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THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

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CITY MANAGER GOVERNMENT IS URGED BY SPEAKERS AT ROTARY CLUB ON THURSDAY

(Continued from Page One)

their heads that this was no longer a pioneer city, they could not hope to attain any measure of success. He mentioned these things just by way of illustration to prove that civic conditions affected business. Often those who ran for civic offices were the men who had been business failures. Many who had taken part in civic government would say that if a private business were run on the same basis as the city business it would be a failure. He was satisfied that civic failure was not so much the fault of the men as of the system.

Manager System

There was a new system being developed known as the business manager. The plan had various phases but the idea was that it gave to cities the same status as stock companies. In a stock company they could not think of using the mayor and alderman system with success. There must be fixity of responsibility and unity of effort. This was obtained better under the city manager plan. If to this were added proportional representation the system he thought might be ideal. The election of a mayor and four aldermen would be about right and these would appoint the manager. By electing the manager it was difficult to get a good business man who was also good on the platform. If appointed he could also be dismissed at any time, where as if elected this could not be done. In appointing a man they could go outside to get him if necessary. The profession of business manager of cities was coming to be a well defined one and the question was not, will the city adopt the system? but when will she adopt the system?

No Pay For Aldermen

Under the scheme for a city manager, Mr. McClymont said for the cities under 25,000 he would suggest that there should be no pay for mayor or aldermen. One meeting of a few hours once a month would be sufficient to go over the reports and enunciate policies, which would be all the work they would have to do. The manager would do the rest. At present there was an immense

waste of time and effort for eight or nine men and they did not get value for the time spent. With mayor and four aldermen they could do all the business in a very short time.

Mayor Newton

Mayor Newton, who was a guest of the club, complimented Mr. McClymont on the able way in which he had presented the subject. It appealed to him very strongly. In the main it had been demonstrated that the system had much to recommend it. Those who had been in municipal life knew too well how much of what was stated was true. Other and larger cities had had to combat the same difficulties that Prince Rupert had to deal with. He was prepared to admit this city had made mistakes but taken all in all this city under the present system carried on its affairs as successfully as the older cities under the new system. Nevertheless, the world was looking for improvement and if this city could adopt the method with advantage she should aim to do it. The system, he understood, had been working successfully in many Canadian cities as well as in the United States. He thought, however, it could be worthy of fuller consideration and then it might become an issue in the city. If not successful it could easily be changed. He hoped the matter would be followed up so as to arrive at the best possible system. If there was a new and better plan they ought to make no mistake and give it a trial.

Ex-Mayor Rochester concurred in almost everything that had been said by Mr. McClymont except in the suggestion of proportional representation. He thought the city manager system was the coming one. The present system was obsolete.

Uniformly Satisfactory

D. G. Meliac mentioned some of the results which had been obtained in the United States. The control system had been inaugurated in 1901 at Galveston to prevent the appointment of a receiver for the city. The city manager plan had been used for only ten years but with wonderful success. He instanced Sacramento and many other cities where excellent results had been obtained. The results were uniformly satisfactory. In the United States today 30 cities had adopted the system.

In the Letter Box

AMERICAN FISHING BOATS AND PORT OF PRINCE RUPERT

Editor Daily News:

Your editorial the other day, headed "All Benefit but Nothing in Return," in my humble opinion was a very untimely and ill-advised product. If our citizens are bent on launching out on a policy of "cutting off our nose to spite our face," then your stand is quite correct and in order.

What was our position about a year ago, when Ketchikan interests used their best endeavors to divert this very trade from our port? How did we feel then? What has been the mainstay of this city of ours for the past few years bar the fishing industry? And is it not a fact, at least as far as the halibut is concerned, that about two-thirds of the fish landed here are American fish? What is there to substantiate your statement that "American boats take away every dollar they receive?" There is no doubt some of them. But then again, what of the Canadian vessels going to Ketchikan to outfit?

Do you know that there are times without number when vessels are for days lying tied up to our wharves, while the crews are making an earnest endeavor to dispose of their surplus catch?

