the heat that the men took to sleeping in the tunnel right up against the propeller at the bottom of the ship because it was cooler down there and the smell of the oil was distasteful to the over-sensitive mosquitoes.

SEATTLE BIDS STRONG FOR SALMON STORAGE

New Warehouse Will Provide Facilities for 500,000 Cases

Plans and specifications have been adopted by the Seattle port commission for the erection of a four-storeyed concrete warehouse at the Stacey street docks. Construction of the central unit which will cost \$150,000, is to be completed in time to handle canned salmon when the pack begins to arrive in the fall.

The specifications call for the most modern equipment and facilities. The central unit will be able to store 500,000 cases of canned salmon at one time. It is planned for general warehouse purposes, however, and will not confine itself exclusively to the salmon business.

A considerable part of the North Pacific pack goes to San Francisco for storage, but the new port warehouse will prove a big factor in the diversion of the pack to Seattle, which lays claim as its logical storage point.

The central unit to be constructed immediately will have a length of 300 feet, a width of 80 feet and a floor space of 10,000 feet. Later, according to the plans, both docks will be extended, the extensions forming part of the warehouse structure and giving it a total length of 600 feet.

The structure designed, it is said, will be one of the handsomest, architecturally, on the Seattle waterfront.

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