

BOVRIL

makes delicious SANDWICHES

Mix a little with cream-cheese or butter and spread as a sandwich paste

THE DAILY NEWS.
PRINCE RUPERT - BRITISH COLUMBIA

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THE FEDERAL BY-ELECTIONS

While the government still maintains its former margin of strength and the Liberals have actually lost a seat as a result of the federal by-elections this week, the Conservative party can hardly derive a great deal of satisfaction out of the outcome of those contests.

The inclination of good old Quebec to get on the band wagon can undoubtedly be seen in the Three Rivers-St. Maurice result where a Conservative displaced a Liberal, even though it may have been by the very narrowest of majorities. Under ordinary circumstances a government might be expected to have the odds in its favor in a by-election such as this. The result was close enough to justify the assumption that it might have been different had the government been Liberal instead of Conservative.

Possibly the result in East Hamilton, Ont., was more significant. Here a Laborite captured the seat from the Conservative column by a sweeping majority, giving Conservative Ontario its first Labor member of the House of Commons. The government prestige did not hold here as it might have been expected to. Political observers may have some justification in seeing in the result of the East Hamilton contest a censure upon the government for its unemployment policy or lack of such.

In any case, the two by-elections were interesting enough and will no doubt have given much source for speculation in circles political.

POPULATION GROWTH

During the World War the population increase of England and Wales dropped from 350,000 a year to 180,000. During the last 10 years it recovered sufficiently to maintain an average of 210,000 a year. Of the total gain for the decade nearly one-half was accounted for by Greater London.

The British Isles have duplicated the experience of the United States in these particulars. Both are rapidly replacing the lost man power sacrificed in the war and in both the urban population has grown much faster than the rural population.

Neither the United States nor England has increased in population as rapidly since the war as before the war. Restricted immigration and the depression explain the lower rate of increase on this side of the Atlantic, and industrial demoralization and unemployment have kept England's population down.

HOPING FOR AGREEMENT

To the people of Peace River the statement regarding the outlet to the Pacific that the minister of railways made on Wednesday must prove very disappointing, said the Edmonton Journal in a recent editorial. They have had promises held out to them for so long a period that their patience is exhausted. It cannot be denied, as the minister said, that "it is far better to have the two railways agree upon one specific route than to take chances in undertaking the construction of a road which has not been decided upon by agreement—one railway engineer taking one view and another suggesting something different." But there was reason to hope that, after all the surveys and negotiations which have been conducted, an agreement in that respect would now have been reached and it is disconcerting to be informed that the two companies have been unable to come to this.

The government intends to appoint a board of engineers, of which it will select one member and the companies the other two, for the purpose of determining which is the best route to take. The minister himself proposes to visit Peace River this summer and make a personal investigation. When he has to deal with a problem of such importance, it is natural that he should seek first hand knowledge of the territory that the outlet will serve and he can hardly fail to return without being impressed by the claims for its construction that have been persistently put forward for many years. From the body of experts that is to be constituted it is not too much to look for an early and satisfactory decision. A wealth of material has already been assembled on which to base their findings. When these are available the government will be expected to take prompt action in accordance with the pledges that were given before it came into office.

LETTER BOX

MOSQUITOES ABSENT

Editor, Daily News:—

An item appears in your issue of August 10 in the Terrace column, which casts an undesired slur upon a resort that is as popular with Prince Rupert people as with ourselves. This news item speaks of legions of mosquitoes at Lakelse Lake welcoming the visitors there, and we protest very strongly against it, because it is not true. On the contrary, the familiar little pest has been conspicuous by its absence and we have had the pleasure of seeing various Prince Rupert organizations enjoying the camping. First we had your Sea Cadets, then the Girl Guides, and the Boy Scouts, and we are under the impression that none of these young people were at all anxious to go back to home and duty. In fact, to make a long story short, the lake has been, and still is, perfectly beautiful and an ideal camping ground and there has been a great increase in the number of summer camps established by the Terrace residents. It seems such a pity to give your readers a wrong idea of Lakelse Lake and we think the item referred to much have emanated from some correspondent who was temporarily suffering from a bad liver.

