

**THE DAILY NEWS.**  
PRINCE RUPERT - BRITISH COLUMBIA

Published Every Afternoon, Except Sunday, by Prince Rupert Daily News, Limited, Third Avenue  
H. F. PULLEN - - - Managing-Editor

**SUBSCRIPTION RATES**

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| City delivery, by mail or carrier, yearly period, paid in advance   | 5.00   |
| For lesser periods, paid in advance, per week   | 10c    |
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Contract rates on application.  
Advertising and Circulation Telephone ..... 98  
Editor and Reporters' Telephone ..... 86  
Member of Audit Bureau of Circulations

DAILY EDITION  Monday, September 12, 1932

**IS IT A POLITICAL FRAME?**

A despatch to the Vancouver Province from Victoria states that Premier Tolmie has been in consultation with W. J. Bowser, K.C., former Conservative Premier of B. C., also with the Conservative cabinet and with the Conservative members of the Legislature in regard to the formation of a coalition government but up to Saturday he had not yet discussed the matter with the group most concerned, the Liberals as represented by T. D. Pattullo, their chosen leader. Some Liberals had been sounded out but not the leader of the party.

The whole scheme looks to us like a political frame. The intimation seems to be that the real representative of Liberalism does not matter. Everything must be settled before he is consulted and then he will be given an ultimatum.

If Premier Tolmie had been in earnest in his desire to bring about a real coalition of the parties his first step should have been to call into consultation the leader of the Liberals. With him a policy might possibly have been worked out. If the Premier had been really willing to co-operate he would have been the first to hand a copy of the Kidd report to the Liberal leader and ask his opinion as to possible action. But no, the Liberal leader is refused a copy of the report, and the coalition suggestion is discussed with everyone before it gets to the Liberal leader. Efforts have been made to undermine the Liberal leadership by offers to other Liberals in connection with cabinet positions. These seem to have failed for now an offer is to be made to the leader himself.

If the Liberal leader is to join with the Conservatives in a new policy for the administration of the affairs of the province he must first be convinced that the new policy is the best possible in the interests of British Columbia. He must be sure that he is not sacrificing the interests of the Liberal and Labor sections of the province which he represents. His own personal feelings in the matter must not be his sole guide but the feelings of the men and women throughout the province of whom he is the accredited leader.

We do not think Mr. Pattullo will accept the Tolmie proposal or that he is expected to accept it. An effort is simply being made to put him in such a political position that he cannot accept and that if he refuses his position will not show to advantage with the electorate.

Mr. Pattullo is too clever a man to walk blindfolded into any political trap and we look to see him investigate well and sound out his followers before entering any combination which would stultify his efforts on behalf of the people of the province who hold Liberal views. If he can satisfy himself that it is in the best interests of the province for him to join with Dr. Tolmie, doubtless he will do so, but it seems very unlikely that he will consent, unless he is assured that the best interests of the province, and particularly of the section that he represents, will be served by doing so.

**Just An Old German Custom**



Well—what of it? Guess a lady can go out for a ride without you guys handing her a laugh. The great Spree Forest festival, Germany, was entirely responsible.

**The Letter Box**

**UNEMPLOYED PROTEST**

Editor, Daily News:  
The decision of the city authorities that married unemployed be required to work for all back relief has aroused much bitterness among those concerned. The large number of men available for city relief work should enable the works department to carry on all projects without requiring men to work for a dead horse. A large part of the world's ills of today are due to the insistence that dead horses be paid for. If many of the unemployed could demand and receive payment of past debts owing to them, they would not be on city relief.

Consider the lot of an unemployed man with a large family in Prince Rupert today: when not working on city relief he is in the woods cutting fuel. He must toll every day in the month and yet he is not breaking even. If a homeowner, he cannot pay his taxes; if a householder, he cannot pay his rent; and many family necessities must be dispensed with. And yet his entire labor-power is required to sustain himself and family at the level described.

There is such a thing as driving a willing horse too far, and it is suggested that whoever in authority is responsible for ruling that the unemployed must work for all back-relief should reconsider the matter.

