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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

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DAILY EDITION



Wednesday, May 4, 1938

MORE BUILDING IN CITY

The letting of the contract for the new hospital means more building in the city, the employment of more labor, the purchase of material as well as providing accommodation for sick people and giving them better facilities. What with expenditure on defense projects, the completion of the post office and the smaller work going on in the city, it should mean a very busy season.

ELECTION TOMORROW

There will be an election tomorrow at Lichfield, England, in which two candidates calling themselves Labor candidates are offering for election. Orfe is George C. Craddock, a supporter of the Chamberlain government, and the other, Cecil C. Poole, a railway clerk, opposed to the government.

The vacancy is caused by the death of J. A. Lovat-Fraser, a National Laborite, who at the last election defeated the straight labor man by a little over three thousand votes.

In view of the fact that this is a labor riding and that there is keen opposition developing to the present British government, the result tomorrow will be very significant. If the government can retain the seat it will be looked on as a sign of strength but, if they lose it, as they are likely to do, it will be considered another nail in the political coffin of the National government.

EXTREME CAUTION NEEDED

In Prince Rupert most of the children have to play on the streets and for that reason drivers of cars have to be extremely cautious to avoid accident. Occasionally, a driver is seen honking his horn for the road to be cleared and making no attempt to avoid hitting children who are expected to run for their lives. On the other side of the picture there are children who deserve to be spanked for refusing to move out of the way of passing cars.

HIGHWAY TO ALASKA

The Vancouver Province admits that the highway to Alaska would be of great benefit to British Columbia but it is not quite satisfied at allowing the United States to loan the province fifteen million dollars with which to build it. They are not opposing but are simply in their usual quibbling way suggesting possible difficulties and also suggesting the better way might be to wait until we have thought out all these possibilities. They admit it would be a boon to the province, it would speed up development, would encourage tourist travel, would open up a great game country, provide work for a large number of people over a term of years, while maintenance would also provide work for a smaller number later. In spite of these advantages the Vancouver newspaper advises delay. Wait and think, is their policy. We may become Americanized. Unholy thought! We may become prosperous! Equally unholy thought!

RAILWAY TRANSPORTATION SAFEST METHOD

(Continued from Page One)

the duplication of railway facilities had been much less than the duplication which was always present in industry.

The Canadian National

Turning to his own line, the Canadian National, Mr. Tobey paid tribute to the late Sir Henry Thornton for his welding into the Canadian National of a run-down conglomeration of publicly and privately operated railway systems into a harmonious organization. This had been a task of herculean proportions but it had been accomplished by expedition and complete success by Sir Henry. He had gradually brought about an up-to-date transportation organization rendering a very satisfactory and necessary service to Canada.

The Canadian National system today, comprising 23,500 miles of railway in Canada and the United States, comprised the largest railway organization on the Continent. The excellent engineering which entered into its construction and its advantageous location to serve the present and future needs and development of Canada had not received deserved recognition. As it existed today, it afforded the shortest rail route between Eastern and Western Canada with lower gradients than any other railway line either in Canada or the United States. Its favorable gradients through the mountains were a unique feature. Its branch lines, on the prairies served the most productive parts north of the drought zone. In Eastern Canada it provided the only routes through Canadian territory between the Maritime Provinces and the rest of Canada. It had a double track main line running like a backbone through Quebec, Ontario and the United States as far west as Chicago, well located to serve all the industrial points enroute. It operated a car ferry service across Lake Michigan to Milwaukee, had a fleet of steamers on the Great Lakes, had its own freight service into New York City by rail and connecting steamship line and it served directly every principal seaport in Canada.

The Canadian National, Mr. Tobey emphasized, served directly ninety percent of the people of Canada and to twenty-five percent of them it was the only rail way available. About sixty percent of the coal produced in Canada depended upon the Canadian National for transport. Development of base and precious metal mining had been largely along its lines. The system was by long odds the greatest factor in serving the forestry industries in Canada. It originated more newsprint and pulp tonnage than any other railway on the continent. In general manufacturing, the Canadian National originated more tonnage than any other railway in Canada. By virtue of its lines in the United States, it shared with New York Central the distinction of originating more automobile traffic than any other railway system.

Far from being a "dead horse," a terrible drain upon the wealth of the country, the Canadian National had been the main instrumentality by which that wealth had been brought into existence. The Canadian National Railways had been a factor of the utmost importance in enhancing and hastening the development of Canada.

