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DAILY EDITION



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AMY JOHNSON'S GREAT FLIGHT

It is no wonder the whole Empire grew excited over so gallant an adventure as Miss Amy Johnson's, says a recent number of Overseas. None of the victories in the campaign for the conquest of the air has aroused more anxious interest and admiration. It is a signal demonstration of what a woman flier can do, and of the enterprise and courage of British women; indeed, it is no exaggeration to say that her solitary flight of 10,000 miles from Croydon to Australia in nineteen and a half days is the greatest thing that stands to the credit of any girl in the history of the world.

Though the fates were contrary and she failed in her self-imposed task of lowering Squadron-Leader Hinkler's wonderful record of fifteen and a half days for the flight to Australia, yet by reaching Karachi in six days, or two days less than his time, she has established a record of her own for a solitary flight to India which will not easily be bettered. But when everything is taken into consideration, the second half of her journey, because of the plucky resolution with which she faced its far greater difficulties, which included a constant battle with the elements over the stormy Java Sea, and long flights over tropical forest, where the possibilities of disaster were many, was an even finer performance than her record flight from Croydon to Karachi. Moreover, it has to be remembered that she was using a Gipsy Moth light aeroplane, one of the smallest of British machines, and a second-hand one at that, and she had had less than a hundred hours' flying experience when she started on her great adventure. When the King cabled that he was "thankful and delighted" to hear of her safe arrival, his words expressed the feelings with which her fortunes had been watched by the people of the Empire, and the C. B. E. conferred upon her in the Birthday Honors has given general satisfaction.

BIGGER THAN STATES

The same journal, commenting on the Empire movement, makes comparisons with the United States, and quotes Lord Melchett as follows:

"How many of us realize that the area of the British Empire is 14,000,000 square miles, about one-quarter of the world's land area, which is nearly three and a half times as large an area as the whole of Europe? Just visualize that for a moment—three and a half times as large as the United States of America and nearly three times the area of the continent of Europe. I emphasize those figures and I think it is important that we should all get that picture into our minds. One more figure. The population actually of the British Empire is 450,000,000, as compared with the total population of Europe of only 420,000,000, and more than four times the population of America. I want you all to get those figures in your minds; I want to stress those figures.

"Across the other side of the Atlantic there is an idea that we are rather a small concern. Some kind friend sent me a very ably written book the other day which had a happy and cheerful title. It was called 'America Conquers Britain.' I felt when I had read it that I wanted to reply with a book called 'Great Britain Conquers New Jersey.' What is the real answer? The real answer is that, compared with the British Empire, the United States of America are not in the same street—a purely negligible position, in population, in area, in wealth and power.

"But why cannot we do what they do? They enclose their huge continent in one ring fence from New York to San Francisco—one language, one council, one exchange of agreements of trade between each other, keeping their country to themselves. We are divided up into dozens of isolated units, each with its own fiscal policies, each one concerned with its own affairs, and thinking not in terms of Empire unity, but in terms of locality, and every locality in itself too small to be competitive with a great economic unit like the United States of America. There is the same trouble right through, owing to people not thinking in terms of Empire, but in terms of South Africa, Canada, Australia and New Zealand.

THINK IMPERIALLY

"This is a big problem that must be solved; instead of thinking in terms of South Africa, Canada, Australia and New Zealand, we should think of the Empire as a whole and regard ourselves as citizens of the Empire—take a live and active interest in the development, not merely of that part of the Empire which one happens to have been born in or reside in, but an equal interest in every part of the Empire. I am glad to say and to think that this idea is gaining ground and is making itself heard all over the Empire at the present time. There are people in this country who whenever Empire unity is mentioned say it is a wonderful idea, 'but I am quite sure the Dominions will not do anything.' They are like the young man who was going to propose to his young lady, but before doing so said, 'She is sure to reject me.' With such a negative complex we are never likely to achieve Empire unity or be successful with a young lady.

"The first thing you want is a conviction, not merely that you are not going to have a rebuff, but that you intend to have a success. The first thing you want to impress on the other man's mind is that you expect him to do some-

thing, that you are not merely expecting him to do it, but you are confident he will do something—that you cannot possibly conceive he will not do something. Then possibly if he did not intend to do anything he would begin to think he ought to. The old, long story of Imperial Preference which started with that brilliant statesman, Sir Wilfred Laurier, is too often forgotten. People do not realize the steady and consistent growth of Imperial trade. People do not realize today that 50 per cent of Great Britain's manufactured goods go to Empire markets. If anybody likes to study the trend of modern industry, modern trade, they will see one particularly satisfactory feature—the continual growth and development of Britain's trade within the Empire."