Secretary,  
UNEMPLOYED ASSOCIATION

**The Survival of the Sweetest**

(By Barbara B. Brooks)

**MACARONI SALAD**

Two cups cooked macaroni (rinsed and drained), one cup finely diced cheese, one-half cup sliced stuffed olives, one-half cup diced celery, one small onion, chopped fine, two hard cooked eggs, quartered, two tomatoes, quartered.  
Mix the macaroni (tiny rings are effective) with the cheese, olives, celery, and the onion. Moisten with mayonnaise and serve on lettuce, garnished with the quarters of hard-cooked eggs and tomatoes.

**LOCAL ITEMS**

Mrs. John Wynne, wife of the customs officer at Anyox, was a passenger aboard the Catala last night returning to the smelter town after a brief trip to Vancouver.

Miss Erma Erskine, R.N., lady superintendent of the Crippled Children's Hospital in Vancouver, sails by the Princess Louise this afternoon on her return to Vancouver after spending a three weeks' holiday here visiting with her parents, Mr. and Mrs. Robert Erskine, Digby Island.

**Man in the Moon**

The Vancouver Province says Tolmie is rotten, Pattullo is worse. As twins they would be lovely.

Victoria is noted for its politicians, Vancouver for its Kidd report and Prince Rupert for its fall gales.

A Victoria despatch to a Vancouver paper says the new cabinet is to have three Conservatives, three Liberals and possibly one labor.

Jake says he wonders what labor man would join the aggregation after what he reads about them in the Province.

**REPAIRING PR. DAVID**

(Continued from Page 1)

Prince David, when plying between Boston and Bermuda, crushed upon the coral rocks and the cruel Atlantic nearly swallowed her up to place her in an ocean graveyard fathoms below as a sacrifice to the great god, Neptune. Skillful divers went beneath the surface and patched the sides of the heaving "Prince," then a New York salvaging company towed the damaged liner to Saint John and thence to Halifax where officials of the Halifax shipyards took her in hand, a broken, shattered snarl of twisted steel, to begin the herculean labor of making a floating luxury palace of a hull that had been knocking at Davy Jones' locker.

After being battered about on the rocks and being submerged in salt water from keel to B deck, the damage was so extensive that all the engines, electrical equipment, wood work and general interior fixings and furnishings will have to be completely renovated and replaced.

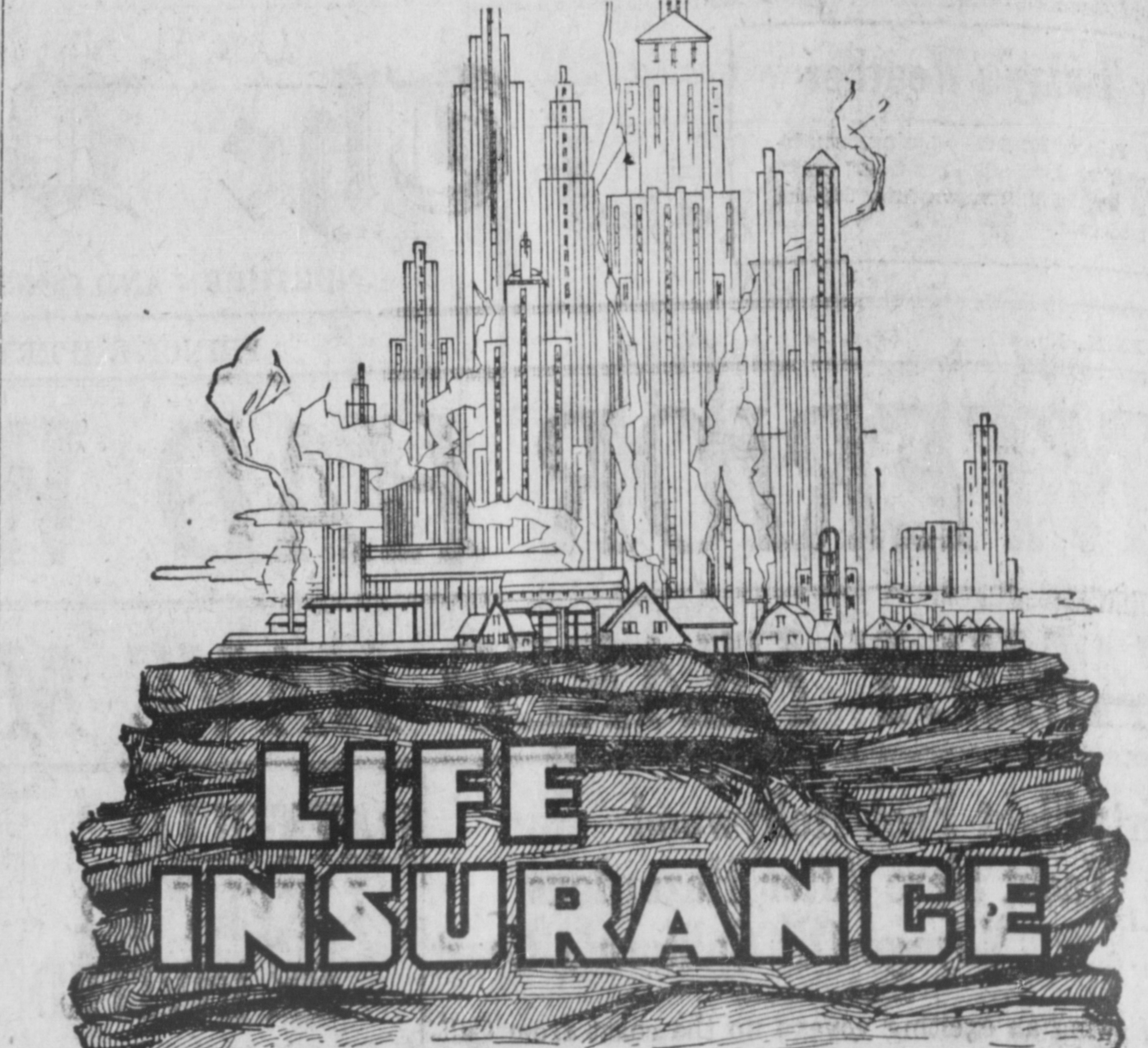
"It practically means building a new passenger liner," said one yard official.

