

THE DAILY NEWS
 PRINCE RUPERT · BRITISH COLUMBIA

Published Every Afternoon, Except Sunday, by Prince Rupert Daily News, Limited, Third Avenue.
 H. F. PULLEN - - - Managing-Editor

SUBSCRIPTION RATES

By mail to all other parts of British Columbia, the British Empire and United States, paid in advance, per year 6.00
 By mail to all other countries, per year 7.50
 Transient display advertising, per inch, per insertion 1.40
 Classified advertising, per insertion, per word02
 Legal notices, each insertion, per agate line15
 Transient advertising on front page, per inch 2.80
 Local readers, per insertion, per line25
 City delivery, by mail or carrier, yearly period, paid in advance \$5.00
 For lesser period, paid in advance, per month50
 By mail to all parts of Northern and Central British Columbia, paid in advance for yearly period 3.00
 Or four months for 1.00

Advertising and Circulation Telephone 98
 Editor and Reporters' Telephone 86

DAILY EDITION  Monday, January 27, 1930

SUPPORTING HOME TOWN

A few years ago the city of Sacramento held an old-timers' convention or something of that kind and it was decided that every man must wear whiskers in order to conform with the celebration idea. Public opinion became so strong that every citizen had to wear the appendage. Some had sideburns, others beards, mutton chops and various kinds of facial decorations for weeks before the main event. Any citizen found in a public place without conforming to the local ukase was arrested by a squad of special constables sworn in by the celebration committee and taken before a special court and ordered to pay a fine or promise to wear whiskers.

The result was that Sacramento people were recognized in any part of the state and the big event obtained the best advertising it could possibly have received.

All this is to suggest that in Prince Rupert there ought to be a civic spirit cultivated instead of whiskers. Let every person living here speak well of the city, and try to make it better. Let them all encourage local merchants, keep the city neat and tidy, take a pride in the place and try to make it the city beautiful. Also let everyone be an advertising agent for the outside. Tell friends and others what a wonderful place Prince Rupert is. Then we shall all enjoy life more and we shall at the same time be helping make it better.

ORIENTAL IMMIGRATION

The farmers are still worried about Oriental immigration. At the United Farmers' convention the subject came up and was held over, although a resolution of sympathy was passed with the farmers who found themselves up against unfair competition.

As a matter of fact, there is practically no Oriental immigration today. The bars are up against all except a few students and men of the better class.

The opposition to Orientals is both industrial and political. Those farmers and merchants and laborers who have to compete with them object to their being in the country. Also there is the political opposition which capitalizes the other and intensifies it. The difficulty is that often the very men who express themselves as opposed to the Oriental are the ones who patronize them. Any talk of removing the ones now here is foolish and as a great many of them are already land owners it would seem futile to object to their purchasing land. However, we must watch our governments and see that they do not slacken in the regulations keeping out those who would come.

ASSISTING IMMIGRATION

The farmers of the prairies are opposed to assisted immigration. In that they are right. The people who have to be assisted are usually not very much good. If we had a policy of opening up the Peace River country through British Columbia it would do more for immigration than any plan to assist them to come to the country.

We believe in settling up our lands but not in paying people to do it, or in offering special inducements to the settlers to come except to give them free farms on the homestead plan, as is done at present.

The Letter Box

OBJECTS TO HOWE POLICY

Editor, Daily News:—

Considerable discussion been heard by Hon. S. L. Howe new regulation in my point of view of these regulation, I'm myself, as one of the fishermen absolutely protesting against the Hon. S. L. Howe regulation.

1st it means monopoly control for the canneries for this fishing industry.

2nd, it means no cannery license for the fishermen. So we got to sell our fish what ever the price canneries wish for.

The last point close door policy. Heavenly truth, what we need closed door policy for the conservation of these rotten canneries in the Skeena River. No, a thousand times no.

We want the open door policy for cannery licenses and open door policy for fishing licenses for Whites and Indians citizens. S. L.

