THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

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H. F. PULLEN - - - Managing-Editor

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DAILY EDITION Saturday, April 6, 1929

HIGH SCHOOL STUDENTS

Every city in British Columbia is faced with the problem of providing an education for a number of students whose parents are not residents of the city and who do not pay taxes in the city. Most of these come from unorganized districts.

We are not suggesting that these pupils should be made to pay for their high school course, but we are suggesting that under conditions such as obtain in northern British Columbia the provincial government should pay the whole cost of the education of such students, the city undertaking to do its part by providing a building in which they may be taught.

The city of Edmonton has just set a charge of $70 against students from outside points and the responsibility for providing the fee falls on the school board of the districts from which they come. That would not work very well in Prince Rupert, because so many of the pupils come from districts where there are no funds for such a purpose. The settlers simply cannot afford it. The provincial government is responsible for giving such students an equal opportunity with those living in the city. The cities should not be asked to foot the bill.

COST OF LOADING SHIPS WITH GRAIN AT RUPERT LESS THAN VANCOUVER

(Continued from page one).

first item to which we would draw your attention is Pilotage, which is shown as being $101.00 higher at Prince Rupert, and this for a ship taking considerably less cargo. As a matter of fact Pilotage charges are the same at the two ports, except at Prince Rupert the Ship pays $20.00 of the rental of the boat which takes pilot back and forth. Some very exceptional condition might arise which would change this, but it is quite safe to say that it costs a vessel $20.00 more for Pilotage at Prince Rupert than at Vancouver.

"Item; 'Fitting for Grain' at Vancouver and 'Lining Grain' at Prince Rupert: These terms are synonymous but the figures given are useless for comparison purposes, since it is evident that neither of the ships in question was completely lined or fitted for grain. In the case of the Vancouver ship only a very small amount of work could have been done for the amount stated. As shown, this charge at both ports should be eliminated if a fair comparison is desired. Further, very little fitting is required on British ships loading full cargoes, most of them requiring none at all, as this work is done by their crews before reaching Port.

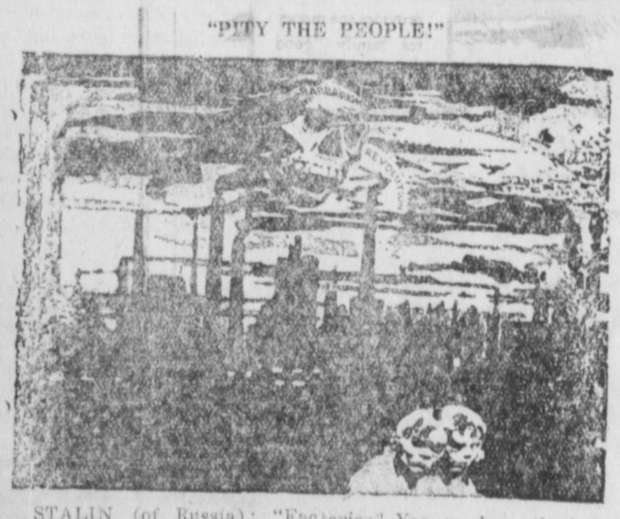
"Further we note that in the statement of Vancouver costs, the cargo rate of six cents per ton, which is imposed by the Vancouver Board of Harbor Commissioners, is not included. For the ship in question this amounted to $574.20, figuring long tons. There is no corresponding charge at Prince Rupert.

"The figures given in the Province, therefore, should be corrected as follows; Prince Rupert Pilotage should be $188.00 instead of $269.00; Fitting or lining charges should not have appeared at all in the case of these two ships; In the Vancouver costs must be included at least, $574.20 cargo rates. Making these corrections we find that comparative figures would show a loading cost of $3610.20 at Vancouver, and $2374.00 at Prince Rupert. The Vancouver ship was the larger, however, and the difference in favor of Prince Rupert is not so much as would appear from the above.

"It is difficult to understand why these two ships should have been chosen if it was actually desired to obtain accurate figures for comparison, since during the last three years there have been quite a few cases of the same ship loading at both Ports under the same conditions. Vessels belonging to Ropner's may be instanced.

