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THE DAILY NEWS.

PRINCE RUPERT - BRITISH COLUMBIA

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DAILY EDITION

Saturday, January 15, 1938

QUEER GOVERNMENT METHOD

Under the French method of government there is less stability than in any other country that has come to our notice. The Chamber of Deputies is made up of members representing a number of parties and no government can succeed without the support of several of these. The result is that, under very little provocation, the government is voted down through the defection of one or more of these parties.

The Popular Front in France was headed by M. Blum following the last election. Not long ago M. Blum retired and he was succeeded by M. Chautemps. Now M. Bonnet has been called to office but how long he will be able to keep the confidence of a majority of the Chamber, in the event he succeeds in forming a government, no one can say. It may be a week, a month or a year, but not likely long. It is difficult to understand how there can be continuity of policy under such conditions.

FINANCIAL SITUATION

The present disturbed condition of France does not help the financial situation there. Prior to the recent resignation, the government was seeking a loan of a quarter of a billion dollars in England but the British government had to be given proper guarantee that the money would be repaid before it would put up the cash. A domestic loan also is planned which will cost the government five or six per cent. This is a big price to pay compared with the low rates at which Great Britain or Canada pay for money.

The trouble is that the instability of France, caused chiefly by the extreme radical groups in the Chamber and throughout the country, is causing people with money to pause before lending to a country which might at any time repudiate her debts.

DESERTIONS FROM SPAIN

A British report from Gibraltar states that desertions are taking place from the insurgent forces of General Franco and it is intimated that they are going over to the loyalists. Is that the old sign of the rats deserting the sinking ship? If other countries would keep out of Spain, evidently the war would soon be over.

FORTIFICATIONS

It was to be expected that the cities of southern British Columbia would be the first to receive protection under the defense program. Now we are hoping that Prince Rupert will receive some attention. While there has been talk of defenses here not much has yet been done. If parliament grants another thirty-five million dollars for defense this year, we may get some of it and it is badly needed.

SKI MEET AT JASPER

Six-Mile Cross-Country Race To Feature Carnival Next Week

JASPER, Jan. 15.—With a six-mile cross-country race as the main feature, the Jasper Ski Club will hold its annual ski carnival next Wednesday. The nine events will include jumps and a number of juvenile competitions to promote skiing enthusiasm among the younger members of the club.

The Jasper Ski Club is working on a five-year plan of development of the sport in this part of the Rockies and many visitors from Edmonton, Vancouver and other outside points are reaping advantages from its efforts. The club has a concession from the Dominion government for slopes on the side of Whistler Mountain, while Signal Mountain, in the Maligne Lake area and the Tonquin Valley have camps and trails.

BRIDGE IS RESUMED

Results Last Night of First Games For Second Half

Prince Rupert Bridge League results for the second half opening last night were as follows:

Grotto, 10355; C.N.R.A. 11467. Ramblers, 10919; Musketeers, 8382.

Canadian Legion, 5709; Sons of Norway, 12821.

Prince Rupert Dairy, 7562; Brackman & Kerr, 9543.

League Table

	For	Agst.	Pts.
S. O. N.	12821	5709	12821
C. N. R. A.	11467	10355	11467
Ramblers	10919	8382	10919
Grotto	10355	11467	10355
B. & K.	9543	7562	9543
Musketeers	8382	10919	8382
P. R. Dairy	7562	9543	7562
C. Legion	5709	12821	5709

Canadian Team Reaches Sydney

Representatives to British Empire Games Land From Liner

SYDNEY, Australia, Jan. 15: (CP) Canada's team for the British Empire Games arrived here yesterday aboard the trans-Pacific liner Aorangi from Vancouver.

FIVE PIN BOWLING

Pioneer Laundry Scores Clean Sweep Victory Over Gyro Club

Only one of two scheduled fixtures in the Five Pin Bowling League was completed last night, Pioneer Laundry defeating Gyro Club two games to one. In the second fixture, Canadian National Recreation Association rolled its scores against the Old Empress most of the members of which team are now in Ketchikan and who will run off their play on return to town. High average scorer last night was Jack Bulger of Gyro Club with 256.

Individual scoring was as follows:

PIONEER LDY			
	1	2	3
Houston	189	190	162
Brasell	181	188	
Kinslor	220	230	271
Stiles	296	197	204
Assemissen	179		276
Young		204	133
Handicap	50	50	50
Total	1115	1034	1093

GYRO			
	1	2	3
Smith	102	179	110
Bulger	255	303	211
Lowen	148	222	161
Borland	190	189	206
Low Score	179	188	136
Handicap	40	40	40
Total	914	1121	861

C. N. R. A.			
	1	2	3
Comadina	140	234	194
Proctor	203	234	294
Ronald	210	106	177
McIntosh	169	176	131
Irving	233	269	123
Handicap	96	96	96
Total	1051	1115	984

The league standing to date is as follows:

	Won	Lost	Pts
Pioneer Laundry	5	1	5
Gyro Club	3	3	3
C. N. R. A.	1	2	1
Old Empress	0	3	0

Old Country Soccer

English League, First Division	
Bolton Wanderers	3, Grimsby Town, 1.
Charlton Athletic	3, Liverpool 0.
Chelsea	2, West Bromwich-Albion 2.
Everton	3, Blackpool 1.
Huddersfield Town	0, Brentford 3.
Leicester City	1, Manchester City 4.
Portsmouth	1, Birmingham 1.
Preston North End	3, Leeds United 1.
Stoke City	3, Middlesborough 0.
Sunderland	2, Derby County 0.

