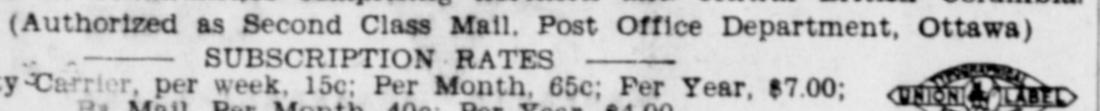
--- SUBSCRIPTION RATES ---City Carrier, per week, 15c; Per Month, 65c; Fer Year, \$7.00; By Mail, Per Month, 40c; Per Year, \$4.00.



Good Times Here

2

ATEST ESTIMATES place Prince Rupert's Le population at well over nine thousand persons

as ground breaking work for the \$15,000,000 celanese pulp mill on Watson Island gets under way. The housing situation, which has been easier for a time, has started tightening up again with notable shrinkage in the number of Wartime Housing residences available for occupancy.

Fall spending in the city hit a high mark during the Civic Centre Carnival occasion last week, reflecting profits of the now concluding halibut fishing season for the fishermen, if not the operators, and the generally high earnings of expanding industries and services.

With continuing employment for the late fall and winter assured, Prince Rupert, while anxious, of course, like the rest of the world, over the genral economic outlook, can look forward to continuing employment for late fall and winter and an active several months ahead until the advent of 1948 which gives every promise of being a banner year as we really get under way.

HIGHWAYS, HERE AND THERE

THERE ARE TWO WAYS of looking at highways. The United States government takes one view, the Canadian government the other, says the Vancouver Province.

The United States government looks upon highways as public utilities highly desirable in their own right. It realizes, of course, that construction of these utilities can be used to create employment and keep the nation from falling into a depression. But in Washington's view the highways come first and employment second. You cannot plan a highway system properly, the American engineers say, if you regard it as primarily a relief project.

The Dominion government, on the other hand, looks upon work on highways as a hedge against depression and a primer of economic pumps. In Ottawa's view, the making of work is the more important consideration. The highways themselves come. second.

These opposing views, of course, have a direct and powerful influence on the policies of the two governments mentioned. The United States government is busily engaged upon a master plan of highways for the nation. In co-operation with the states and cities it is planning and building a vast system of super-highways to meet the transportation needs of the day. Canada, on the other hand, is waiting for a depression. Then, it is intimated, she will do some highway building on a national

The United States plan envisions the construction of high-speed roads. The Canadian plan-there isn't any.

There is another difference between the two countries. In the United States, it appears to be the federal government that is planning and pushing highway construction. It is making half a billion dollars a year for each of the first three post-war years available to the states that will co-operate. But some of the states and cities are hanging back because of the expense. In Canada, the states and cities want the highways, but feel themselves handicapped by the lack of federal assistance.

BOOSTER ISSUE

T WAS LIKE a breeze from the past to receive the other day, a copy of the industrial development number of the Daily News from Prince Rupert. The war and continuing shortages of newsprint have conspired to restrain the enthusiasm of editors for their favorite communities, so that we have not had many of these special numbers for several years. It is characteristic of the booster issue to find a community on the pioneer fringe, as Prince Rupert is, to be among the first to get back into the business of booming the home town. As they reflect the optimism of Canadians eager to conquer new frontiers, we hope that we shall see more of these development numbers from other communi-

-Saskatoon Star-Pheonix.

. NOTICE

MRS. M. DRAKE, nurse administering The Koch Treatment "GLYOXYLIDE" for British Columbia, will be at:

The Prince George Hotel, Prince George, B.C. August 30th, and until September 4th, 1947.

The Prince Rupert Hotel, Prince Rupert, B.C. September 22nd, 23rd and 24th, 1947. Stops between Prince George and Prince Rupert, B.C. will be made upon request.

For information please write to the Vancouver office, 301-2 BURNS BLOCK, 18 WEST HASTINGS ST., VANCOUVER, B.C. Phone PAcific 3450.

AFTER PORT DAY

Editor, Daily News: Port Day is past and gone and, perhaps, it would be better to say nothing and let it be forgotten too. However, your statement about it in Waterfront Whiffs cannot pass unchallenged. I quote: "Port Day was given an enthusiastic response by munity which is a healthy sign for Prince Rupert."

Where was your reporter? On the waterfront or rocked in the arms of Morpheus as were most of the sections of the marine Scion of Banking morning? It is time we stopped Family on Kenva

Speaking personally for a Blackaby. moment I was ashamed to be seen in the excuse for a marine parade that started the day. To 'strut our stuff," six boats strong past the Canadian Navy representative-here at our request -a big American yacht lined with tourists, and then past the representative of the British Navy-was humiliating to say the least. Some advertisement! for Prince Rupert.

The races were confusion throughout. The new course took away about seventy-five per cent of the spectator interest and the lack of entrants made most of the contests only mildly inter-

Criticism, I know, should be constructive. For future Port Day committees I presume to suggest the following:

1. A return to the triangular course in full view of the spec-

2. Patrol vessels-who know what it's all about—to keep the course clear.

3. Large numbers exhibited on the judges' scow designating each event so the boats will know what's going on.

4. Intensive canvassing of boat owners in the city to get them signed up for events in advance.

5. Better placing of posters along the waterfront. This year there was no announcement of any kind at the Yacht Club, and no programs were supplied to boat owners in advance.