Howe would do far better if he says no license of these canneries not operating and no fishing license either.

Now Mr. Editor I will point you how many in the Skeena not been operated cannery purpose last year. B.C. Cannery not been operating since it has been burnt down. Alexandria B.C. Packers cannery not been operated at least 15 years. Cunningham cannery also not been operated for number of years and P. R. cannery oh! I forgot all about Oceanic and Dominion there is two more. Now I ask the public at large if this is justice, and right, to granting cannery and fishing licenses of these canneries and talk about close door policy.

Now at last it is up to us fishermen and gill-netters at least to join in the U.B.C.S.F.A. and help us in our trouble which is facing often and as now. Thanking for you, Editor Daily News, place for this letter.

A. SNELLMAN, Sec.
 From Skeena River Branch of U.B.C.S.F.A.

Canadian Seaports Undergo Remodelling For Increased Trade

Exports Exceed Imports by More Than \$50,000,000; Prospects of Increasing Trade Necessitate Seaboard Expansion

TORONTO, Jan. 27.—With facilities taxed during the past year to the very utmost, and prospects that the volume of Canadian trade will continue to increase, tremendous activity is now going on in Canada's major seaports. Plans for increased capacity and for the complete remodelling of some of the harbors are being carried out, and the next few years will see still greater steps being taken.

The improvements now under way are more than necessary, for in 16 years the Dominion's trade expansion has far surpassed the most optimistic estimate of 10 years ago. During 1929 imports from the port of Montreal reached the stupendous figure of \$245,517,953, as compared with \$145,629,791 in 1913. Exports for last year were \$234,267,995, while for 1913 they were a mere \$73,157,247.

Through Canada's five principal gateways, Montreal, Vancouver, Saint John, N.B., Halifax, N.S., and Quebec, goods valued at \$378,846,792 were brought into the country. Meanwhile, the balance of trade in favor of the Dominion, a total of \$430,824,204, was shipped out.

Montreal, in the total of business handled, now ranks second to New York among American ports, although the harbor is open only eight months in the year. Vancouver, on the other hand, has made still greater strides, and is now the leading port of the Pacific coast.

What has happened is briefly summarized by a comparison of the values of import and export trade in 1913 and 1929 at Canada's five principal seaports:

	1913	1929
Montreal—		
Imports	\$145,629,791	\$245,517,953
Exports	73,157,247	234,267,995
Vancouver—		
Imports	43,475,412	77,582,326
Exports	91,992,554	180,927,521
Saint John—		
Imports	9,845,221	15,691,713
Exports	25,241,268	55,250,531
Halifax—		
Imports	12,196,236	22,487,801
Exports	14,747,427	41,747,024
Quebec—		
Imports	14,719,547	17,567,179
Exports	8,069,656	21,976,328

Naturally, with the tremendous improvements necessary to bring the Canadian seaports up to their proper place, expenditures have loomed up very importantly. In 1928 a total of \$14,000,000 was voted by parliament for harbor commissions in Quebec, Saint John and Halifax. Quebec received \$8,500,000 of that sum; while \$5,000,000 went to Saint John and \$500,000 to Halifax. All this money is not yet spent, but is being expended upon programs of improvement and enlargement. More recently \$27,000,000 was voted, of which \$8,000,000 is for Vancouver, \$10,000,000 for Montreal, \$5,000,000 for Halifax, \$2,000,000 for Three Rivers, and \$2,000,000 for Chicoutimi. Two years ago this last port received \$2,000,000 for improvement.

More Money Needed

Programs have been drawn up for the expenditure of these monies, but it is clear this will by no means carry out the complete plans, and each year further appropriations will have to be made to provide for the handling of increased traffic.

