## Monday, December 8, 1930 THE DAILY NEWS PAGE TWO always some homeless, but this year promises to cause the THE DAILY NEWS Army to extend itself to the limit. We strongly commend this to those who wish to make others happy. The Army PRINCE RUPERT - BRITISH COLUMBIA will handle the money given to it to the best possible ad-DEPARTMENT OF TRADE AND COMMERCE Published Every Afternoon, Except Sunday, by Prince Rupert vantage in order to bring the best possible results. Daily News, Limited, Third Avenue OTTAWA, CANADA H. F. PULLEN - - - Managing-Editor NUMBERING HOUSES Those merchants and others who have deliveries to SUBSCRIPTION RATES make in Prince Rupert complain of the lack of numbers By mail to all other parts of British Columbia, the British Emon the houses. They say that when a new delivery boy December 6th, 1930. ers. Boys who deliver papers also find themselves puzzled By mail to all parts of Northern and Central British Columbia, To Canadian Citizens, 3.00 and the customers are sometimes disappointed, simply bepaid in advance for yearly period ...... Everywhere in Canada. .15 cause there are no numbers on the houses. Legal notices, each insertion, per agate line ...... Transient advertising on front page, per inch ..... 2.80 It has been pointed out to us that the cost of metal num-Suppose Everybody Rocked the Boat! Transient display advertising, per inch, per insertion ...... 1.40 One of my friends, who has what he considers a refined taste in cheese Or four months for ..... 1.00 and is particularly partial to imported brands, tells me that he thinks MUST DO BUSINESS I am overstepping the bounds of good taste in keeping this "Produced in City delivery, by mail or carrier, yearly period, naid in advance \$5.00 The Royal Bank in its monthly commercial review gives Canada'' agitation up so long, and elaborating it from so many angles. stress to the gains made of late by the store with the big Contract rates on application. In effect he says to me: "So long as the importation of cheese is lawful, turnoer at the expense of the smaller store with the whose business but my own is it if I gratify my liking for imported small turnover. The chain stores have been the chief cheese? I pay what the law demands in the way of customs duties. Then Member of, Audit Bureau of Circulations why lecture me for doing what I have a perfect right to do?" gainers.

DAILY EDITION

Monday, Dec. 8, 1930

## LOCAL AIR SERVICE

It will be a great thing for the city of Prince Rupert to have its own air service and a good deal of credit is due CONGRATULATIONS TO DR. FRED KERGIN the people who are backing the local company with their. It is a great pleasure to be able to congratulate a Prince become a permanent institution.

velop something at home.

## PROVIDING FOR CHRISTMAS

mas in order to bring cheer to the large number of people small extent in the joy that comes to Dr. and Mrs. W. T. who will have no other place to go at that time. There are Kergin, parents of the promising young physician.

The lesson is that a turnover is necessary and that is where the publicity factor is necessary. To keep before the public with goods sold on a close margin seems to be the modern method of doing business.

money in order to secure such a service for the city. We Rupert boy, Dr. Fred Kergin, on being appointed Rhodes hope that it will prove a financial success so that it may Scholar. This appointment gives him the opportunity to pursue his studies for another two years at Oxford Uni-There have been objections taken in the past to Prince versity in England where he will get the very latest that Rupert people sending all their money away for invest- medical science can give and also will be in touch with the ment. Here is a case where local people are trying to de- young men of Britain who are likely to be among the statesmen of the future. It is a great opportunity and doubtless Dr. Fred will take full advantage of it. Prince Rupert people will feel proud of the fact that one of the The Salvation Army is asking for support this Christ- local boys is achieving things and will partake to some

First Railway Car Shops In British Columbia

Whose business but his own? I am going to try to show him, in this my public answer to him, that it's everybody's business!

As an easy and effective way of doing so, an old lesson from school days comes aptly to mind. In proving his theorems, you all remember how often Euclid used to employ the "reductio ad absurdum" methodassuming the opposite of what he wanted to prove, and then showing how absurd were the deductions it involved. So let us try the same thing on this business of importing cheese, remembering always, of course, that any one of a hundred other products would serve equally well as an illustration.

First we must admit that if it's all right for some Canadians to restrict their purchases of cheese to imported cheese, it's all right for every Canadian to do the same thing. Now if not one single Canadian were to purchase Canadian-made cheese, most of the Canadian cheese factories would have no alternative but to close up, for there isn't nearly enough export trade in cheese to keep them all going.

Next, we must concede that if there is no question about the propriety of those people, who prefer imported cheese, buying imported cheese, we must likewise concede that there can be no question about the propriety of these people who prefer imported biscuits, jams, hats, shoes, motor cars or what not, buying such articles. And as before, if there can be no objection to some Canadians buying such articles, there can be no objection if every Canadian should decide to pass up every Canadian manufacturer, and buy only articles that had been made by some foreign manufacturer, employing foreign labour and using foreign materials. Result-Every Canadian factory of every kind whatsoever (excepting only those manufacturing wholly or mainly for export) closed up, hundreds of thousands of wage-earners left stranded, tradesmen deprived of the great majority of their cash customers, landlords clamouring for rents and professional men clamouring for fees that could not be collected, empty houses, empty stores, tax sales, people moving away-all for the simple reason that nobody had any income because nobody was producing anything.

Nobody, that is to say, except the Canadian farmer. But why should we assume that he would still be producing? If Canadians unanimously chose to buy imported manufactured articles in preference to domestic manufactured articles, why should they not also choose with equal propriety to buy imported farm products in preference to domestic farm products? Many Canadians already do it regularly in the case of early fruits and vegetables. So if it's all right for some of them to do it part of the time, why isn't it all right for all of them to do it all of the time?



Of course by the time we got round to the point where nobody in Canada was producing anything, due to the fact that no Canadian was willing to buy a made-in-Canada product, none of us would have the wherewithal to buy the next meal. "Which is absurd," as our friend Euclid would say. Hence we are forced to the conclusion that our original assumption was incorrect. That being so, my friend should seriously consider trying to curb his appetite for imported cheese, and endeavour to satisfy it with Canadian cheese.

So to those who think that perhaps I am going a bit too far with this agitation, all I feel called upon to say is that I would rather be held guilty of overstepping the bounds of good taste in order to help my country keep within the bounds of common sense, than be given credit for keeping within the bounds of good taste when it meant letting the common sense side of the question go hang!

Very sincerely yours,

evens

Minister of Trade and Commerce.

The first railway rolling stock to be built entirely in British Columbia is being constructed at the Russell shops of the Esquimault & Nanaimo Railway, subsidiary of the Canadian Pacific Railway, in Victoria where the railway shops have been transformed into a manufacturing plant engaged in the production of 200 specially designed logging cars. Twenty-five of these cars, the first of the 200 to be completed, left Victoria recently for Chemainus where they entered the service of the Victoria lumber and manufacturing company in its logging operations. All other cars will be used by logging concerns on Vancouver Island



Let the Daily News Classified Ads. work for you.