6. Be more realistic about the types of races. Why list a sail boat race when there is only one sail boat on the waterfront?or perhaps two? Why not have a race for inboards up to 14 or 16 feet, of which there are dozens?

There are other things that

Sealed tenders will be received by the District Forester at Prince Rupert not later than noon on the 4th day of September, 1947, for the purchase of Licence X-39866, to cut 420,000 feet spruce, cedar and hemlock, on area situated at Surf Inlet. Three (3) years will be allowed for

Further particulars of the Chief Forester, Victoria, B.C., or the District Forester, Prince Rupert, B.C., or Ranger D. R. Smith at Prince Rupert

removal of timber.

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SUMMER HOME FIRE DAMAGED

Fire damage to the roof and water damage to the interior was caused by fire which last Wednesday afternoon broke out in the summer home of Mr. and Mrs. G. R. S. Blackaby at Lake Kathlyn near Smithers. Fortunately the outbreak was application of water from every section of the marine com- buckets saved the structure. Young William Blackaby's training as a junior fire warden was is underway and will be completof assistance. Damage was covered by insurance.

this mutual "back patting" and, An interesting member of the when a show is a flop, admit it, ship's company of H.M.S. Kenya and find the cure. Let us be which was here for several days by the marine community (with famous banking family. Young World War II. the exception of those who so Rothschild is serving his comgenerously contributed cash) pulsory military duty time as an

could be done but pernaps these suggestions will serve to show where some of the trouble lies. Senseless flattery such as indulged in by your paper is not the answer.

Thanking you for this space, I am, yours for a bigger and better Port Day,

R. G. LARGE.



"It's funny," said the Old Timer, as he paused in his morning walk, how a label or a slogan can make people swallow things without thinking, when if they stopped to think, their own common sense would tell them it was phony.

"Take a slogan like planned economy. It sounds good, and a lot of people just nod their heads and think it must be a good idea. But if they just did a little real thinking and remembering, thev'd no more want planned economithan they'd want a dose of arsenic.

"Planned economy can work, all right, but there there is just one way it can work. Each individual has to give up his political and economic freedom and do just as he is told,

the job he can work at. the wages he can get, what he must produce, what his standard of living must be, and so forth. That's the way it works in Russia and the only way it can work.

"Then let them think, too, about one question-who's going to do the planning? Every time they hear one of the orators spouting about planned economy, let them ask themselves if he is to be one of the planners to whom all authority is going. You'd get a pretty quick answer in most cases.

"But as a slogan it sounds good, and it fools a lot of people."

(The Old Timer's views are presented in this newscaper each week under the sponsorship of the British Columbia Federation of Trade and Industry).

Alterations

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Latest from Portland Canal Mining Centre

Preparations have been under way for some time to replace the Bitter Creek Bridge which was washed away by a severe rainstorm in the fall of 1945, and the noticed by Mrs. Blackaby while pier at the south end was poured last week. The pubit was still incipient and prompt lic works crews are also busy on road work in the Marmot River section and the Premier and Big Missouri roads. Survey of the road lips; consolation prize, Mrs. Sam

ed this fall. Preliminary work has been started on this road by the Morris Summit Mines and A. Paulsen. Limited.

Victor Bouzek arrived in Stewatr to visit with his parents Mr. Mrs. J. Bouzek. He is acfrank and say that Port Day last week was Leopold Rothschild companied by his wife. Mr. Bou-1947 was badly organized, poorly of London, England, nephew of zek saw considerable service in run and abominably supported Baron Rothschild, head of the England and France during

Stewart Branch of the Canad-The general public turned out in able seaman aboard the vessel, ian Legion held a very successful numbers that should have sham- While here, he and a party of whist drive and dance in the ed anyone responsible for the his friends were entertained at Legion Hall. Winners in whist a musical evening by G. R. S. were: ladies first, Mrs. Al. Phil-

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HATCH COVERS

Kirkpatrick; men's first, W. S. Orr; men's consolation, Alex Russwurm. The moonlight spot prize was won by Mrs. Smithson

Music was contributed by Mrs. Edith Behnsen and Mrs. Jean Stewart on the piano. Mrs. Dot Thomas on the accordian and Walter Hanson on the drums. Mr. Garlick superintended the remreshments.



Three Sailings Per Week for VANCOUVER - VICTORIA SEATTLE (ALL TIMES SHOWN DAYLIGHT SAVING)

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Catala. Saturdays, 10:15 p.m.-Camosun.

KETCHIKAN Fridays, 12:00 Midnight. STEWART and ALICE ARM Sundays, 8 p.m.

QUEEN CHARLOTTES FOR MASSETT AND PORT CLEMENTS August 8 and 22

September 6 and 19 Midnight. FOR SOUTH ISLANDS August 10 and 24

September 8 and 21 Midnight. FRANK J. SKINNER Prince Rupert Agent

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An Announcement of Inte Miss Margaret McLeod, optometrist of Vaneser

nounces the opening of her permanent office at the Miss McLeod graduated in

Ontario College of Optometry and after an association with nent Toronto optometrical ca returned to her home proving McLeod has since been associate Dr. Harry Perrin, optometrist

She is well trained in them of Optometry and has had consider experience. She is of a family nent in optometry in B.C. many

Her father, Mr. Murdock McLeod, has an extensive throughout B.C. and her brother, Clyde, is a me optometrist in Penticton, B.C. Miss McLeod has a the most modern equipment for the examination and a conscientious service will be given.

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