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SURVIVAL OF THE FITTEST

We are often told that human laws are at variance with natural laws but with this we can hardly agree. Man did not evolve the law of the survival of the fittest. That was a natural law. Even today in the forest and field the fit survive and the unfit quickly become victims of their own unfitness. If a rabbit is slow, the fox gets it. If the bird is not alert, the hawk or owl gets it. In the woods none die a natural death as we understand it. All die victims of their own incapacity.

CHRISTIAN LAWS

Natural law and Christian law are quite different. Under the latter the unfit are cared for and too often allowed to perpetuate themselves, thus breeding degenerates. Sometimes we allow sentiment to get the better of our good sense and the result is fatal. The farmer chooses his stock carefully so that there shall be development instead of degeneration. The poultry raises tries to develop the most perfect individual and with a goodly measure of success, but in the human race often it is the poorest specimens that perpetuate while the more highly developed die out.

ROAD HOGS

Very serious complaint is made at the action of some auto-drivers in the city, who, it is claimed, habitually take two-thirds of the road when passing other cars, almost crowding them off the road. Also there are complaints that some drivers make too great speed for the safety of others on the road.

It is a rather difficult matter to regulate road offences, because the police have to either catch the offender or rely on evidence of others which is seldom forthcoming. Some of the offenders are taxi drivers but there are also others. All ought to know better than be guilty of such offences.

We give this as a hint and with the hope that more care will be taken to avoid any danger, for under present conditions it is said a big crash is bound to come sooner or later.

Emergency



HENNESSY BRANDY IS A SAFE STIMULANT IN ALL EMERGENCIES.

KEEP IT HANDY

HENNESSY BOTTLED AT COGNAC, FRANCE

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BRITAIN IS APATHETIC TO CANADA

St. John Board of Trade Official Writes to London: Says United States Benefits by British Apathy

LONDON, Dec. 27.—The apathy of Great Britain towards its Canadian market has, beyond all argument, resulted in a most dire economic leakage for the empire. Says P. MacIure Scanders, commissioner of the St. John, N.B. Board of Trade, in a letter to A. E. Wilkey publicity officer of the Port of London authority, made public here. Declaring that if the British people want the Canadian market they must go after it and be prepared to pay the price, Mr. Scanders says the lack of personal touch between Great Britain and Canada has enabled the United States to secure a large share of Canada's business.

The letter follows:

"Thanks for your favor of the first—and I quite agree that so far as the great Port of London is concerned, people on this side probably know less of it than they do of Glasgow and Liverpool. Perhaps we do not have enough sailings to and from here and London. Perhaps the shipping interests of London have not fully awakened to the importance—the ever-growing importance—of Canada's ocean traffic. At any rate, according to my own experience I would say that the impression is correct that too little is known of the Port of London on this side.

"Of course, people everywhere are most interested in things that directly or indirectly touch them. For instance, what our people here think most of is a line of steamships operating regularly from the Port of St. John. Such steamers constitute, as it were, the thread that strings our little bead to other beads elsewhere.

"Particularly during the past few years, leading ports through the world seem to have awakened in a very thorough sense to the value of good publicity. But, in my respectful opinion, such publicity must be followed up by the personal touch which, in turn, must involve some practical proposition attractive to the other fellow. I would say that the Port of London might find it profitable to have a thoroughly experienced representative spend six months on this side, meeting the right people and getting his finger closely upon the pulse of the whole situation. There has been far too little of this personal touch between the Old Country and Canada. As a result, the United States seems to have no difficulty in securing a large share of Canada's business.

Trade Figures

"For instance, for the fiscal year imported from the United States goods to the value of \$719,443,513. During the same period Canada's imports from the United Kingdom were merely \$185,388,581. For more than one past year our imports from the United States have exceeded \$800,000,000. A material proportion of the commodities represented by these enormous imports could be, undoubtedly, manufactured in the Old Country. With your much lower wage scale and the British preference tariff which Canada allows you, it is a positive indictment that the people of the Old Country, with their vaunted commercial and industrial experience, permit all this business to go to the United States.

