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## Alaska Must Be Defended

ALASKA. William L. Worden writes in the Saturday Evening Post that Alaska, for all the value of its strategic position, is highly vulnerable to a potential enemy.

Worden opens by calling Shemya island the door into Alaska and America, the last home of freedom. Once it was a busy beehive, being pre-empted for B-29s to raid Tokyo. The B-29s didn't because victory came too soon. Now Shemya is a gaping symbol of powerful—and sleep—America.

Worden says it is the job of military men in times to draw up a super plan for the next such planners look at Alaska—as General is doing this week—and shudder. We are not but not prepared. Either we must have bases, and radar chains along the coast to intercept incoming planes and rockets and bombs, or we must tear up everything we have in Alaska and go home.

What some congressmen have said, we believe, is that we should not be unprepared with all the billions we are spending for preparation. But too much of it is coming to Alaska. We are pulling out the Aleutians, except for Adak, which is a good base being held by the army. We built in 1941 a 5-year period and the bases, from Annette to Ketchikan, are now falling to pieces. The equipment is rusting. The manpower is back to running filling stations and trying to forget the war.

We think the army erred in sending a major-general to the Alaska command. It should have at a lieutenant-general.

Worden is keeping too many men and officers on the mainland when Alaska is the new front. He tackled some Arctic problems earnestly but for Frigid—but it hasn't made Alaska any safer. Yet Russia, the most feared of the world, is specializing in Arctic warfare.

Even the supply lines, the storage space, the communications needed in Alaska. But Alaska has more of these than Canada or Russia—the other outposts against Russia—we enlarge what there are in the Territory. Worden quotes from Worden's article—"The Alaskan railroad is a 470-mile streak of rusting junk. A 12-inch pipeline is needed from Fairbanks to deep water port. There is no air-raid warning worth the name." And there is no way yet to warm up fighter planes in cold weather—the danger period for possible enemy attack. Ketchikan Chronicle.

## HOLIDAYS ON MONDAYS

THE EXPERIENCE Canadians underwent this year in holding Dominion Day on Tuesday once again has provoked the question: Why not celebrate all summer holidays on Monday?

The practical advantage of the long week-end mainly outweighs any sentimental or patriotic reasons for perpetuating the present calendar which are untimely, inconvenient and waste-economically.

There is no valid reason why Dominion Day, Victoria Day and Thanksgiving Day should not be held on Monday, like Labor Day.

Some people would, to be sure, like to see all of our religious holidays held on a Monday. For part the more the merrier but we doubt that movement to change religious holidays, such as Good Friday would get very far. In any case all the summer holidays might be held on Monday.

