

THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

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H. F. PULLEN, Managing Editor.

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DAILY EDITION

Saturday, August 5, 1932.

Poor Little England Was To Be The Goat.

With only the scant information before us that came on the wires, it looks as if it was intended to make Britain the goat in connection with the inter-allied debts question. Much money was during the war borrowed from the United States because that country, not being a participant for several years when the fighting was fierce, was making money faster than the other countries were making glory for themselves. Britain borrowed most of the money and in her turn loaned it to her allies, in order to strengthen their hands in continuing the war. Money was poured out like water wherever it was seen to be needed. This was in defence of the rights of all the world against Germany and in defence of the United States as much as of any country.

The war is over and by many people almost forgotten, but the debts are unpaid. Britain stated her intention of meeting her obligations to the United States. She had borrowed in good faith and she would pay in good faith. Then the other countries of Europe suggested that so far as Europe was concerned all should wipe off their obligations to each other and start again with a clean slate.

Earl Balfour, on behalf of the British Government, sent a note to each of the interested nations of Europe saying that the debt question was one and indivisible. While he apparently did not say so, the intimation was there that if Britain paid U.S., then the other nations must pay Britain. Britain refused to be the goat. The people of that little island are already overburdened with taxation but they are making an honest effort to pay their debts and expect to do it. While they think, and rightly so, that they should not be asked to pay the United States, it is not for them to suggest that the debt be struck off the books. At the same time if they must pay the U.S., then the other countries must pay them.

Then Germany Must Be Made To Pay.

The European allies of Britain apparently expected that they would not have to pay their debts and so were willing to be rather lenient with Germany. The Balfour note was something of a bomb. Now they say that if they have to pay Britain, then Britain must help them force Germany to pay for the war. It is a question all round of who is to pay.

Everyone Benefits From A Settlement.

Everyone would benefit from a settlement of the debts, and United States just as much as any other country. If Germany and Russia are rehabilitated and take their place once more as trading nations, the business of Britain, United States and all the other countries will improve. Even Canada would benefit, for there would be renewed business from this coast with Vladivostok. Prince Rupert might even get a line of steamers from that port. The natural things would be for every country to cancel its war debts against the others, but the United States says "No, I want my pound of flesh. Let the others do the cancelling. They must pay me."

Neighbors And Friends With United States.

We are neighbors and friends with the United States. We have very close trade relations and hope to have even better. Yet in spite of our close friendship, we cannot help pointing out now and then, as friend to friend, that the big country to the south is apt to be over grasping sometimes. We yet are inclined to think she will make a deal over the debts question, but popular opinion in that country must be with the government. Until the administration is sure that the move they make will be backed up by the people they will not take the step. If it is popular to export the last nickel the government will do so, and the commercial instinct of getting the last nickel is strong in America.

The Secret of Good Health

Assist Nature back to normal action

Take

When Nature requires assistance, she will not be slow in conveying to you an intimation of the fact. Decline of energy, inability to sleep well, headache, biliousness, constipation, a general sluggishness of mind and body and any sign of digestive "unrest" should impel you to seek the aid of a reliable medicine without delay. There is no better—no surer—than this proven remedy.

Beecham's Pills
Sold everywhere in boxes
25c—40 pills
50c—90 pills

UNION STEAMSHIP COMPANY OF B.C., LIMITED

SAILINGS

For Vancouver, Ocean Falls and Swanson Bay, Tuesday 5 p.m.
For Vancouver, Alert Bay and Port Hardy, Saturday p.m.
For Anyox, Alice Arm, Port Simpson and Wales Island, Sunday midnight.
For Nass River Canneries, Friday a.m.

TORTURED BY KIDNEY TROUBLE

Quickly Relieved By Short Treatment With "FRUIT-A-TIVES"



MADAM LALONDE

170 CHAMPLAIN ST., MONTREAL, P.Q.
"I am writing to tell you that I owe my life to 'Fruit-a-tives'. This fruit medicine relieved me when I had given up all hope of recovering my health."