W. SHERWOOD, Secretary,
Terrace & District Board of Trade.

A letter from the B. C. Hospitals Association, read at last night's hospital board meeting announced that the forthcoming convention in Victoria would consist entirely of a round table discussion of hospital questions instead of the usual program of papers. Miss Jean Harrison, R.N., lady superintendent, will represent the local hospital at the convention.

READY FOR CUP RACE

Fastest of Seaplanes and Best of High Speed Pilots Almost Ready For Great Test On Sept. 12

LONDON, Aug. 13.—Entry on the final stages of preparation for the international Schneider Trophy contest—the world's greatest speed event—was marked by the arrival recently at Calshot air station, headquarters of the competing teams, of the first British racing seaplane specially built this year to defend the trophy against the challenges of France and Italy.

The contest will take place Sept. 12, when once again over the Solent and Spithead the fastest vehicles the world has ever seen will dispute possession of the most coveted aviation trophy. Within a month the French and the Italian teams will be practising for the race in their new seaplanes, and the air above Southampton Water will resound with the roar of mighty engines as the beautiful craft sweep by.

The new British machine is a supermarine S6 monoplane similar in general appearance to the craft which won the Trophy at an average speed of 238.63 miles an hour in 1929 but driven by a Rolls-Royce motor developing considerably greater power than the 1,900 h.p. in the 1929 engines and incorporating certain design improvements. It is slightly larger than the 1929 machines because of the need to carry a bigger load of fuel for the more powerful engine, and provides increased radiator cooling service. A sister craft is in an advanced stage of construction and, these two seaplanes will both fly in the race, the third member of the team being rebuilt 1929 Supermarine monoplane.

The Speed Men
The British high-speed pilots,

under the leadership of Squadron Leader A. H. Orlebar, holder of the world's speed record of 357.7 m.p.h., are flying regularly in seaplanes built for the 1929 event, including the beautiful bronze Gloster monoplane built around a Napier racing power unit. The S5 monoplane which was victorious at Venice in 1927 and Gloster biplanes are also in almost daily use. Five men are in training—Flight Lieutenants G. H. Stainforth, J. N. Boothman and F. W. Long, and flying officers G. L. Brinton and L. S. Snaith; from them will be selected later on the three men who will fly for Britain on September 12.

One only among them, Flight Lieutenant Stainforth, was a mem-

ber of the High Speed Section in 1929, when persistent and baffling carburation trouble kept him and the machine he had chosen to fly out of the race. Stainforth was considered by many experts to be very nearly the best of the magnificent unit under Orlebar's command in 1929; to supreme skill and daring he added the invaluable attribute of a cast-iron physique which rendered him practically immune from the "blacking out" effects of turning at extremely high speed.

From Dezenzano, in Italy, there come reports that newly designed seaplanes, possessing novel features in arrangement of engines and airscrews, are expected to attain speeds in the neighborhood of 490

miles an hour. France is more reticent, but it is known that her new engines have been running on a test for some time. Should teams representing both challenging nations come to the starting line we shall undoubtedly see the most terrific contest in the history of mechanical racing, with competing craft accelerating on the "straights" of the triangular course to velocities of nearly seven miles a minute.

Dr. H. O. Johnsen, who has been spending the past couple of weeks at Port Clements and elsewhere on the Queen Charlotte Islands, returned to the city on the Prince Charles this morning.

A gentleman's drink
but priced for the thrifty

CANADA DRY
THE CHAMPAGNE OF GINGER ALES

MAGNUM (5 full glasses) 30¢
12-OZ. SIZE (2 glasses) 20¢
SPLIT (6 oz.—1 glass) 15¢

PLUS RETURNABLE DEPOSIT

MacArthur Says!!



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SATURDAY MORNING

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"It will be the biggest broadcast and most far-reaching bargain event that Prince Rupert ever witnessed"

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"See tomorrow night's News for full and complete details"

"MacArthur," The Close-out Man,
Selling Annette's Ladies' Wear Stock Complete to the "Bare Walls"