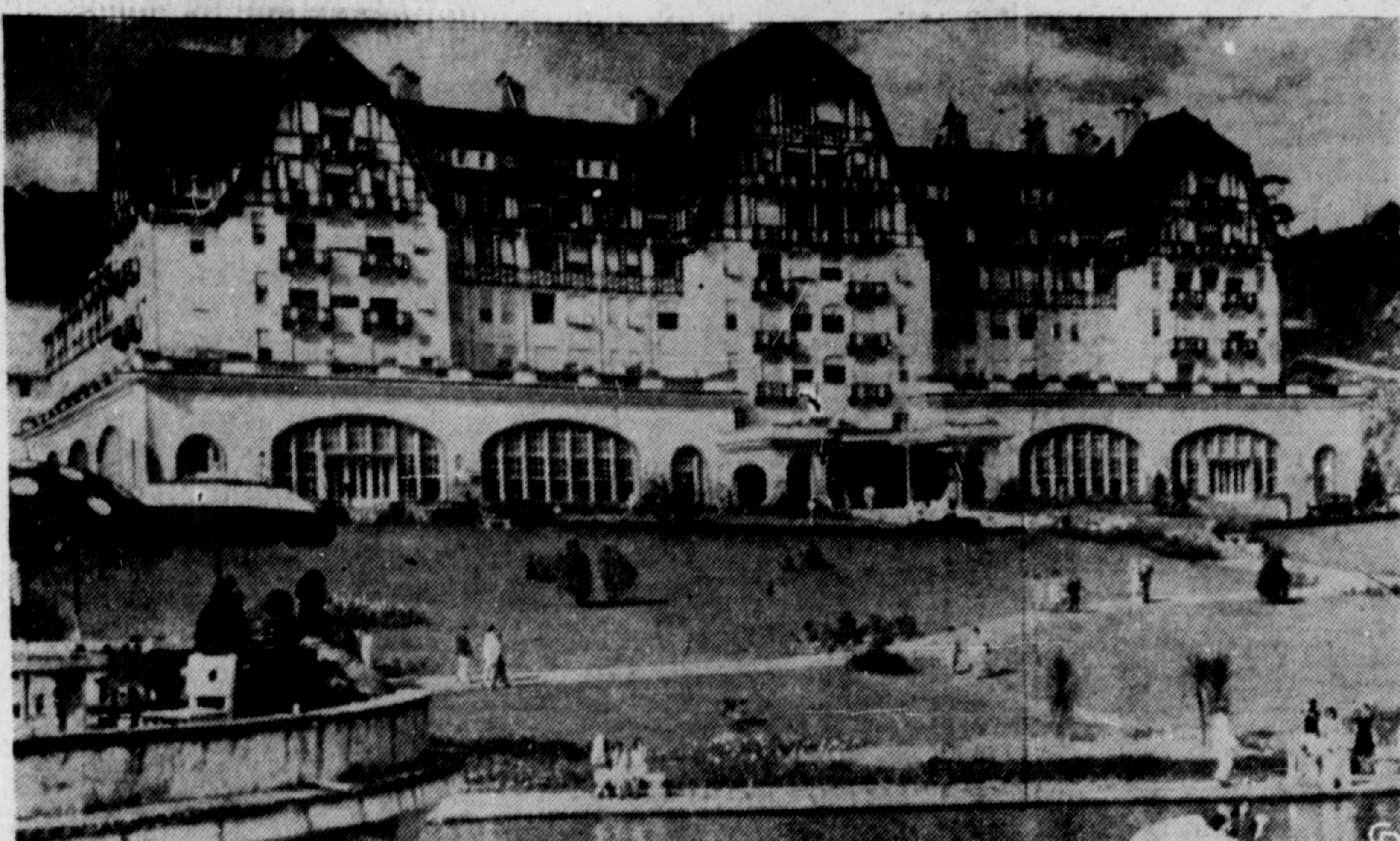
## UNEMPLOYMENT ADMINISTRATION

UNDER THE PRESENT set-up unemployment insurance costs the federal tax payer \$31.7 million a year. Of this amount, 19.2 millions is absorbed in administration. Only 12.9 millions is actually contributed to the fund which pays benefits to the unemployed. Sixty per cent of the taxpayer's dollar is absorbed by the costly routine of distributing the other 40 cents.

Today there are more than 950 civil servants in the unemployment department proper, and over 8,000 looking for unemployment insurance across Canada.

If the unemployment insurance force can be cut to 8,000 in these days of practically, full employment, we shudder to think of its dimensions in event of a recession.

Local political pressure is blamed for this costly service expansion. Is there too much red tape in administration? Absorption of 60 cents out of every dollar contributed suggests that a new approach to handling unemployment insurance should be found.



WHERE FOREIGN MINISTERS WILL PLAN DEFENCE PACT — This is a view of the Hotel Quintandinha, situated in the mountains about 50 miles from Rio de Janeiro, Brazil. Ministers of the American nations will meet here on Aug. 15 to draft and sign a continental defence pact. The hotel, luxuriously designed as a gambling paradise, before gambling was abolished in Brazil, last year, is one of the most exclusive resorts in Brazil. Workmen are now preparing the hotel for an estimated 1,500 delegates, assistants, advisers, newsmen and translators, who will attend the conferences.

## LIFE in this Prince Rupert

by BIDDEE JINKS

It had been a mid-winter's day in Brussels. The water lay deep in the roadside ditches, unfrozen except for the skiff of ice across the top. But it was cold. More cold because there was little food, and little to make the food hot—and less to heat the rooms.

So people walked about the streets. To work, they walked quickly, striving to create a natural warmth in an undernourished body. Not at work, they moved about, old women, children, and old men, searching constantly searching for something someone else might have overlooked. A truck might have passed this way, an army truck laden with the riches of coal. A few lumps may have dropped—and a man, shivering, stoops to run his hands through the icy waters, dredging the bottom. Still shivering, he straightens. There was no coal.

At the end of this day, Yvette Denis met Jack Ewart, both in Prince Rupert now. It was a coincidence; one of the lovely ones that mushroomed out of the horror of war days.

It was evening, and Yvette started to the cinema with her cousin, and her cousin's boyfriend. Feeling that they should have these rare hours to themselves, she finally left them after convincing them that she preferred to stop at the dance.

Alone, she stood watching the dancing, and decided to return home. Standing near her, also watching, was a young man with a coat slung over his arm. It was the moment Cupid had been waiting for, and though they did not know it, his bow was drawn.

There were a few happy months to follow, happy despite the threat of death that rained from the skies. Then, due to injury, Mr. Ewart returned to Canada. Yvette would follow—soon, very soon.

But months slipped away. On this side, Jack stayed in Montreal, waiting; on the other Yvette tried vainly to obtain passage. And her people were fearful. She was young, so young to go to a new land, to a man whose ardor may have cooled. He might not meet her—what would she do then?

