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DAILY EDITION

Tuesday, October 22, 1929

**WHERE ARE THE FARMERS?**

Only a few years ago Ontario had a farmer government. It went into power enthusiastic and puffed up with victory. Gradually it was found that this government knew little about business and the showing they made was so poor that Saturday saw the final annihilation of the group. Not a farmer candidate offered. Some of them probably were or had been farmers, but they did not offer themselves under the farmer banner. The two-party system has returned so far as Ontario is concerned, for the other candidates were negligible.

**WHO IS A CANADIAN?**

Who is a Canadian? The Immigration Act defines him as follows:

From time to time this subject is discussed in the newspapers and by various organizations, and it is likely some provision in the census defining Canadians will be made in the next census two years hence. Meanwhile, however, a Canadian is clearly described in the Immigration Act as follows: "(1) A person born in Canada who has not become an alien; (2) a British subject who has Canadian domicile; or (3) a person naturalized under the laws of Canada who has not subsequently become an alien or lost Canadian domicile."

While this definition would appear to meet the case, it does not appear to work out as smoothly as one might suppose. For example, a Toronto man sending to the authorities the medical papers for his newly-born heir, wrote "Canadian" opposite the question, "What is your nationality?" The form eventually was returned to the Torontonians with the notation, "There are no Canadians," and again asking as to nationality. Then the battle of letters commenced in earnest, and the last thrust of the Toronto man was: "Damn you, I am a Canadian."

**SOMEONE'S ERROR**

T. D. Pattullo, Prince Rupert's member and leader of the Liberal opposition in the Legislature, writes to say that he did not say Prince Rupert was not interested in the Alaska highway. He says he made it clear that the north country was in favor of the Alaska-Yukon highway, but added that it was too soon to consider immediate construction and that he could see where from fifty to one hundred million dollars should be spent in present settled portions of the province before consideration should be given to the spending of money upon the Alaska-Yukon highway and he quoted the case of Prince Rupert, where some three millions will require to be spent to get connection with the rest of the province.

The Good Roads League seems to have the idea. Build the highway from Prince Rupert to Hazelton while the feasibility of the Alaska highway is being determined.



**PRINCE OF WALES HAS OWN PILOT**

Captain Fielden of the R.A.F. Reserve of Officers, who has been appointed personal pilot to the Prince of Wales. He is an old Public School boy and flew in the King's Cup Air Race this year.

**BORAHTALKS ROAD WORK ABOUT PEACE OF CHINESE**

U. S. Senator Declares Honor and Good Faith Only Binding International Force

WASHINGTON, Oct. 22.—"When we come to analyze this treaty, and to consider what the treaty is and what is behind it, and compare it with what is in other treaties for peace and what is behind other treaties, why should this treaty be considered as impractical or as an ideal beyond the power of men and women to attain? Why should a treaty renouncing war and pledging nations to the settlement of their controversies through pacific means be regarded as without value? Is the obligation in this treaty any less binding than the obligation in any other treaty? Is the honor or the good faith of the nations signatory to this treaty any less binding than the honor and the good faith of the nations signatory to any other treaty? If I understand international affairs, there is nothing behind any treaty save the honor and the good faith of the nations signing the treaty. They all rest upon the honor and the faith of the nations, and nothing more."

**Chamberlain's Admission**

"Sir Austen Chamberlain said at Geneva a few months ago at a time when he was discussing a treaty which provided for the use of force. 'Do what we will, we must depend at last upon the plighted word.'"

"We may talk about treaties providing for war, and providing for the use of armies and navies, and for economic boycotts, but there is at last nothing behind any of those treaties except the honor and the good faith of the nations signing them."

"There is just the same honor, the same binding obligation, and the same good faith behind an agreement to go to war under certain circumstances. Let us take an illustration. Suppose we have a treaty which provides for an economic boycott, and suppose the time has come when we are to lay the economic boycott, and the nations refuse to go along. What is to be done about it? How is the treaty to be enforced? There is nothing behind it except that which is behind the treaty; that is, the honor of the nations signing the treaty."

**Army and Navy**

"Suppose there is a treaty providing for the use of an army or a navy, for the use of force, for the purpose of punishing another nation, and the time comes when those parties to the treaty are to punish the other nation, but the nations having signed refuse to go along, do not deem it to their welfare to go along. What is to be done about it? There is nothing, in the last analysis, except what there is behind this treaty; that is, the honor and good faith of the nations signing the treaty."