"Old Country apathy toward its Canadian market has, beyond all argument, resulted in a most dire economic leakage for the Empire. "When your merchants or manufacturers send their representatives here, they rarely send the right type of man who can impress the right people. Mostly, it would seem as though the instructions received by such representatives were to cover the country in two or three weeks at the most and to do it just as economically as it could be possibly done. That sort of thing will not do. No man can hope to cover a country as big as Europe—especially a sparsely populated country, with long distances between its populous centres—and do it properly in a week or two, and without spending pretty generously. However, at the most, the visits of such representatives are like those of angels—few and far between.

"If Great Britain had paid a little attention to her other less important foreign markets as she has done in the case of Canada, she certainly would not have been the Great Britain that we know today.

"If your people want this market, they must go after it; and they must be prepared to pay the price. Such a price would prove a wonderful investment; and the present moment is probably more propitious than any in the past."

PROMPTLY SETTLED

"Now, Albert," said the teacher, "if you had four apples, and your little sister asked for half of them, how many would you have left?"

"Four," responded Albert, without a moment's hesitation.—Fort William Times-Journal.

GREAT MILL NOVA SCOTIA

Paper Plant Cost \$1,000,000 and It Took 700 Men One and One-Half Years to Complete

Annual Payroll Will Be Large From This Time on Result of Operation

LIVERPOOL, N.S., Dec. 27.—(By Charles T. Bruce, Canadian Press Staff Writer)—From sulphite mill and grinder room the product of a fallen forest travelled through giant felt presses to emerge as the first newsprint produced in Nova Scotia. Seventeen months in the making, The Mersey Paper Company's plant at the village of Brooklyn, Queen's County, officially began its output at the touch of a switch.

Premier E. N. Rhodes of Nova Scotia and Colonel C. H. L. Jones, General Manager of the company, were present as the series of processing machines swung into action—marking, chipping, grinding and digesting Nova Scotian wood, and turning out the finished product at the source of the raw material.

Actual work on the Mersey plant began in June, 1928. Now its machines have a daily capacity of 250 tons of newsprint, representing the refining of 375 cords of wood, and a production value that places the newsprint industry in the province second only to coal and steel in manufacturing.

Built on solid rock at tide-water, the mill stands at the mouth of the largest river in the province. Two million bricks and 4,500 tons of structural steel have gone into the construction of its several units. Thirteen million gallons of fresh water daily, available nearby, are required for its processes. Water will be the chief means of transport utilized by the plant, both in bringing wood to the machines and carrying away newsprint to the presses. The company's steamer, the "Markland," specially constructed for the freighting of paper, has a capacity of 4,100 tons.

The driving force behind the mill is the river near the outlet of which it stands. Electrical energy is supplied by the three developments of The Nova Scotia Power Commission on the Mersey. The harnessed river picks up the wood and sends it through the barker room, the chipper, where four foot lengths are reduced to chips, puts it through the digester acid of the sulphite mill or the grindstones of the grinder room, and on through various processes to the two paper mills, each with a 16-hour capacity of 125 tons of paper.

The Mersey Paper Company, Limited, was incorporated on July 31, 1928. I. W. Killam, who was chiefly interested in its construction, has been intimately connected with newsprint for practically all his life. As a boy he sold papers in the streets at Yarmouth, where he was born and today among other interests he numbers ownership of a Canadian daily newspaper.

The total investment in mill construction, water supply, dredging, construction of special steamer and all other construction of the Mersey Paper Company is \$14,000,000. This figure does not include the money invested by the Province of Nova Scotia in hydro-developments on the Mersey River.