And then one day she got a wire. She was to sail for Canada, she and a friend whose husband was also in Canada, and who by chance, knew Jack Ewart. But when the time of departure neared, there was no further word for Yvette. The friend was in readiness. Yvette disappointed beyond words.

In Canada, Jack Ewart received word from the husband that at the last moment Yvette's passage had been cancelled. He was in Halifax working, prepared now for further waiting. Had he been in Montreal, a few wires would have changed everything. Yvette was on her way, and telling him so. But he was in Halifax—and did not know.

A great liner docked in New York. Eagerly, so eagerly a girl scanned a sea of faces for the only one she knew in this new continent. He was not there. There was no message.

To immigration officials, she explained that her fiancé was to have met her, but now she would go to him in Montreal. He would meet her there. She gave them his address, and wired again.

She arrived in Montreal, joyful, anticipating a happy reunion, and was disappointed. He was not there.

The next three days were disconsolate ones, spent behind bars in the Immigration ward in Montreal. The matron was kind, allowing her to occasionally leave her cell-like room to walk to another window that looked down on a busy Montreal street. "But it too was barred," said Yvette, "and there was no way to get back home!"

In Jack's rooming house in Montreal the phone had been ringing. Immigration officers spoke to the landlady. She was deaf. She transmitted no messages, gave no information. Finally however, they reached Jack in Halifax—a lad so startled, over-joyed and regretful that he had hardly the power to word a wire to this girl that he thought to be still in Belgium.

It would have been a wonderful meeting had it taken place in New York, or upon Yvette's arrival in Montreal. It could hardly have been more wonderful than it was that night when Jack arrived from Halifax after 15 months of waiting—plus three days!

Three weeks later, they were married in Edmonton, and came on to make their home in Prince Rupert. And am I glad. She is my neighbor, this little Belgium bride.

## Fly Million Miles Minus Any Mishap

AUCKLAND, N.Z. — A fine record stands to the credit of the Royal New Zealand Air Force in maintaining a weekly mail and passenger air service over the long route between New Zealand and the Dominion's occupation force in Japan. The distance flown is now over 1,200,000 miles and there has never been an accident.

The service is maintained by Dakotas and the average distance flown on each trip is 15,400 miles. The same aircraft and crew is used for the entire round trip.

MAGYAR IMMIGRANTS STOCKHOLM, — Six hundred Hungarian workers will arrive here shortly. Most of the men are dairy farmers but there are about 100 industrial workers among them.

MAY DEPOSE HUSBAND Under Burmese law, a wife may become head of the household if her husband drinks too freely.

## Steamship Sailings

(Daylight Saving Times)

For Vancouver — Monday—ss Princess Adelaide 10 p.m.

Tuesday—ss Coquitlam, 1:30 p.m.

Thursday—ss Prince Rupert, 12:15 p.m.

Friday—ss Catala, 5:30 p.m.

Saturday—ss Camosun, 10:15 p.m.

From Vancouver — Sunday—ss Coquitlam, 4 p.m.

Monday—ss Princess Adelaide p.m.

Wednesday—ss Prince Rupert, 11:00 a.m.

Friday—ss Camosun, 4 p.m.

Friday—ss Catala, 5 p.m.

For Alaska — Friday—ss Camosun, a.m.

Wednesday—ss Prince Rupert, a.m.

From Alaska — Thursday—ss Prince Rupert, 7 p.m.

Saturday—ss Camosun, 8 p.m.

## CLEAR UP SUSPICION OF VANCOUVER

Thomas Braidwood, president of the Vancouver Board of Trade made an effort to brush away the cobwebs of distrust which some smaller communities feel concerning the alleged economic "grasping" attitude of Vancouver when he told the Associated Boards of Trade delegates yesterday that "only a blind or very stupid man could feel anything else but happy at the development of all British Columbia."

"As far as I am concerned, in the Vancouver Board of Trade," he said, "there is not one thing that occurs in the development of British Columbia that Vancouver is not interested in. Vancouver, as the province's largest and wealthiest city, is extremely interested in the growth of all of British Columbia."

"The amount of financial help that Vancouver gets from the provincial government can be summed up by a great big zero," he said. "However, the money that the provincial government collects in Vancouver, we know, arises in communities outside Vancouver and merely channels through Vancouver banking houses."

He spoke strongly in favor of an immigration policy that would fill empty spaces of the province with settlers which would create an earning power adding to the wealth of Canada.

Damascus is believed to be the oldest city in the world still inhabited.

## 900-Pound Shark Hooked At Durban

DURBAN, South Africa. — J. Hutton landed a tiger shark here after a struggle of 2½ hours. The shark weighed more than 900 pounds, breaking the existing record.

Peter Botha, another angler, also hooked a big shark at the same spot. As the shark was being brought to gaff, Botha slipped and fell on top of his catch. The shark managed to get away, and Botha cut his hands and legs on the rocks.



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