The men were down below taking out the rusty turbine engines. "Heave-hoy, Joe," came the yell from the water-deluged engine room. Then the huge steel crane lifted its cargo of sea-drenched turbine casings to lift it ashore where Superintendent Purcell, of the machine shops, will soon replace new steel and copper, shining like a mirror.

The stoke holds, cargo holds one and two, engine room, dining room, staterooms and lounges will have to be completely rebuilt.

"Seventy-five percent of the electrical work will have to be made over new," Tom Skinner, the electrical engineer of the shipyards intimated. This involves a great amount of work for the Prince David will have all the most modern equipment. It will have a central broadcasting system, it will have telephone connection in 200 staterooms, it will have special electric fans, and everything will be of the best to provide comfort and service to the sea-going traveller.

Foremen in shirt sleeves were measuring corridor lengths and workmen in blue shirts were tear-



**A Veritable Bed Rock of our Economic Life**

TESTED by every major catastrophe—world war, world epidemic and world depression—Life Insurance has demonstrated its strength and stability. It has proved a veritable bed-rock of our economic life. It has met every obligation 100 cents on the dollar and met it promptly. It has relieved financial distress, guarded families and homes, proved a sure protection against poverty and want.

Life Insurance companies in Canada have greater holdings of government and municipal bonds than the chartered banks. Their real estate loans are double those of the mortgage loan and trust companies combined. The policyholders' funds exceed the total deposits in banks, trust companies and all government depositories combined. These combined assets make Life Insurance pre-eminently safe and sound.

Life Insurance is reliable because—  
It is established upon a sound scientific basis.  
Income from premiums is sufficient to provide a large margin of safety against all contingencies.  
No policyholder has ever lost a dollar through the failure of any Life Insurance company, licensed in Canada, to fulfill its obligations promptly and to pay all claims in full.  
All Life Insurance companies are subject to continuous government inspection and control.

Hold fast to your Life Insurance and add to your holdings whenever possible.

**Life Insurance Service**

One of a series of messages sponsored by Life Insurance Companies

ing old casings down, while the shipyard joiners, under Bruce Taylor, were preparing the new wood work which will place the new Prince David in the class with a modern hotel. She is 365 feet in length, has a breadth of 57 feet and a depth of 29 feet, two inches. And all the work will be executed by Halifax workmen.