Building a Railway

At the outset Mr. Tobey, observing that the average person had very little conception of the ramifications and the multitude of things that had to be accomplished between the time a railway system was first conceived and became an actual facility as a common carrier, listed the phases through which a railway had to pass from infancy to maturity. Various departments had to be set in motion for surveying, construction and successful completion. While construction was proceeding various departments which would manage and operate the railway must be originated. All the numerous departments must synchronize and completely co-ordinate one with the other if the organization was to function with any degree of efficiency.

Mr. Tobey commended the Junior Chamber on its desire to obtain an insight into the various industries operating and tributary to Prince Rupert. This would place the organization in the position of being possessed of valuable and practical knowledge so necessary to discuss and legislate intelligently on the many items that came before it. With this knowledge its various recommendations and policies were bound to be of very definite value to the community and

Sport Letter Box

IS UP TO PUBLIC

Sports Editor, Daily News:

To the thoughtful mind your editorial Tuesday is interesting not only because your subject was sport, youth and organization but because your general theme was civic consciousness.

While you have generalized in your attack, I think you will agree that the youth of today are as fundamentally sound as the youth of any previous generation.

I am of the opinion that the main trouble lies in another direction and can be summed up in one word—encouragement. Of all the volumes written and lectures given upon the subject of athletics, its advantages in the education of young men and women to build physical strength, co-ordination, sportsmanship, relaxation from studies, recreation, personality assertion and generally to build up character, I have yet to hear or read anything on this important, if not the most important, factor in athletics.

Encouragement can have many ways of showing itself but it seems to me, if I was playing, that the best encouragement I could have would be to hear the galleries, the bleachers, use any name you wish, pertaining to the vernacular of the game, filled with shouting enthusiastic spectators, partizan most decidedly, yelling encouragement and trying o-dwic and urging you to do your best. Use your imagination and put yourself in the bleachers and see if that doesn't make you tingle. What youth could resist that inducement?

Sir, don't you think that once civic pride was aroused in this that it wouldn't take much to raise civic consciousness to other things?

But alas, my mind goes back a few weeks when a group of young men and women endeavoured to raise a little money to pay expenses to compete for the City of Prince Rupert, mind you, in Vancouver, in athletics against the rest of the province. The pitiful little they got is a story in itself. Sufficient to say that they got enough after making up out of their own pockets so that the young men were left at home. What encouragement! That they did remarkably well and ranked fifth, I believe, was certainly a credit to them and they should have, if we had one grain of pride in our youth, received a reception on their return home worthy of their efforts. What did they get? Silence. Even the press, which is condemning the present attitude, gave scant praise.

We all realize that these things have to be financed, but by whom? Who may I ask in the past have borne the brunt of public subscription of every conceivable kind? Sir, I say the merchants. Unfortunately, they are in a position where it is hard to discriminate. Nor can they say "Not today thank you!" and slam the door. I am not a merchant nor even a resident of any standing, so I can speak or write as this case happens to be, without fear of retribution upon the monthly take and I do speak in all sincerity that athletics are as important in any community as the schools, library, ay, even the (with all due respect) churches. Therefore, I think it is the duty of the city, its management, every society, organized for the amelioration of the human race, service clubs, army and navy and the citizens, each and every one to help financially and physically supporting athletics. Above all encouragement is necessary.

C. J. H.

would command respect and attention.

In thanking Mr. Tobey for his address, President Gilker observed the importance that railways might play in the development of Northern British Columbia as they had done in Northern Ontario and Quebec.

If you wish to swap something—Try a classified.



JR. LEAGUE RESUMING

Boys' Soccer Play to Get Under Way This Saturday

The executive of the Junior Football Association met last evening to draw up plans for the spring schedule of games. These will start on Saturday of this week. Games will be played on Wednesday evenings and Saturday afternoons until the end of the season on June 15.

An important amendment to the constitution provides that only boys in their first year at High School are eligible for the games. For the past few years boys who were repeating first year in High School were eligible but it has been felt that this gave an undue advantage to the High School team and, in the interests of sport in the best meaning of the term, the change has been made. It becomes effective at once.

