

THE DAILY NEWS
PRINCE RUPERT - BRITISH COLUMBIA

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DISMISSAL OF NORMAN WATT

The one subject of conversation around the city yesterday seems to have been the dismissal of Norman Watt. The Daily News was deluged with requests to take up the matter and speak out strongly against such action. Some of these requests came from supporters of the government which was responsible for the dismissal.

General regret is felt throughout the city that the minister of finance should have felt it necessary to take drastic action such as that announced yesterday. It is difficult to believe that Mr. Watt committed any indiscretion worthy of such action as dismissal from the service, especially when it is considered that he is a returned man and was badly shot up in the war.

While we agree with the minister that a government employee should not take any part in politics, it is also true that many who were keen partisans under the McBride-Bowser administrations retained their positions.

Locally Mr. Watt has been a most careful public servant. He was a close personal friend of Mr. Pattullo and naturally would be favorable to his return, but no one has ever whispered that he in any way offended in a partisan way here.

It will be remembered that when the Oliver government took over the government in 1918, Colonel McMullin was government agent, an appointee of the Conservative administration. He was retained and later promoted to a position of greater trust. We are of opinion that Mr. Watt was equally worthy. At any rate, we think the minister of finance owes it to the public to tell what evidence he has against the government agent.

WHEAT POOL'S ACTIONS

It is intimated that the Wheat Pool will add to its storage capacity at Vancouver to the extent of two and three-quarter million bushels, increasing the overhead by about \$300,000 annually, while they have under lease half the proposed increase here which they are permitting to lie idle, notwithstanding that wheat cargoes should be shipped as cheaply from Prince Rupert as from Vancouver, thus saving the annual overhead of \$150,000. The million and a half capital outlay would then be available for increasing facilities at country points.

If we were members of that organization, we should feel compelled to ask the management for an explanation as to the wisdom of the policy of increasing the shipping capacity when there is already a large unused capacity in what may be the largest crop year for some time.

The Letter Box

WHICH RIVER ROUTE?

Editor, Daily News:— Thursday's issue of your paper carries a communication from C. F. Swanson, wherein he pokes at the idea, that there are mudflats that dry off at low tide in the Skeena River, opposite to Tye. It is well known that a boat can land at Tye during high tide, but at low tide there is a mud flat that dries off at least a half a mile, the width of the mudflat varying with the range of the tide. This condition is present twice a day. Then during the winter months, there is a great deal of floating ice, and sometimes a solid sheet of ice from one bank to the other for days at a time.

The suggestion of ferrying traffic across the river under the above named circumstances presents difficulties. But Mr. Swanson may be able to design a ferry that would travel across the mud flats, and successfully cope with the ice conditions. That will have to be done, if the tourist rush is to be kept in good humor.

R. E. EYOLFSON

HIGHWAY IS THE THING

Editor, Daily News:— With interest I have read the two letters concerning the Terrace Highway, one from C. F. Swanson, the other from N. J. Coulter. I must say that Mr. Coulter can not be very keen for the road, or he would not say, "No ferry or no road." Mr. Swanson must be acquainted with these rock and mudflats, and I am sure he has got an idea how to deal with them. There could be some kind of bridge built out to deep water on both sides.

After all, the one who has got to build the road has to decide, where it has to go through. All we want is the road and that in possible short time. A ferry might even be worth seeing and the engineer could make himself famous. Of course, it would have to be a different ferry from the ones that are in use farther up the Skeena, and I am sure Mr. Swanson knows that too.

South or north side is all the same to me. The main thing is, to have the road.
C. M. MILLAR.

WATT DISMISSAL

Editor, Daily News:— It is not only those who might be expected to be critics of the present provincial administration who are saying today that they feel the Honorable, the Minister of Finance, carried things just a little too far yesterday in dismissing the local government agent for alleged participation in politics. There is a storm of indignation in Prince Rupert about this shabby action on the part of the government and it is stating a fact to say that many Conservatives as well as Liberals feel badly about it. Better had been expected than this of such administrators as Mr. Shelly and there is more surprise that he should have been a party to such a thing than there is at the thing itself. There was a feeling that such men as the minister of finance, men who have been well known and respected in their private spheres, would not stoop to such rotten things as this in their service to the public.

As for the dismissal itself, it does not come altogether as a surprise to those who may have observed some of the things along this line that have transpired in the province since the Toimie administration took office. It brings closer home, however a rank and ruthless policy of political patronage that is bound to wreck the civil service of British Columbia by discharging the very foundations of the high standard it has in recent years been permitted to attain.

Mr. Watt specifically denies the charge of political participation upon which his dismissal has been based. Those who know Mr. Watt and his work will agree with his repudiation of the charge. During his five years of service here, his policies have been clear cut and business like and there are none who can say

that any single act of his during that period can be construed to have been actuated by political favor or disfavor. To Liberal or Conservative, to Canadian or alien, to one and all alike attentive and courteous service has been rendered by the dismissed Government Agent and his staff. That he should be now dismissed, without even the courtesy of being allowed to make a decent defence, is indeed a poor reward for his good service here and for his three years overseas, the marks of which he still bears.

It bodes ill for the future of the civil service of this province if such actions as this are to be tolerated from responsible ministers of the crown. It is far from an admirable state of affairs that faithful employees of the government, even though they should not be tarred with the same political stick as the administration, should be, as a consequence, dismissed. Such actions will certainly not give the security to the service that it should, nor will they tend to enhance the efficiency of the service, or inspire confidence in the government that lowers itself to participate in them.

