

THE DAILY NEWS.

PRINCE RUPERT - BRITISH COLUMBIA

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H. F. PULLEN - - - Managing-Editor

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COMPETITION; OR PUBLIC MONOPOLY

The expected interim report of the Royal Commission on Transportation did not make its appearance before the close of Parliament, says the Winnipeg Free Press. It will be recalled that when this Commission was appointed, the expectation was that it would have a suggested solution ready for consideration by Parliament. When this prospect disappeared, the hope was held out that before Parliament rose there would be an interim report which would be before the public for their consideration during the parliamentary recess. But no report is forthcoming, and none is likely at any time in the near future. Popular rumor, for which there appears to be a sound basis, is that there are deep divergencies of opinion among the Commissioners and that if the Commission were now to complete its labors, there would be more than one report.

The appointment of the Commission and its labors—even though they have been largely veiled in secrecy—have been useful in serving to keep the mind of the public on the railway problem. There have been other agencies working to the same end: the discouraging series of monthly statements by the roads, the discussions in Parliament and the performances of the Special Railway Committee of the House of Commons. There has been, it seems to us, a certain clarification of public opinion upon the railway question which points the way, not to a solution of the problem, for that unfortunately is not possible at the present time, but to the practical policies that will be followed while the depression lasts.

The picture, pleasing to some people, of the Canadian people pulled from the railway slough of despond by the gallant, patriotic and all-powerful Canadian Pacific Railway, has just about faded away. There is no end of evidence that there was a widespread, concerted and vigorously directed movement intended to sell the idea to the Canadian people that public ownership of railways in Canada had been a colossal blunder; and the hope was sedulously encouraged that the country could stop its future losses and in some way recover part of its past losses by turning the Canadian National, directly or indirectly, openly or by camouflage, over to the direction of the Canadian Pacific Railway or to interests closely related to it. The responsibility for this movement and for the tactical campaign by which it has been supported must rest upon those linked interests which have a fanatical hatred and a deep-seated apprehension of public ownership in all its forms; to slay it in its most formidable manifestation, the Canadian National Railways, physically the greatest railway system in the world, would be, as they thought, to rid Canada forever of the heresy.

To put the policy over, it was necessary to put the Canadian National Railways and everybody connected with it in the worst possible light; and a campaign to this end has been waged which for unscrupulousness and mendacity has put the achievements of even our most savage political contests to shame. But we think it can be said that, though it has resulted in some considerable damage to the Canadian National, the campaign has definitely failed; and we do not think that the public could be induced to change its opinion even though there should be a majority report from the Commission on Transportation favoring the retirement by the state from the railway business in the interests of private monopoly.

The Canadian people, we should be inclined to say, are not friendly to monopoly in public services. They prefer competition if this can be had on bearable terms. But if monopoly there must be, the public tendency is to demand that it be publicly owned and publicly operated; and this will grow speedily into an irresistible influence. The recent battle at Ottawa over radio is an illustration of what will happen when this issue is joined. The cause for private

monopoly in radio had everything in its favor—money, social and political prestige, the open support of powerful trade interests, the services of an active and able lobby—except the backing of public opinion; lacking this, it lacked everything and went down to complete defeat. Far more formidable, aggressive and angry will be the massing of public opinion if it is ever proposed that this country should be turned over to a private railway monopoly under an illusory pledge of public control. If any government or public man seeks a short way to oblivion, advocacy of private railway monopoly will supply the facility.

This reality is now being widely recognized, and there is a corresponding falling off in the vehemence with which consolidation of the two systems is being advocated. Possibly virtues in a competitive system are being admitted in quarters where formerly there was reluctance to concede them. An expression like the following from the Montreal Gazette is not without its significance:

"When the time comes for the Government and Parliament to deal definitely with this railway situation, it may be found that the competitive principle can be preserved; it is an absolute necessity, however, that the country be freed from the kind of competition which it has witnessed in recent years and which has been so largely responsible for the impasse which has been reached." The competition of the past few years, to which the Gazette refers, was undoubtedly uneconomic, extravagant and based upon an optimism which is now seen to have been without foundation; but the responsibility for it is pretty evenly divided between the two companies. The theory that the Canadian National, with the backing of the country, made war wantonly upon the Canadian Pacific might as well go into the discard with the other illusions. Reasonable co-operation between the roads may enable the two systems to continue operating independently, which is greatly to be desired in the public interest; but if this definitely breaks down, there will be nothing for it but to go forward to the nationalization of all Canadian railway facilities.

**NEWS OF THE MINES
AROUND PRINCE RUPERT**

Food Shortage in McConnell Creek Camp—Veteran Mining Man of Interior Dies—Asbestos Deposits

H. K. Henry, deputy mining recorder at McConnell Creek, who came out a few days ago from the new northern goldfield, states that, in his opinion, reports as to the gold to be found at McConnell Creek have been greatly exaggerated. Mr. Henry came out from McConnell Creek primarily to bring word of a serious situation which was developing among the men there on account of food shortage. Since his arrival, a plane, piloted by E. P. H. Wells, has gone north and, being unable to land at McConnell Creek owing to ice, dropped much-needed provisions to the camp from the air.