At Montreal the greatest program of expansion in history is now under way. Before the 1930 season opens the east end of the harbor will be completely changed. Three new piers, larger than any at present existing, will be constructed. Three shipping berths will cost \$2,000,000. The electric railway system in the harbor limits will be extended at a cost of the same amount. Grain conveyor systems, berthing facilities and other improvements will cost in the neighborhood of \$4,000,000 before they are finished. Already 15,000,000 bushels of wheat can be stored in the tremendous elevators which form an imposing skyline, but still more additions are planned.

Quebec has ceaselessly sought a greater share of the handling of general Canadian business and agitated for a revision of the railway tariff which it felt discriminated against it. In the fall of 1927 the Board of Railway Commissioners remedied this condition by according Quebec the same rates on grain

for export from Georgian Bay ports as to Montreal, and on all traffic from Toronto and points west for export.

As a result, a decided improvement has been recorded in recent years. In 1928 imports declined slightly, but exports went up nearly 50 per cent. In that year 11,063,761 bushels of grain were handled. Elevators there now can accommodate 4,000,000 bushels, with conveyors, marine towers and grain galleries. In addition, a cold storage warehouse, with the main building having a capacity of half a million cubic feet, and a fish house equipped for the freezing of one million pounds of fish, has been constructed. By fall of this year four berths for the largest type of passenger steamers, two additional berths for large ocean freighters, and two berths for canal-sized vessels, will be completed.

Canada's principal winter port on the Atlantic, Saint John, ranks third after Montreal and Vancouver in the total volume of traffic. Fifteen coastwise lines and twenty overseas steamship companies operate from the New Brunswick city. Direct steamship service from Canada to the British West Indies has contributed a considerable share of the traffic.

Ten million dollars will be spent on the port. Among the improvements scheduled are the construc-

tion of a grain conveyor gallery; a grain jetty; a pier equipped with fireproof sheds and shipping offices; one grain elevator of 2,400,000 bushels capacity; and the necessary railway tracks, roadways, sewage and water supply.

Halifax has increased its shipping tonnage by 100 per cent and that in the last five years. Out of the latest appropriation, a million-bushel grain elevator will be built. The construction program is one of very general nature, and some sorely needed improvements are planned.

Vancouver's Stride

The greatest stride of all, however, is that made by Vancouver. The Western city has progressed by leaps and bounds, and ceaseless activity has been required to cope with the increasing trade. Elevators at this port will now hold 12,000,000 bushels of grain, and the harbor commission is planning to add 7,500,000 capacity to its own three elevators. A new ocean pier will cost \$3,500,000; wharves for vessels in the coastal service will add \$1,500,000 to the bill.

Fifty steamship lines ply out of Vancouver. Imports from 35 countries pass through, for distribution in Canada and the United States. In seven years, 1921-1928, Vancouver's export increased by 250 per cent and its vessel tonnage by 180 per cent. In 1919, not one bushel of grain was handled there; in 1928, slightly less than 100,000,000 bushels were handled.

The appropriation voted for Three Rivers and Chicoutimi are typical of what is happening on both coasts of Canada. Greater exploitation of raw resources and growing industrial activity have made improvements at these points necessary.

The tremendous increase in ex-

Sport Chat

Events scheduled for this week are as follows:

Monday (tonight) — Cribbage League: P. R. Hotel vs. Cold Storage; Operators vs. Eagles; Odd-fellows vs. K. of C.; Grotto vs. Sawmill; New Empress vs. Moose; C.N.R. vs. Orange.

Tuesday—Billiard League: Grotto vs. Elks;

C. N. R. Cribbage: Locomotive Shops vs. Dry Dock; Car Department vs. Freight Sheds; General Office vs. Station.

Thursday — Billiard League: Grotto vs. Canadian Legion.

Whist League: Canadian Legion vs. Dry Dock vs. Seal Cove; Lief Erikson vs. Moose; St. Andrews vs. Oddfellows.