The only reason that can be seen on the surface to account for Mr. Watt's dismissal is that he was once the private secretary to the now leader of the opposition and that, by striking at him, they may imagine they are striking at Mr. Pattullo. Such a motive is as empty as it is unworthy.

Mr. Watt will at least have this consolation, even though he should be the victim of a miserable political prank: he carries in his departure from his post a clean character and a good name. Had he actually been the political henchman that he is accused of being, and not the efficient and respected public servant that he is, Mr. Shelly and the Conservative administration

would never have had the opportunity to dismiss him, for he would have beaten them to that. He may derive some comfort from this statement, and it is voicing the feelings and sentiments of ninety-nine per cent of the people of the city and district with whom Mr. Watt has come into contact in his official capacity, in saying it, that he is regarded as probably the best government agent Prince Rupert has ever had and that he leaves his place with more friends in this agency than the Conservative government can hope to win.

NON-PARTISAN

A POLITICAL CRIME

Editor, Daily News:—

Public opinion—that intangible substance which makes and un-makes government in this age—was shocked to its centre by the news you published yesterday afternoon of the summary and unjust dismissal of Norman Watt, the local agent of the provincial government at Victoria. Mr. Shelly may have the prefix of "honorable" before his name, but this action belies his title.

Mr. Watt was dismissed because of his alleged political activities. Now whatever political opinions Mr. Watt may possess, few people know, if any at all. He does not express them. Mr. Watt has been the local agent of the government de jure et de facto at Victoria and, he would be a bold man who would say that Mr. Watt ever overstepped the limits of his authority, by interfering in matters political. Mr. Watt didn't, that's all!

If the local association acquiesce in this most unjust and summary dismissal of an honest and upright employee of the government, they must bear the onus of its instigation.

If on the other hand, this is some high handed action on the

part of the Vancouver member of the Victoria government, which may not be unexpected in this northern part of the province, which Vancouver is sucking dry, the local Conservative Association will doubtless place themselves on record in opposition to Mr. Watt's dismissal and retain

him his livelihood. For Mr. Watt is a good government agent.

This is one action which the local Conservatives will find hard to justify and which most of them who have any decency will condemn thumbs down.

"INDEPENDENT"

ARTICLES ON PEACE RIVER

The Peace River is very much in the public eye today. In order to keep Prince Rupert people fully informed in regard to the situation there, we have arranged for a series of six articles by a man who has just made a tour of the district. The first of these will be published on Saturday and the others at convenient intervals. These articles will give an idea of the way in which the district is developing and naturally will lead to a more determined effort to secure direct railway connection for Prince Rupert, the logical outlet to the sea.



Makes Pastry Delicious

Why tens of thousands of motor car buyers will consider only those cars with body by Fisher

Four basic advantages enable Fishers remarkably to increase body value while holding down price, as to make Fisher Body, for tens of thousands of motor car buyers, the determining factor in motor car selection. This preference is the result of the greater Fisher Body value which—in cars outside the Fisher Body group—is obtainable only in cars costing several hundred dollars more.

1 First of these fundamental Fisher advantages, is the enormous resources of the Fisher Body Corporation.

Some idea of the extent of Fisher resources may be realized when one considers that Fisher operates the world's largest manufacturing plant for automobile body hardware and fittings (Ternstedt); one of the largest plate glass manufacturing plants in the world; and harvests timber from its own 200,000 acres of forest lands and converts that timber into lumber in its own mills.

2 Another reason for the unprecedented value of Body by Fisher is Fisher's huge pro-

duction, with all that means in reduced costs of fabrication and assembly and huge saving by reason of great purchasing power.

As everyone knows, quantity production is one of the chief factors in manufacturing economy. Fisher employs more than 60,000 persons, who build annually in 48 great factories, upwards of 1,250,000 automobile bodies. Some idea of Fisher Body purchasing power will be gained when one notes that in the twelve months of 1928 Fisher required for the manufacture of Fisher bodies, more than 600,000,000 pounds of steel, 235,000,000 board feet of lumber, 26,000,000 square feet of plate glass and about 20,000,000 yards of upholstery cloth.

3 A third basic reason for Fisher Body value is Fisher's certainty of market.

That market consists of the companies manufacturing General Motors cars—Fisher Body Corporation being a division of General Motors. Fisher,

therefore, does not bid for contracts—it always knows well in advance what its manufacturing program is going to be, and to co-ordinate its operations so as to achieve still further economies while maintaining highest quality.

4 A fourth basic reason for Fisher Body value, is the proximity of Fisher Body manufacturing plants to the chassis plants of its customers.

This eliminates much costly handling and holds down transportation expense, and thus permits Fisher to put still greater value into its bodies.

This explains why Fisher is able to build value so superior as to make Body by Fisher the determining factor today in thousands of motor car sales. Compare Fisher Body cars, listed below, with other cars in their respective price fields and you see that in Fisher Body cars alone does your money purchase all the body value you have a right to expect in a motor car.



GENERAL MOTORS OF CANADA, LIMITED



WHICH END TO BELIEVE?

—Record, Philadelphia.

COMPETITION ENDS NEXT WEEK

The suggestions for improving conditions in northern and central British Columbia have mostly been along one line. The building of a highway and the formation of a new province. While some valuable suggestions have been made, the last word has not been said and there is still plenty of room for others.

The competition will end definitely on Saturday of next week, after which the articles will be judged.