The schedule for games is as follows:

- May 7 Borden Street School vs. King Edward High School.
- May 11 King Edward High School vs. Booth Memorial School.
- May 14 Borden Street School vs. Booth Memorial School.
- May 18 King Edward High School vs. Borden Street School.
- May 21 Booth Memorial School vs. King Edward High School.
- May 25 Borden Street School vs. Booth Memorial School.
- May 28 King Edward High School vs. Borden Street School.
- June 1 Booth Memorial School vs. King Edward High School.
- June 5 Borden Street School vs. Booth Memorial School.
- June 8 King Edward High School vs. Borden Street School.
- June 12 Booth Memorial School vs. King Edward High School.
- June 15 Borden Street School vs. Booth Memorial School.

The question of having the grounds put in shape was left over for the Senior Football Association to take up with the city public works department. It is hoped that senior players will also help with the refereeing as they have done in the past.

Those in attendance were J. S. Wilson (president), W.W.C. O'Neill, W. Mout, J. G. McKinley and J. H. Nordan, secretary-treasurer.

After a lapse of 11 years Peter McWilliam returns as manager to Tottenham Hotspurs football club which he left in 1927 to take charge of Middlesborough, six years later becoming Arsenal's chief scout.

REX BOWLING ALLEY
Basement of Exchange Block
PHONE 658

GIANT WIN SPELL ENDS

Lost Ignominiously—Cincinnati Reds Yesterday—Cleveland Indians Had Close Shave From Defeat at Washington

CINCINNATI, May 4: (CP)—The early season winning streak of the New York Giants was ended yesterday when they were routed by the hard-hitting Cincinnati Reds with a score of 10 to 2. The Chicago Cubs won over the Phillies and crept to within two games and a half of the leaders. Dizzy Dean pitched seven innings for the Cubs. The Brooklyn Dodgers, by virtue of a victory over the third place Pittsburgh Pirates, went into the leadership of the second division ahead of the Boston Bees who were losing to St. Louis Cardinals.

In the American League the first place Cleveland Indians had a narrow escape from losing to the Washington Senators in a slugfest, getting the odd run of nineteen in all. The second place Boston Red Sox and third place New York Yankees won respectively over Detroit Tigers and St. Louis Browns. The Philadelphia Athletics defeated the Chicago White Sox, thereby replacing them at the top of the second division.

Yesterday's Big League scores:

National League
Boston 2, St. Louis 3.
Brooklyn 7, Pittsburgh 2.
New York 2, Cincinnati 10.
Philadelphia 2, Chicago 5.

American League
Chicago 2, Philadelphia 7.
St. Louis 1, New York 5.
Detroit 3, Boston 4.
Cleveland 10, Washington 9.

The standings to date:

National League

	W	L	Pct.
New York	12	2	.857
Chicago	10	5	.667
Pittsburgh	8	6	.571
Cincinnati	7	8	.467
Brooklyn	6	8	.429
Boston	4	7	.364
St. Louis	5	9	.357
Philadelphia	3	10	.231

American League

Cleveland	11	3	.786
Boston	8	6	.571
New York	9	7	.563
Washington	7	8	.467
Philadelphia	6	7	.462
Chicago	5	7	.417
Detroit	5	9	.357
St. Louis	5	9	.357



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Ever Wonder Why You're Constipated?

Do you ever have days when you just have to drag yourself along when you feel tired, run-down because of that constipation? Then why not find out the real cause of your trouble? What have you had to eat lately? Just things like meat, bread and potatoes? If that's all, you may not have to look any farther. It's likely your trouble is you don't get enough "bulk". Bulk "bulk" doesn't mean a lot of food. It means a kind of food that is consumed in the body, but leaves a soft "bulky" mass in the intestines and aids elimination. If "bulk" is what you lack, your ticket is a dish of crisp cereal, Kellogg's All-Bran for breakfast every day. It contains the "bulk" you need plus Nature's great healthful tonic, vitamin B. Eat it every day, drink plenty of water, and join the "regulars" Made by Kellogg in London.

Tune-Up For Spring!

Winter Has Been Hard on Your Car

... harder than you think. The strain of cold starts, skiddy roads, and uncertain weather has pulled many parts out of adjustment.

Now is the time to flush away the winter-worn oil and sluggish water system—adjust wheels and brakes—tune up the motor. Take advantage of our special rate for COMPLETE inspection, clean-up and tune-up and be sure of trouble-free spring driving.

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