"In spite of isolated cases, which would apparently show the contrary, it can be taken as actual fact that loading costs are substantially lower at Prince Rupert than at Vancouver.

"PITY THE PEOPLE!"



STALIN (of Russia): "Factories? Yes, we have the largest! They are running night and day on orders for war planes and poison gas."—O. van Raemdonck in Notenkraker, Amsterdam.

GETS McKEE AWARD

C. H. "Punch" Dickens, commercial pilot, of Edmonton, Alta., who was awarded the McKee trophy for 1928, for meritorious service in the advancement of aviation in Canada. During the year he spent a total of 1,035 hours in the air.

The Letter Box

WOULD SELL RAILWAY

To the Editor of The Daily News:

Sir—After reading with much interest Mr. Brady's address at the public meeting last evening, I concluded the speaker, Mr. Brady, had his right foot forward all the time and, in particular, his reference to the C.N.R. from Red Pass Junction to Prince Rupert.

It appears to me, and I think to many others, that the management of the C.N.R. has little or no interest in that portion of the system from Red Pass Junction to Prince Rupert, or, in other words, their northern outlet. And, whereas, we read a short time ago in the press reports that Mr. Beatty says the time has arrived when the C.P.R. must seek a northern outlet. Therefore, I think the time opportune for the people of Prince Rupert and district to petition the minister of railways, Hon. Charles Dunning, to open negotiations if posible with the management of the C.P.R., with a view of having that organization take over from the Dominion government the entire interest now vested in the C.N.R. system from Red Pass Junction to Prince Rupert. Bring about that change and in a short time the early dreams of our northern population will be fulfilled.

This is our business. We own the C.N.R. and I say let's put the above-mentioned part on the bargain counter and ask Mr. Beatty and associates for an offer.

Thanking you, Mr. Editor.

GEORGE B. CASEY.

Daily News "Classified" advertising brings results.

Clears Skin of Blemishes

The Perfect Antiseptic Treatment

It is so easy to rid your skin of pimples, blotches, blemishes. Just apply the pure cooling liquid D.D.D. Clear and stainless, its soothing elements penetrate the skin and quickly drive away the irritation. ITCHING STOPS INSTANTLY. A 35c bottle proves its merit or your druggist gives your money back. *D.D.D. gives skin health.* (Use D.D.D. Soap.)

ORMES LTD.

W. J. McCUTCHEON, DRUGGIST.

SPEED TYPISTS WILL COME TO CANADA FOR TESTS

Toronto, it was announced in New York, will be the scene of this year's International Typewriting Contest, where Albert Tangora, (left) world's champion typist, will defend his title against all comers. One of Albert's most formidable opponents will be Irma Wright (right) of Toronto, world's amateur champion. It is largely as a compliment to the Canadian girl's success in last year's international event at Sacramento, that this year's contest is to be typed off in her home town on September 28. This is the first time in a quarter of a century that the championship has been held outside the United States.