"It has been intimated that it is easier to mobilize the passions for conflict, than it is to mobilize the passions for peace, and the passions for adjustment. I challenge the proposition. I say that the most searching, universal, and profound passion in the human breast today is the passion for peace, and if it is organized and directed as we organize and direct the passion for war, it will dominate and control in international affairs, and the great object and purpose of this treaty is to organize the peace forces, to organize the moral influences, in behalf of adjustment of difficulties without conflict. Its great purpose is to let the peace machinery of all peace plans work—to utilize the everlasting real aspiration of the human family."

**Speaks of Close Relations Between Canada and Japan**

VANCOUVER, Oct. 22.—The friendly relations between Canada and Japan is in nowise a new development and moreover, their destinies lie together on the great Pacific ocean," said Hon. Mr. Tokugawa, Japanese minister to Canada, on his way to Ottawa.

"We both want peace in this particular region and in order to attain that end between the countries bordering on this ocean we must co-operate and all of these nations must be determined to do so."

"When we talk about relations between Canada and Japan we must first look upon them as constituting part of the group of countries bordering on the Pacific."

"I think Canada and Japan, being the two older countries on the Pacific, must do their utmost to strive for a continuance of the friendliest relations that exist today and in order to co-operate towards that end we must know each other well and we must know each other's requirements, economic and otherwise, so that we may be able to adjust any differences as to those requirements, if necessary."

**Japan's Neighbor**

"On my arrival in British Columbia," went on Hon. Mr. Tokugawa, "I feel I must emphasize this point, because I need hardly say that this province is the one which is really Japan's neighbor; it also holds the greater part of the Japanese population in this country and is the province through which we do most of our trade with Canada."

"I greatly regret that I must proceed at once to Ottawa, but I hope to come back soon as the opportunity presents itself and then, as I shall have presented my credentials to the government, I shall be able to take part in official func-

Plans To Connect Cities by Network of Highways

NANKING, Oct. 21.—A decree drawn up by the central executive committee of the Nationalist government makes every able-bodied male between the ages of 18 and 50 liable to draft work on the good roads program which has been formulated for China.

Indifference of a large section of the population to the scheme for national highways caused the issuance of the decree. Motor travel is impossible in almost every district and few people have either seen an automobile or care to look at one. Ownership of a car is not even dreamed about.

Under these conditions the government scheme for a network of highways, connecting all the principal centers of the country, was dying of lassitude. Enforcement of the decree is expected to put life into the project. Under the orders all laborers drafted for service will receive their board and their families will be given maintenance doles. Those unwilling to work will be exempted on payment of a fee, but the size of this fee has not been determined.

**NEW QUEEN OF THE MILKY WAY**

Little Jersey Cow At Lockport, New York, Breaks Records

LOCKPORT, N. Y., Oct. 22.—Twelve years ago, before the public counted the day lost if the daily papers failed to announce a new non-stop flight record, the patrician little Jersey cow, Sophie's Emily, at Randleigh Farm, Lockport, N.Y., quietly started a nonstop production record.

Year after year since then she has been producing rich, creamy milk and in 1928 she had completed eight official tests of one year each. Then she commenced her ninth test at 13 years of age. Her owner, W. R. Kenan, Jr., and others who knew the achievement of this unassuming cow, watched with increasing wonderment. Could she continue her superb production record? Week followed week with the same high average yield she had maintained during the other tests. A few days ago she completed this ninth great test, and the bovine world has a new heroine—12 years in the making.

Today with the increased total made by her latest record, Sophie's Emily is undoubtedly the world's greatest living dairy cow. Officially she is also designated the living long-distance champion Jersey cow of the world.

For the nine successive tests she has averaged 781 pounds of butterfat and 15,927 pounds of milk, her total production to date standing at 7,030.31 pounds of butterfat and 143,348 pounds of milk, a total that is equivalent to 8,787 pounds of butter and 66,673 quarts of milk. This quantity of milk would be sufficient to supply a quart a day for the next 183 years.

When this new Queen of the Milky Way turned up for the beginning of her solo endurance record 12 years ago she was but two years and three months of age. Now in her fifteenth year, she awaits the beginning of her tenth test with the serene confidence that comes from years of successful accomplishment.

But one more 365-day test at her usual high average and she will look down upon the shattered record of her noted granddam, Sophie 19th of Hood Farm, the cow now holding the championship for lifetime production for all breeds. This honor which Sophie 19th of Hood Farm required 11 test years to win, is almost within the grasp of Sophie's Emily at the beginning of her tenth test year.