The ice being badly cracked and covered with sticky frost, owing to the failure of the water pump to function properly, the recent opening of the Smithers Hockey League was not very fast or exciting. The Canadians, sponsored by the Native Sons of Canada, emerged victorious though their Canadian Legion opponents had a full share of the play. The Canucks, however, had a lead of two to one when the final period opened and were able to win although the Vets had complete control of the play in the closing

ports and imports during the past 16 years has not been spectacular. It has come about through the steady, consistent expansion of trade, and soon Canadian ports will occupy a much higher place in world ranking.

stanzas. Repairs to the pump are being made and the rink is expected to be in good shape immediately for effective hockey play.

Frank Douglas of Prince George, who last year secured a contract for the services of Angus McDonald, giant fighter of the Cariboo lumber camps, has picked out Pierre Rivers as another likely performer in the squared circle. Douglas saw Rivers knocked out by Oliver Krog at Prince George on New Year's Day but contends the Frenchman was so badly handled he never had a chance. He was called upon to take off 28 pounds in a very short time and the process left him with no fighting spirit. Rivers is 23 years old, 6 feet 2 inches tall, 205 pounds weight and 78 inches reach. Douglas intends to put him in first class training.

Billiard Averages

D. Brown (G)	8 1924 241
A. A. Easson (E)	15 3586 239
G. P. Tinker (CL)	15 3526 238
M. M. McLachlan (G)	10 2331 235
J. Andrews (G)	15 1365 231
J. Hillman (G)	15 3466 231
W. E. Willisroft (E)	12 2758 230
W. Lambie (E)	3 691 230
W. J. Nelson (E)	16 3632 227
W. Mitchell (E)	14 3178 227
J. W. Scott (CL)	12 2700 225
F. Stephens (E)	15 3363 224
C. Balagno (E)	16 3548 224
G. Waugh (G)	14 3059 219
M. Andrews (CL)	16 3467 219
R. Young (CL)	8 1701 213
F. G. Pyle (CL)	11 2294 209
S. P. McMordie (CL)	4 827 207
A. Murray (CL)	12 2399 200
J. H. Pillsbury (CL)	2 380 190
A. Donald (E)	4 755 189
G. Howe (G)	1 118 119

The DENNY ALLEN STOCK Thrown On the Market

Being very anxious to wind up the estate with as little delay and expense as possible, the creditors turned the whole stock and fixtures over to us at a ridiculously low rate on the dollar.

We now have a chance to pass this on to the people of Prince Rupert at what they can be sure are genuine sale prices—mostly less than half, and many things practically given away to clear.

- HERE ARE SOME ITEMS**
- GENUINE FIRTH STAINLESS STEEL TABLE KNIVES with white handles. Each **20c**
 - ENGLISH CHINA DECORATED CUPS AND SAUCERS **30c**
 - ENGLISH WHITE DINNER AND SOUP PLATES—Regular \$2 a dozen. To clear **10c**
 - ENGLISH DECORATED TEAPOTS —Regular \$1.25 to \$2.50. Sale **70c**
 - CHILD'S KNIFE, FORK AND SPOON SET with colored handle and stainless blade **45c**
 - LAYER CAKE TINS with sliding bottom **10c**
 - SET 1 DOZEN PATTY CAKE TINS **20c**
—Sale price
 - 23-PIECE CHINA TEA SET— **\$2.95**
Sale price
 - LARGE ENAMELLED KETTLE— **80c**
Sale price
 - FLOUR SIFTERS— **20c**
Sale price
 - ONE DALTON CASH REGISTER—Cost \$190.00 **HALF PRICE**
 - 2 SIX-FOOT SILENT SALESMAN SHOW CASES— **\$50.00**
Each
- OTHER COUNTERS, ETC., AT CLEARING PRICES

FREE! To the first 40 customers Wednesday a.m., we will give an article **FREE!** from the stock. None to children.

Sale Opens Wednesday Morning at DENNY ALLEN'S STORE - Third Ave.

JOHN BULGER LIMITED