Before writing this article, did you ever stop to roughly figure out what the handling and shipping of this fish means to this city and to Canada?

Halibut Landed Here

Last year a total of 25,275,300 lbs of halibut was landed here, and of this quantity 16,765,300 lbs. were American fish, or about two thirds.

Approximately 1050 carloads of fresh fish, chiefly halibut, were shipped by express over our National Railways, providing a gross revenue to the railway of about one million dollars. Two-thirds of this revenue was provided by American fish.

It may be conservatively estimated that about 250 carloads of frozen fish was shipped by freight, providing a gross revenue to our railway of approximately \$200,000. On the proportion above referred to about \$50,000 of this item was provided by American fish.

And what does the landing of this fish mean locally, apart from the buying of supplies and otherwise spending money?

The boxes required for the shipping of the halibut landed here last year brought a revenue to the lumber industry of about \$150,000. The labor required in connection with the packing and shipping can be conservatively estimated at from \$150,000 to \$175,000. And two-thirds of these amounts are derived from the handling of American product.

I would advise you to inquire from our merchants, our ship chandlery, the oil company, the dry dock, etc., and I am satisfied you will find that your slogan "nothing in return" is an ill-advised theory, and that the facts are somewhat different to that.

Where the Benefit

In what way would it benefit us to prohibit the landing of American fish at this port? Would it improve the market for the Canadian fisherman? Would not a greater proportion of the products of the Canadian halibut fleet have to find a market outside our own country, and would not the question of duty still face us? During the twelve months ending March 31, 1922, Canada exported fish and fish products to the value of almost thirty million dollars, while during the same period we imported slightly over three million dollars worth of the same products.

To prohibit the landing of American fish here would mean: Cutting off about \$800,000 revenue from our railways; about \$150,000 to \$100,000 in wages, all distributed within the city; about \$80,000 to \$100,000 reduction in the box business; and a very considerable cash business from our merchants in various lines of business. And what have you to suggest to replace these items, should your policy become effective?

It has been stated that American fishermen come here, sell their fish and take away our money. As a matter of fact, it is not our money they are taking away. This fish are either

bought for or sold to American wholesale fish houses. They are the people who pay for the fish, and any profit in the transaction benefits Prince Rupert.

I have discussed this subject with several leading businessmen of our community, and they all without exception agree with me that your article above referred to does not represent public opinion here.

Tried to Remedy

Finally, I am not the least interested in, nor anxious to see the present rather unfavorable conditions, as relates to our Canadian fishermen, maintained. In fact, I have done whatever I could to remedy the situation. But making misleading statements, not based on facts, does not help out in the matter.

JOHN DYBBHAVN.

The Man in the Moon SAYS:-

If parliaments and legislatures keep on making laws for us, how are we going to remember them all? Some day there will be a fascist movement for general repeal or amnesty from all laws.

A PESSIMIST is a man who dislikes himself.

I GET a good many compliments. Here is one: "Before commencing to read your column

Better Than Pills For Liver Ills.

You can't feel so good but what **NR** will make you feel better.

Get a 25c. box.

Your Druggist

SMOKE

OGDEN'S CUT PLUG



15¢ per packet
80¢ a 1/2 lb. tin

If you roll your own ask for **OGDEN'S FINE CUT** (green label)

SHOES!

I have just received a shipment of new Spring Shoes which I had made to by own order, and can guarantee them to be absolutely the best that can be produced for the money.

I have "Leckie" Shoes from \$5.00 per pair. Men's Goodyear Welt Shoes in wide or "recede" toes, from \$5.50 per pair.

Amherst Solid Leather Shoes, from \$5.00 per pair. Boys' Solid Leather Shoes in "LECKIES" and "AMHERST." ASK TO SEE THE ARCH SUPPORT SHOE.

I carry Rubbers and Gum Boots which I guarantee. HIGH GRADE SHOE REPAIRING.

GEO. HILL

The Shoeman.

Third Avenue.

East or West—Eddy's Best



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