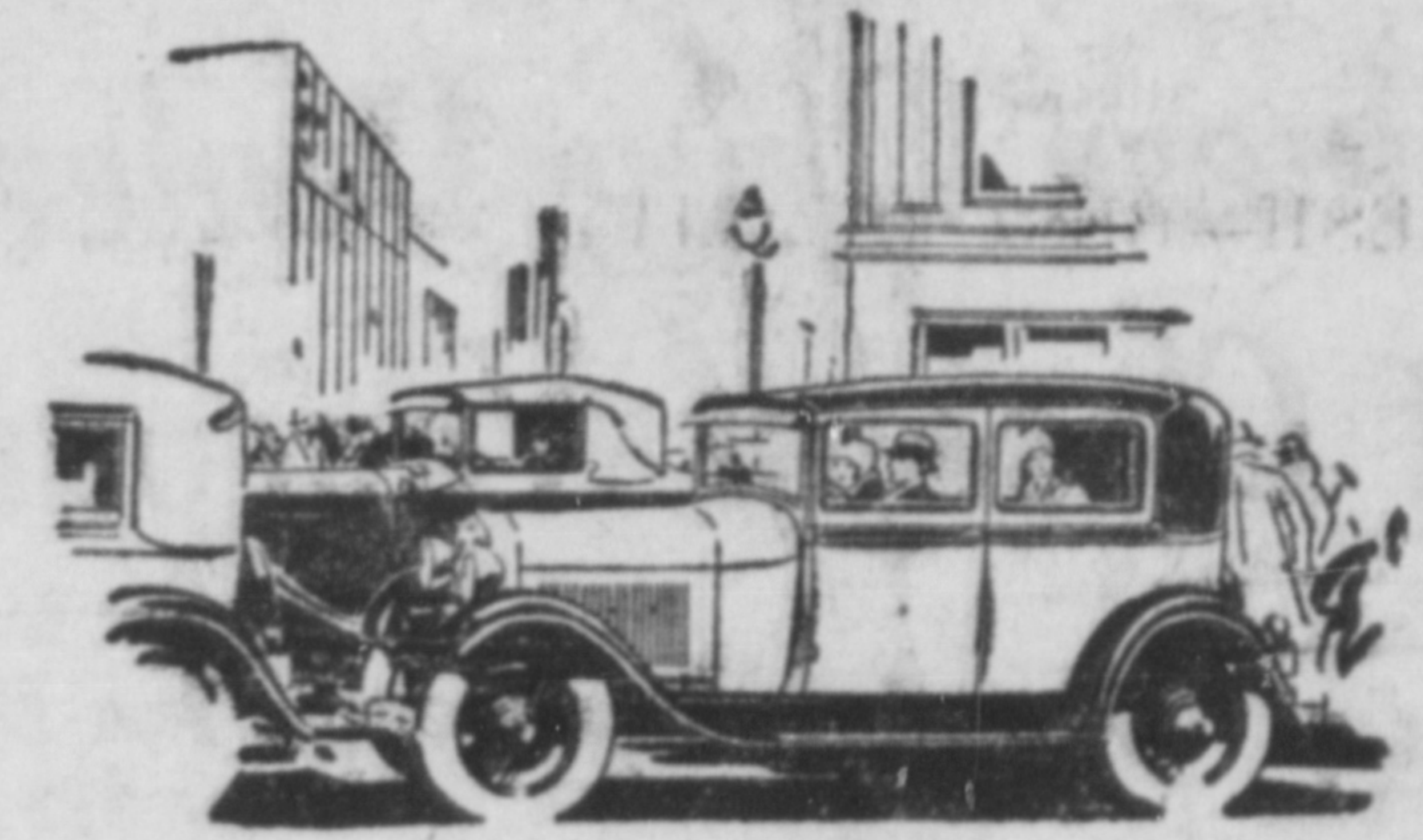
Mr. Kenan, the owner of Sophie's Emily, is also the president of the Florida East Coast Railway. His interests are spread over a very large section of the country, for his business is in Florida, his office in New York City, and his farm is at Lockport, N.Y.

itions which, on this occasion, I have not been able to accept."

The purpose of his work in Canada, said Mr. Tokugawa, was to look around and determine the wisest course to adopt in the interest of both countries, particularly with respect to the development of trade.

The new minister is fully aware of the growing importance of the Pacific from an international point of view and from the larger part which both Canada and Japan are playing on the Pacific ocean and he realizes, apart from the cultivation of friendly relations, the importance of promoting peaceful intercourse between the two nations.

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