Eugene (Omineca Ed) Sullivan, known as a prospector from Mexico to the Yukon, passed away at Burns Lake early last week at the age of 86, a victim of cancer of the stomach. Born in Ireland and coming to Canada at the age of six months, Sullivan had spent over twenty-five years in the Manson Creek district engaged in prospecting and placer mining. In 1919 he came to Burns Lake and entered into partnership with A. M. Ruddy in the purchase of the Cheslatta Hotel. Mr. Ruddy later buying out the whole business and rebuilding the hotel which is now known as the Omineca. Mr. Sullivan then purchased the Lakeview Hotel which he subsequently sold to J. J. Hepner. For the past five years Mr. Sullivan, with A. Ostrem as partner, has spent the time trapping and prospecting between Burns Lake and the Babine. During his years in the Omineca, Sullivan was storekeeper for the Kliddeer Mining Co. and also deputy mining recorder and postmaster. He remained very active up until a short time before his death. The funeral took place at Burns Lake with Rev. Father Godfrey officiating.

Many samples of abestiform minerals from widely scattered parts of the province have been received in the past by the Bureau of Mines for identification but, in most instances, the samples have been of the amphibole varieties of fibre with negligible values says a special bulletin entitled "Asbestos in British Columbia" prepared by A. M. Richmond and issued by the provincial department of mines. One occurrence of chrysotile is found at Sidmouth in the Revelstoke Mining Division and fair samples of cross-fibre were received late in 1931 from the Kamloops area and to the south of that city. Other areas from which fibrous samples have been received include Vanderhoof, Tulameen, Jettton Hope and Harrison Lake. The samples of trompette (amphibole) from a deposit eighteen miles south of Vanderhoof in the Omineca Mining Division were examined but were of no economic value, the fibres being easily powdered, very brittle and

dirty. The trompette was found by an Indian on the upper slope of Tsinkut Mountain and was submitted by George Ogston of Vanderhoof. The available data on the asbestos deposits of the province are not encouraging for the development of this branch of non-metallic minerals, the fibre being unsuited to any but the lowest grade products.

**Senior Guides
At Anyox Form
Ranger Group**

ANYOX, June 8.—Senior Guides of Anyox have organized themselves into a body known as Rangers under the leadership of Mrs. J. W. Lang. A committee consisting of Mrs. J. L. Stewart, Mrs. J. A. McMaster, Mrs. Simpson and Mrs. J. McMillan is assisting Mrs. McMaster in the work.

C.N.R. TRAINS

For the East—	
Mondays, Wednesdays and Fridays	3 p.m.
From the East—	
Tuesdays, Thursdays and Saturdays	10:40 a.m.

AFTER EVERY MEAL



EACH BITE A DELICHT AND BEST OF ALL THE COST IS SMALL

Ask for **WRIGLEY'S**

TRY THIS CIGARETTE TOBACCO

Greater enjoyment . . . greater satisfaction . . . greater ease and speed for all who "roll their own". Try Ogden's fine cut . . . the brand that has always sold on its merits.

Free Chanteclair Cigarette Papers with every package.

OGDEN'S FINE CUT CIGARETTE TOBACCO

Your pipe knows Ogden's cut plug!

Mail Schedule

Friday	11 p.m.	Thursday	8 p.m.
June 5, 18 and 22	p.m.	For Naas River and Port Simpson—	
		Sunday	7 p.m.
From Vancouver—		For Naas River and Port Simpson—	
Sunday	p.m.	Tuesday	11:30 a.m.
Wednesday	10:30 a.m.	For Queen Charlottes—	
Friday	p.m.	June 10 and 24	9 p.m.
June 13, 17 and 27	a.m.	For Queen Charlottes—	
		June 8 and 22	a.m.
For Stewart and Anyox—		For Alaska—	
Sunday	7 p.m.	June 13, 17 and 27	a.m.
Wednesday	3 p.m.		
For Vancouver—			
Tuesday	12:30 noon		
Thursday	9 p.m.		
		For Stewart and Anyox—	
		Tuesday	11:30 a.m.

Daily News Wharf-Ads bring results.

LIFE INSURANCE

A Veritable Bed Rock of our Economic Life

TESTED by every major catastrophe—world war, world epidemic and world depression—Life Insurance has demonstrated its strength and stability. It has proved a veritable bed-rock of our economic life. It has met every obligation 100 cents on the dollar and met it promptly. It has relieved financial distress, guarded families and homes, proved a sure protection against poverty and want.

Life Insurance companies in Canada have greater holdings of government and municipal bonds than the chartered banks. Their real estate loans are double those of the mortgage loan and trust companies combined. The policyholders' funds exceed the total deposits in banks, trust companies and all government depositories combined. These combined assets make Life Insurance pre-eminently safe and sound.

Life Insurance is reliable because—

- It is established upon a sound scientific basis.
- Income from premiums is sufficient to provide a large margin of safety against all contingencies.
- No policyholder has ever lost a dollar through the failure of any Life Insurance company, licensed in Canada, to fulfill its obligations promptly and to pay all claims in full.
- All Life Insurance companies are subject to continuous government inspection and control.

Hold fast to your Life Insurance and add to your holdings whenever possible.

Life Insurance Service

One of a series of messages sponsored by Life Insurance Companies

The Love That Never Dies

Sorry To See Night Coming She Could Not Sleep

Mrs. K. McElroy, Kirkfield, Ont., writes:—"I was very nervous and run down, was short of breath, and had smothering feelings, and was sorry to see night coming as I could not lie down or go to sleep.

I was advised to use Milburn's Heart and Nerve Pills. I took seven boxes and am now completely relieved; can sleep fine all night, and have gained in weight."

Price 50c a box

Sold at all drug and general stores, or mailed direct on receipt of price by The T. Milburn Co., Ltd., Toronto, Ont.