An average of 700 men have been on full time employment for a period of eighteen months in constructing the Mersey Mill. In that time they were paid approximately \$1,000,000 in wages. Approximately 300 men will be steadily employed in the new mill, receiving annually in wages approximately \$800,000. In addition to these there will be many hundreds employed in the woods, either directly by the company or by pulpwood contractors.

Aviators Must Pass Severe Test Before Licensed

WASHINGTON, D.C., Dec. 27.—Can you stand on one foot 15 seconds, with your eyes closed and the other leg bent backward at the knee, and not fall? If so, and if your ears are healthy and your gait shows no disturbances, you have passed the equilibrium test given aeroplane pilots. The old whirling chair test has been discarded.

But that doesn't mean the prospective pilot's physical examination is ended. More than 700 physicians over the United States, under direction of Dr. L. H. Bauer of the department of commerce, are seeking to protect passengers against accident due to any physical defect on the part of the pilot.

First come the eyes, defects of which cause 75 per cent of the rejections for unfitness. The pilot's eyes must have depth perception, for a flier constantly must judge distance in taking off and landing. Eye muscle co-ordination is necessary.

Lack of co-ordination and the ability to maintain single vision," says Dr. Bauer, "is likely to cause fatigue. Fatigue causes headaches. Headaches cause inattention. Inattention causes carelessness."

Color vision is important, too, because the pilot must be able to recognize navigation lights and other signals.



PRINCE OF WALES TO HUNT BIG GAME

The heir to the throne is planning a hunt for big game in Africa early in the new year, and with the approval of the King and Queen, expects to sail for Capetown, January 3. In the top section of this layout Wildebeest and Impala are seen at a drinking pool in the Kruger Big Game Preserve, South Africa; below is a view of a leopard hunt, with the body of one of the big cats in the dug-out; inset is an informal picture of the Prince.

Sport Chat

Jimmy McLarnin and Sammy Mandell last night were signed for a return bout on February 4 by Matchmaker Nate Lewis of Chicago Stadium. They will meet at 143 pounds, the weight at which McLarnin defeated the lightweight champion at their last meeting. The title is not involved.

No less than eight hockey coaches have been imported into the maritime provinces for the 1929-30 season. Of this number, five will have charge of Nova Scotia clubs, while the remaining three will be with New Brunswick teams. Prince Edward Island a few years ago held

the maritime championship when the Charlottetown Abegweits were in their heyday. Hockey has undergone a big slump in the tight little island, but so far nothing has been done towards bringing coaching talent into the game. The maritimers are seeking Allan Cup fame. Several of the coaches are not ordinary hockey veterans who have studied the game for years, for two of the number or experienced Allan Cup club teachers.

When the powers that be in minor league baseball, from all sections of the United States and Canada, gather in their annual session at Chattanooga, Tenn., this month they will meet an old friend. The draft question, a topic of conversation for years, will be before the convention often, if not early. One proposed amendment has been brought over from the 1928 meeting at Toronto. William G. Bramham, president of the Southern

Association, Piedmont League and Eastern Carolina League, proposed then that a player who has signed a contract with a National Association club, recognizing the draft should remain subject to draft as long as he plays in the National Association, even if he later signed with a non-draft club or his contract should be assigned to a club in a league outside the provisions of the draft.

Some Americans were standing in front of St. Paul's Cathedral when a yellow-countrywoman, sightseeing alone, came and stood near them. For several moments she was motionless and silent, and one might have thought she was drinking in the cathedral's beauty. Suddenly she turned to one of the group. "What," she asked with enthusiasm, "do you suppose that church weighs?"—Oshawa Times.

Advertisement for Black & White Scotch Whisky. Features a bottle of whisky and illustrations of people in various settings. Text includes: "BLACK & WHITE" SCOTCH WHISKY, DISTILLED, BLENDED AND BOTTLED IN SCOTLAND, "ALWAYS RIGHT", JAMES BUCHANAN & Co., LTD., GLASGOW & LONDON, ALSO PROPRIETORS OF BUCHANAN'S LIQUEUR.

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