SOMETHING NEW HERE

(Continued from Page One)

ing the passengers and officers of Flight No. 4 were receiving the demonstration by short wave from 5,100 feet above ground. When Mr. Galloway called Harry Carson general manager of the Central Vermont Railway and Vice-President of the Central Vermont Airways, subsidiary companies of the Canadian National Railways, the response came sharp and clear. With Mr. Carson on the air-line was P. G. Johnston Vice-President of TransCanada Airlines. Mr. Carson assured Mr. Galloway that the demonstration had been heard perfectly on board Flight No. 4. This machine he stated, was one of the airway's fleet of the most modern type of airplane on the continent, a twin-motored Lockheed-Electra, 10-passenger, heated and ventilated cabin plane, similar to those which will be used by Trans-Canada Airlines in linking the Pacific Coast to Toronto and Montreal by air service.

"Air service has played an important part in the development of Canada's mining industry," Mr. Carson continued. "While there are few scheduled airlines in Canada today, fifty commercial companies operate planes transporting prospectors, supplies and machinery to the most remote parts of the Dominion. By way of comparison, I might say that in 1936, the total tonnage carried by airlines in the United States amounted to 6,959,000 pounds. In Canada the total was 25,386,000 practically all of which was destined to various mines located in

Hockey Standings

Pacific Coast League					
	W	D	L	Pts	A
Vancouver	11	4	10	51	53
Seattle	11	6	5	63	41
Portland	8	6	13	54	59
Spokane	6	5	8	31	36

POUCE COUPE FIRE

POUCE COUPE, Jan. 15: (CP)—A fire in the Pouce Coupe power house did not interfere with the local electric light service.

Wolverhampton Wanderers 3, Arsenal 1.

Scottish League, First Division

Ayr United 6, Morton 2.

Celtic 5, Aberdeen 2.

Dundee 3, Hamilton Academicals 0.

Falkirk 1, Clyde 2.

Hibernians 2, Queen of South 0.

Motherwell 4, Kilmarnock 3.

Partick Thistle 3, Hearts 1.

St. Johnstone 1, Queens Park 2.

St. Mirren 1, Rangers 1.

Third Lanark 1, Arbroath 1.

northern Quebec, Ontario, the western provinces and the Northwest Territories. It may be interesting to know that planes operating within Canada carried a much greater tonnage of freight and express than the combined plane services of Great Britain, France and the United States. In 1936 the number of miles flown by Canadian planes amounted to 7,204,000 miles. This, if I may say so is a splendid achievement in Canada's development."

Dramatic Introduction

Mr. Carson introduced Captain Milton H. Anderson, senior pilot and operations manager of the Central Vermont Airways. In turn Mr. Galloway introduced Mr. Todd and the Captain, flying more than a mile above ground spoke with the mining general superintendent a quarter of a mile below the ground. It was a dramatic touch which brought forth rounds of applause from the crowded banquet hall. In the conversation which followed, Captain Anderson said that his ship had a speed of 250 miles per hour, with a general cruising speed of 175 miles. He had been identified with commercial flying for 10 years during which he had flown more than a million miles and had about 8,500 hours in the air. The flying time between Montreal and Boston, a distance of 274 miles, was one hour and 43 minutes.

In his opening remarks, Mr. Galloway outlined the detail of the various types of communication which would be brought into use and the method by which it was possible for the Rotarians, the radio audience, the people in the mine shaft and the passengers on the air-liner all to listen, at once to the same program. He introduced to the gathering Dr. P. W. St. Charles, President of the Lake Shore Mine, through whose courtesy the conversation with the mine had been arranged; Hon. Chas. McCrear, formerly Provincial Minister of Mines; R. C. Vaughan, Vice-President, Canadian National Railways, Montreal; F. E. Mausson, director, Dome Mines; A. H. Cavanagh, general manager, Temiskaming & Northern Ontario Railway, who supplied the circuits between North Bay and Kirkland Lake, which with the local facilities of the Northern Telephone Co., enabled communications to be made with the 1,300 foot level of the mineshaft and Sidney Norman, mining editor of the Globe and Mail, who checked many of the figures used in the mining statistics.

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By DALE CARNEGIE
Author of the famous book of this name

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IF YOU ARE WRONG, ADMIT IT



"Isn't it easier—and less humiliating—to hear yourself condemned out of your own mouth than out of some one else's? Of course it is.
"When you have made a mistake, admit it. Admit it fully and promptly without trying to find excuses. If anything, let your self-criticism be excessively severe."



"Such an attitude takes the wind out of the other fellow's sails. You leave him with nothing to say because you have said it all yourself.
"The chances are he will then take a generous, forgiving attitude and try to minimize your mistake."



"There is an old proverb which says: 'By fighting you never get enough, but by yielding you get more than you expected.'
"That technique not only produces astonishing results, but it is actually more satisfying than trying to defend a hopeless position."



"So, when you are right, try to win people tactfully to your way of thinking. But when you are wrong—and that will be often enough—admit the fact at once.
"Any fool can argue that black is white—and lots of fools do. But it takes a real man to say: 'I made a mistake.'"

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