SOME FACTS ABOUT THE NEW FORD

Production and Demand for New Ford Exceeds All Previous Records

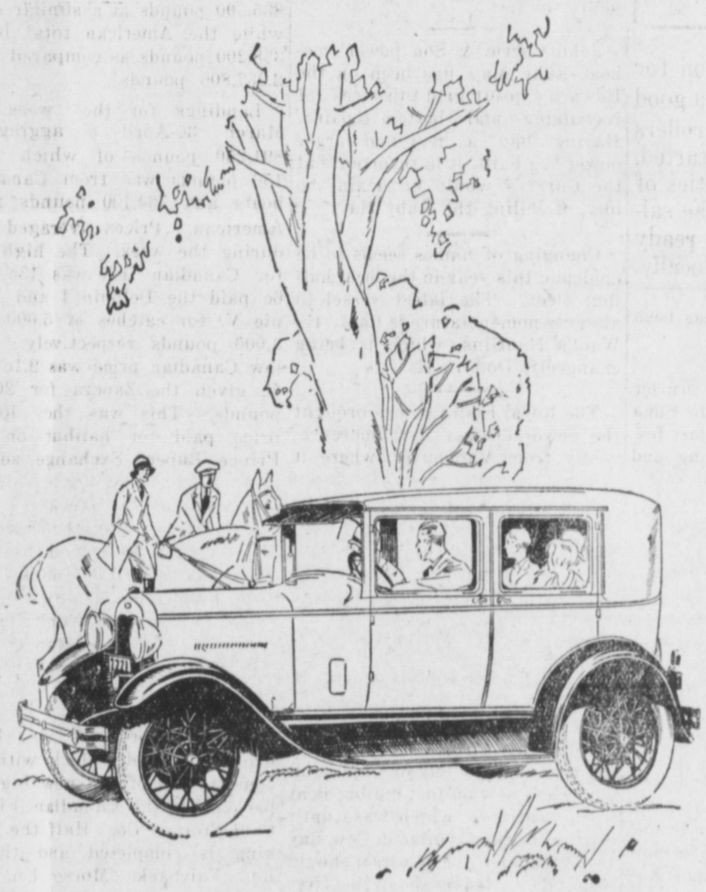
The manufacturing schedules of the Ford Motor Company of Canada, Limited, have been steadily built up until a new daily record for Canadian automobile production has been reached.

Despite this peak output, orders for the new Ford keep uniformly ahead of the rising tide of manufacture. It is therefore necessary to continue a high rate of production. To this end a steady flow of material from more than 385 Canadian sources streams into the Ford plants. And here, with more than 10,000 men on the payrolls (almost double the previous employment record) these materials are converted into New Ford cars.

Ford Quality of Manufacture Has Been Strictly Maintained

In the effort to build enough New Ford cars to meet requirements, no deviation from the high standard of Ford precision has been permitted. This standard, unbelievably strict, was set before the car was placed upon the market, and it has since been rigidly adhered to.

In the New Ford Car 40 different steel alloys are used. Each is chosen for the specific use for which it is best adapted. In the transmission gears alone there are seven different kinds of alloys. Likewise, the forged steel spring perches, hardly bigger round than a man's thumb, will withstand a strain of 15,000 pounds. This is 30 times greater than the strain put on them in ordinary use.



The excellence of materials used is matched by the careful precision of its manufacture. For example, the eight valve guides in every engine may deviate from perfection only by 1/30th of the thickness of the average human hair.

The simplicity and soundness of Ford design is unparalleled. Such manufacturing methods ensure a high degree of satisfactory performance over a long period of years.

Ford Performance is the New Standard for Judging Automobiles

The rapidity of get-away and acceleration of the New Ford is a by-word. Its endurance, which permits sustained driving at the higher speeds hour after hour, is little short of marvelous. The ease with which steep hills are climbed in high gear is equally as impressive. Shifting gears, steering and handling the car under the most trying road conditions are exceptionally simple. 25 to 30 miles per gallon of gasoline and remarkably low oil consumption give a worthwhile operating economy.

In city traffic and on country highways, the New Ford performs as well as and often better than considerably heavier and higher priced cars. In the light car field it is absolutely without equal.

By these marks of Ford performance other motor cars are being judged. It simply means that price is no longer the gauge of automobile quality.

Ford Beauty Is More Than Skin Deep

On the surface the New Ford car is all that you want it to be. Beautiful low lines, harmonious color combinations, sparkling nickel, sturdy steel spoked wheels and balloon tires all play their part in making this a car of graceful proportion and handsome appearance.

But its real beauty is invisible. The quality of materials; careful workmanship; correctness of design; the things that really matter—these are the points in which the New Ford is exceptional.

Windshield of shatterproof glass and a six brake system, fully enclosed, safeguard occupants in any emergency. Four efficient shock absorbers in conjunction with the best proven light car spring system, give matchless riding comfort. All models are completely equipped to provide the ultimate in comfort, convenience and safety.

If you have not ridden in the new Ford car, or experienced the thrill of driving it, there awaits you the knowledge that car values have actually changed; that a really fine car has come into the light car field; and that values offered by the new Ford cannot be duplicated anywhere. Your local Ford dealer will prove these statements by demonstration.

Ford

FORD MOTOR COMPANY OF CANADA, LIMITED, FORD, ONTARIO