"I suffered terribly from Kidney Trouble, Dyspepsia and Weakness. I had these troubles for years and all the medicine I took did not do me any good."

"I read about 'Fruit-a-tives' and I tried them. After I had taken a few boxes, I was entirely relieved of the Kidney Trouble, and Dyspepsia, and had gained in strength."

"I hope those who suffer with Kidney Trouble, Dyspepsia and Weakness will take 'Fruit-a-tives' to recover their health."

JEANNETTE LALONDE.

50c a box, 6 for \$2.50, trial size 25c. At dealers or sent postpaid by Fruit-a-tives Limited, Ottawa.

SUITCASES TRUNKS CLUB BAGS

Large Stock on hand. Prices very low.

J. F. MAGUIRE
Next the Prince Rupert Hotel

The Man in the Moon SAYS:

THE Salt Lakes may be a little mossy but it's all right as long as you don't let the moss stick to your back.

There's always danger of going to sleep during the dog days. If you feel that way get a neighbor's dog to bite you. It's better than forgetting to wake up.

WHAT should we all do if it were not for the sound of the steam roller on the streets.

IT reminds a person of the steam roller methods of some governing bodies.

A LITTLE steam is all right, but be careful not to crush out the initiative from the people.

AND yet you'd think the porter had a chance to lie if you heard some of the information he retails to the innocent travellers in this part of the country.

IT is a common sight now to see a few hundred tourists parading the streets and buying postcards.

A TOURIST comes to town. With a nickel in his pants. He makes a purchase, asks for change. Then off he gallivants.

WHILE the majority of people are physically fit, a good many have floating consciences.

"HE came, he saw, we conquered" may be said of the visit of Hon. W. R. Motherwell to northern British Columbia.

PRINCE RUPERT TIDES

Saturday, August 5.
High—12:11 p.m., 18.4 feet.
Low—6:00 a.m., 3.8 feet.
18:09 p.m., 7.6 feet.
Sunday, August 6.
High—0:00 a.m., 20.7 feet.
12:52 p.m., 19.0 feet.
Low—6:41 a.m., 3.1 feet.
18:54 p.m., 6.8 feet.
Monday, August 7.
High—0:45 a.m., 20.9 feet.
13:30 p.m., 19.6 feet.
Low—7:19 a.m., 2.7 feet.
19:34 p.m., 6.1 feet.

In the Letter Box

GRAIN ELEVATORS

Editor Daily News:

After reading a letter in the Vancouver Sun, written by a Mr. R. D. Horison, under the above heading, I wonder why Vancouver should be boosted continually at the expense of the Northern part of the Province. If more elevators are to be built as the grain trade of the Pacific seems to demand, why not build them at Prince Rupert, why not help the Northern Port. It is claimed that for trade with the Orient this is shortest route, and from Alberta to Prince Rupert, is about 600 miles nearer to seaboard, Central B. C. is developing very rapidly and in the very near future there will be a big trade done in all kinds of machinery and other commodities.

Gateway to Omineca.

Fort Fraser, is the natural gateway to the Omineca country and there is already a railway survey to Pine Pass, from this point which will connect the Edmonton, Dunvegan and Pacific Railway with the G. T. P. Railway to Prince Rupert. At Fort Fraser, there is an excellent site for a pulp mill, an unlimited supply of wood and water three miles from the G.T.P. Rly. and on the route of the survey to Pine Pass, at Stuart Lake, 30 miles north of Fort Fraser, there are large limestone deposits. The district has over 200 miles of waterways, and is the centre of a very highly mineralized country, where a large number of prospects are waiting development as soon as transportation can be obtained.

Mr. Horison, recommends Mr. Motherwell to see to it that elevator space is provided. Good! Let it be provided at the nearest point of seaboard from the Alberta grain fields—Prince Rupert. If B. C. is to develop as it should we must have more than one port. The people of Central B. C. have been paying for the development of the south for many years and the time has come when a little more consideration must be given to the north.