Norway Fifth in Size of All Trade Fleets

1,091,000 Tons of Shipping Under
Construction For Her Ac-
count on July 1

NEW YORK, Aug. 6.—Statistics received here from the Norske Veritas Bureau show that the net additions to the Norwegian merchant marine in the first half of the present year numbered 42 ships of 162,000 gross tons, thus bringing the total fleet up to 3,469,000 tons on July 1, which places her fifth among the merchant fleets of the world, being surpassed only by Great Britain, the United States, Japan and Germany.

The net increase in the case of Sweden in the first half of the year was 14 ships of 50,000 gross tons, and that of Denmark was 12 ships of 43,000 gross tons. The total for the former on July 1 was a fleet of 1,585,000 tons and 1,115,000 tons for the latter.

As a result of the deliveries in the first six months of this year the shipbuilding activity in the three countries has slightly diminished. Thus the ships under construction or on order in Norway on July 1 represented 46,000 gross tons, as compared with 65,000 gross tons at the beginning of the year; the corresponding figures for Sweden are 313,000 tons and 333,000 tons at the two dates respectively, and those for Denmark are 189,000 tons and 221,000 tons respectively.

The ships on order or building in various countries for Norwegian account on July 1 numbered the amazing total of 153 vessels of 1,091,000 deadweight tons, as compared with 117 vessels of 693,000 tons on July 1, 1929. Of this total 27 vessels are motor-driven oil tankers with a tonnage of 83,800 deadweight. Great Britain stands out as the largest builder, having under construction for Norwegian account 36 vessels of 383,920 deadweight tons, while Sweden is a second with 295,750 deadweight tons, Denmark third with 178,200 tons and Germany fourth with 69,750 tons. Norway is only building for her own account 11 vessels of 10,340 tons. The reasons for the low estate to which shipbuilding has fallen in Norway is attributed to a long period of labor troubles and the closing down of a number of shipyards.

Figures recently issued by 'Lloyd's Register of Shipping' placed the United States second to Great Britain as a shipbuilding nation, with a total of 236,163 gross tons accounted for during the quarter ended June 30 last. Norway was not even listed, so small was the actual volume of tonnage being built in that country, but if the total orders being built for her account by various nations are taken into consideration, she far outranks the United States in the volume of shipbuilding.

This point was recently emphasized by H. G. Smith, president of the National Council of American Shipbuilders, who cautioned against undue optimism over the shipbuilding conditions in this country.

Entertained at Tea For Visitor

Mrs. T. J. Shenton, Eighth Ave. W., entertained on Monday afternoon at tea hour in honor of her daughter, Mrs. H. G. Bryant, who is visiting from Courtenay, Vancouver Island. Mrs. Bryant's sisters, Mrs. Hackett and Mrs. J. Ratchford, presided at the tea table. Among the guests were Miss Way, Mrs. Wilson, Mrs. Hart, Mrs. Millar, Mrs. G. W. Johnstone, Mrs. Gilchrist, Mrs. J. H. Smith, Mrs. Armstrong, Mrs. H. Busby, Mrs. Linzey, Mrs. Jas. Krievsky, Mrs. Priestly, Mrs. McCullough.

Canadian ss. Prince Henry arrived from the north this morning at 7 and left for the south again at 10.30.

Auto Mechanics Hold Meeting

There was a full attendance last evening at the first regular business meeting of the Auto Mechanics and Trades Association, with F. Rousset, president, in the chair.

The sub-committee which met the garage owners recently reported to the meeting last night that their reception by the owners had been entirely satisfactory and that all their requests had been favorably considered.

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at three cups for a cent

"SALADA" TEA

'Fresh from the gardens'

Advance Prince Rupert!

SUPPORT---

The Fall Fair

and Take---

The Daily News Regularly

Now that Prince Rupert is about to have a forward movement, two local institutions are well worthy of consideration and support as being important factors in that movement. They are:

The Annual Fall Fair The Pr. Rupert Daily News

Out of town people are recommended to make their plans now to attend the Fall Fair which promises to be the biggest and best ever held in the city, and to enter their exhibits with Secretary Vance at once.

They are also recommended to see that their subscriptions to the Daily News are paid up so that they may keep in touch with all the forward movements. It is a daily record of the doings of the district and a support of all that is best for Northern and Central B. C.

The Daily News Prince Rupert, B.C.

H. F. PULLEN,
Managing Director.