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THE DAILY NEWS.

PRINCE RUPERT - BRITISH COLUMBIA

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DAILY EDITION



Thursday, June 17, 1937

SOMETHING LIKE SPAIN

The war between different labor factions in the United States is not much different from the civil war in Spain except that in one case there is much slaughter of innocent people while on this continent there is not actual slaughter but many innocent people have to suffer and the big industries have to bear the brunt of the conflict.

The labor battle causes much unrest and in some cases is fatal to any expansion of industry which would have helped to bring about more employment and better times generally.

We are inclined to think that the people of this continent will pretty soon refuse to be made the goat in this conflict.

A writer in the American Magazine urges that the regulations of a labor union should be set forth clearly and the leaders should be compelled to live up to them. The writer of the article suggests the following code:

Let every labor organization be required, like a corporation to receive a state charter setting forth its rights, obligations and responsibilities.

Let every labor organization be required to file annually with a public authority a statement of accounts, so broken down that members of the union and the public may know how the funds are spent.

No labor union should be permitted to spend funds for political purposes without the personally confirmed consent of the membership and all such expenditures should be made public.

The "check-off," the system of deducting union dues from pay envelopes should be forbidden by law and both employers and labor leaders should be made liable for its practice.

The workers' representatives should be elected annually, with the right of recall, at a secret, democratic election held for each plant, on the basis of proportional representation. The rights of majorities, minorities and individual workers should be made clear and should be fully protected.

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WHIFFLETS

From the Waterfront

Trolling Reported Good at North Island—Tourist Season Opens—United States Navy Due Tomorrow.

The last of the trollers from Skidegate Inlet are leaving this week for North Island where big catches of spring salmon are being made. Authentic reports state that the fishing is better than experienced for many years. Big bright fish are being caught, much larger than usual and the price being paid by the buyers is such that the fishermen are pleased at the prospects of a very successful year.

Making her first voyage on summer schedule between Prince Rupert and Vancouver via the Queen Charlotte Islands, C. N. R. steamer Prince Charles, Capt. James Watt, arrived in port at 7:30 this morning and will be here until 10 o'clock Saturday night when she will sail on her return south over the same route. The Prince Charles brought in several tourist passengers who will transfer tomorrow to the steamer Prince George to make the trip to Anyox and Stewart and thence back to Vancouver. A number will leave the Prince George Saturday night after coming north from Vancouver on that vessel and making the Anyox-Stewart trip to proceed south via the Islands on the Prince Charles.

Seven halibut vessels sold catches totalling 127,000 pounds at Seattle yesterday as follows: Republic, 28,000 pounds, 8 1/2c and 8c; Neptune, 35,000, McCallum, 9 1/2c and 8c; Faith, 10,000, Washington, 9c and 8c; Angelus, 16,000, Booth, 9 1/2c and 8c; Yaquina, 17,500, San Juan, 9 1/2c and 8c; Summit, 12,000, Dressel-Collins, 8 1/2c and 8c; Bertha, 9,000, Whiz, 9 1/2c and 8c.

The Seattle halibut boat Mermaid was relieved of the liability of having to pay a \$1000 fine to the United States immigration authorities yesterday when the

boat Thor called at Ketchikan to enable John Larsen, a member of the crew who was formerly on the Mermaid, to appear before immigration authorities to answer formal questions which he had overlooked on arriving at Seattle recently aboard the Mermaid after a call had been made at a Canadian port.

Two new Canadian halibut boats will be turned out the latter part of this month from the W. R. Menchons shipyard in Vancouver. One, the Joan W. II, has been built for James Fidler and is 70 feet long with a 120 h.p. diesel engine. The other, named B. C. Clipper, is being built for Martin Dyke and is 67 feet long with a 100 h.p. diesel engine. Both vessels will be operated in the fisheries this season.

In the course of a northern training cruise, two United States Navy destroyers, Fox and Brooks, are due in port tomorrow for a stay which will extend until Monday. Lieut. Commander C. L. Surran U.S.N. is in command of the Fox and Lieut. W. W. Cone, the Brooks.

The Prince Rupert Fishermen's Co-operative packer Ogden is in port today with 4500 pounds of salmon from Banks Island and 1700 pounds from Squadaree. The Azurite is in with 3,000 pounds from Dundas and 1600 pounds from Zayas. The troller Allons, Capt. A. Johansen, arrived with 4,800 pounds for which the usual advance of 9c and 6c was paid.

Tonight's train, due from the east at 10:45, was reported this morning to be on time.

UNITED EMPIRE LOYALISTS MEET IN VANCOUVER

VANCOUVER, June 17: (CP)—United Empire Loyalists, spanning a continent in distance and a century and a half in years, met in this west coast city to pledge anew their allegiance to the British throne and the new King, George VI. Commemorating the 154th anniversary of the arrival of the first loyalists in New Brunswick, the meeting was sponsored by the Vancouver Branch of the United Empire Loyalists Association of Canada.

THE SAFE, SENSIBLE WAY TO RELIEVE CONSTIPATION

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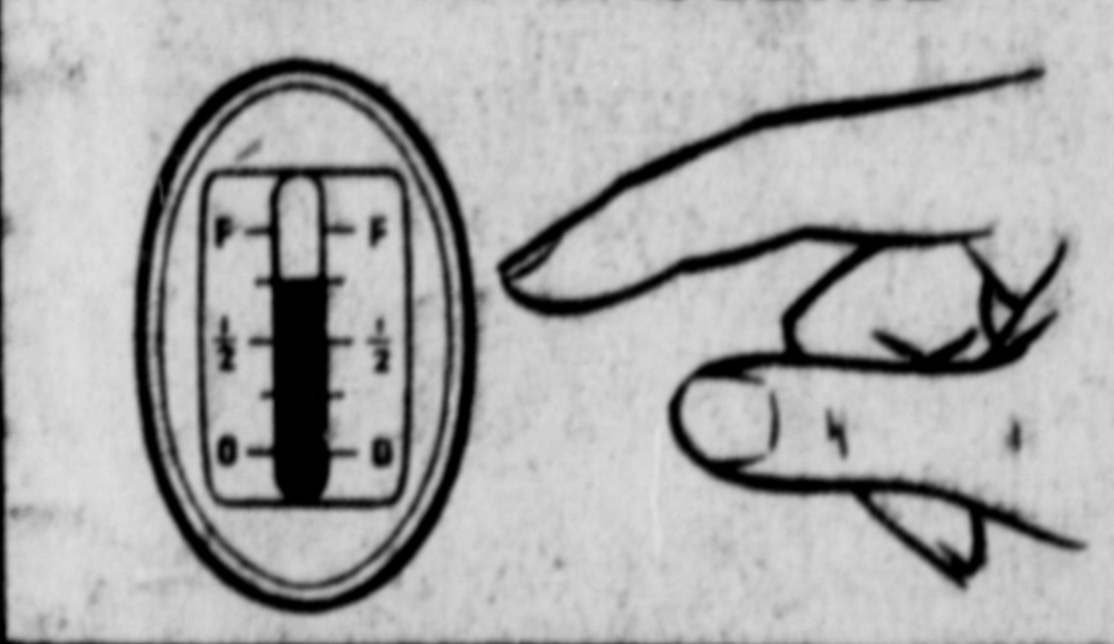


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