Employ Number of Men.

I like the figures given by Mr. Horison, and even 3 vessels a day loading grain at Prince Rupert, would employ quite a number of men, and if the minister of agriculture measures up to the standard suggested by Mr. Horison he will consider the prosperity of Prince Rupert as well as Vancouver.

WALTER W. WHITE,

Vice-President Fort Fraser Board of Trade.

The Sun's Article.

Following is the letter from the Vancouver Sun to which reference is made:

Your editorial of 20th instant re grain terminal elevators very concisely states the case in your words "the inadequacy of one elevator has already been proved."

Hon. W. R. Motherwell, Minister of Agriculture, has this proof—if not, he is obviously to blame for not having it since you could have favored him. He should see to it at once that further elevator space is provided forthwith so that the farmers whom he represents will this season enjoy the great advantages the lower freight rates will give. It is quite plain to the casual observer interested in the grain industry and how much more should it be to Hon. Mr. Motherwell, meteored from the farm into the glare of public service, to safeguard the interests of his worthy group; that the concession touching rail grain rates to the coast from Alberta and Saskatchewan will speedily ensure the farmers of these provinces and also to the city of Vancouver, as a grain port most valuable economic benefits and prosperity.

Value to Farmer.

And particularly, we emphasize that its value to the farmer is manifold. Our climatic conditions ensure an open port every day in the year from which vessels laden with grain can ply to all the marts of the world. This makes it possible for the farmer to do his fall work and fall ploughing, preparing his seed bed for next season's crop—this alone is a great gain—and after that is done, he can then ship his grain through our grain port which is never ice-bound.

The reverse is the case in shipping via the Great Lakes, through Fort William, which is

ice-bound from the last of November or early in December to the last of March or early in April. These conditions compel the farmer to forego at great loss, his fall work and fall ploughing—which are mighty factors in economic production of grain.

Ship During Winter.

The farmers in Alberta and Saskatchewan could hold this wheat while their fall work and fall ploughing were being done, and send it to this port in November and throughout the winter months, when plenty of time was at their disposal. The heavy shipments coming to this port in November, December, January, February and March, even of present production would mean 15,000,000 bushels per month or 500,000 per day, or some 12 train loads per day requiring from 10 to 12 mile of trackage December would be the banner month during which a train load of 40 car loads of fourteen hundred bushels of wheat would reach us every hour and a quarter, requiring at least 20 miles of trackage.

Fifteen million per month or 500,000 bushels each working day would require approximately four five-thousand ton vessels to take it away or in the banner month of December, approximately seven such vessels per day.

Measure Up.

Shall the Minister of Agriculture measure up to a high and noble standard of statesmanship and speedily remove the hindrance now in the way of the farmers, from whom he sprang into political activities, getting full advantage of the freight rate concession in shipping to the coast and the hindrance in the way of the prosperity of Vancouver and without delay undertake to provide adequate elevator sites on which to erect adequate elevator capacity, situated on area such as outlined or shall he fail us as a time and political partizan-serving politician.

R. D. HORISON.

Persistent advertising is absolutely necessary to success.

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Office Hours: Mornings, 9-12; Afternoons, 1:30-5:30; Evenings, 7-9.

BAIT
ICE

Our frozen herring bait is conceded by fishermen to be the finest procurable at any Pacific Coast Port—and it is "Fishy." Price, \$30 per ton.

The best way of insuring a good quality trip is to have plenty of our hard frozen ice. Price, \$4 per ton.

Outfits

Our well-equipped store can supply fishing gear, fishermen's clothing, groceries and provisions and hardware.

NEW ENGLAND FISH Company
Ketchikan, Alaska Branch

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STORES FOR RENT.---Spacious and up-to-date stores for rent, 2nd Avenue, near Post Office, \$70.00 and \$80.00 a month.

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