**Was Big Job**

It will be the biggest electrical job of its kind ever done in Halifax—for this ship will be unique in its special equipment. One hundred thousand feet of wire will be used. There will be electrical refrigerators, and electrical navigation equipment. There will be a special room for the development of photographs and a printing office for the publication of a newspaper and menus.

The men are all working like Trojans to get this luxury liner back into service again—and they are all convinced that they are going to build a better boat than she was before.

Up in the drafting room, Head Draftsman Scott and his assistant, John Ferguson, two burly Scotsmen, are poring over blue-prints, weird figures, and side elevations. They know their business and they claim

the new Prince David is going to be a "bonnie boat."

Well, she ought to be. The Clyde and the Tyne won't build any better. Let's give the Nova Scotian shipbuilders a hand!

**Steamship Sailings**

|   |                                     |
|---|-------------------------------------|
| <b>For Vancouver—</b>                   | Tuesday—ss. Catala ..... 1:30 p.m.  |
|   | Thurs.—ss. Prince Rupert, 10 p.m.   |
|   | Friday—ss. Prin. Adelaide 10 p.m.   |
| <b>From Vancouver—</b>                  | Sunday—ss. Catala ..... 8 p.m.      |
|   | Wed.—ss. Prince Rupert 9:30 a.m.    |
|   | Friday—ss. Cardena ..... p.m.       |
|   | Ss. Princess Adelaide p.m.          |
| <b>For Naas River and Port Simpson—</b> | Sunday—ss. Catala ..... 8 p.m.      |
|   | Tuesday—ss. Catala ..... 11:30 a.m. |
| <b>For Stewart and Anyox—</b>           | Sunday—ss. Catala ..... 8 p.m.      |
|   | Wed.—ss. Prince Rupert, 4 p.m.      |
| <b>From Stewart and Anyox—</b>          | Tuesday—ss. Catala ..... 11:30 a.m. |
|   | Thurs.—ss. Prince Rupert, 8 p.m.    |

|                                      |   |
|--------------------------------------|---|
| <b>For Ocean Falls—</b>              | Thurs.—ss. Prince Rupert, 10 p.m.                 |
|                                      | Friday—ss. Prin. Adelaide 10 p.m.                 |
| <b>From Ocean Falls—</b>             | Wed.—ss. Pr. Rupert 9:30 a.m.                     |
|                                      | Friday—ss. Cardena ..... p.m.                     |
|                                      | Ss. Princess Adelaide p.m.                        |
| <b>For Queen Charlotte Islands—</b>  | Sept. 2, 16 and 30.                               |
|                                      | ss. Prince John, 10 p.m.                          |
| <b>From Queen Charlotte Islands—</b> | Sept. 13 and 27—ss. P. John a.m.                  |
|                                      | ss. Prince John ..... a.m.                        |
| <b>For Alaska—</b>                   | Sept. 8, 17 and 29—ss. Princess Louise ..... a.m. |
| <b>From Alaska—</b>                  | Sept. 12 and 21 — ss. Princess Louise ..... p.m.  |
| <b>From Skeena River—</b>            | Friday—ss. Cardena ..... p.m.                     |

**TELL THE PEOPLE**  
"Tell 'em quick and tell 'em often. Explain to folks plainly and sincerely what you have to sell. Keep everlastingly coming at them. Advertising is pretty much like shovelling a furnace. Once you stop stoking, the fire goes out."—Wm. Wrigley Jr.

**BULKLEY VALLEY COAL**  
IS A HIGH CARBON, NON-COKING, BITUMINOUS COAL  
That can be used to economical advantage in all styles of fire boxes. In your kitchen range try the nut-egg size and simply shake the bottom grate when a hot fire is desired. For heaters use single screened lump. In furnaces use single screened lump with a generous portion of fines added to hold a slow fire or banking over night. You will use no other fuel after becoming accustomed to—  
**BULKLEY VALLEY COAL**

**Hotel Central Ltd.**  
Convenient to business district, homelike, beautiful harbor views.  
Rates reasonable. Spacious sample rooms.  
**FIRST CLASS CAFE**  
Open at All Hours  
Special monthly rate for Rooms and Meals  
**Hotel Central Ltd.**  
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\$4 Per Month and Up  
Pianos Tuned, \$3  
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