

EDITORIAL

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DAILY EDITION

MONDAY, DEC. 1, 1941.

Native Visitors . . .

The annual convention of the Native Brotherhood of British Columbia to be held here commencing tomorrow is an important event and it is interesting to know that it is the first time the Brotherhood has met in Prince Rupert. We suggest that every possible consideration be given the members of the Brotherhood while in the city so that their visit may be as pleasant as possible and that the work of the convention be facilitated.

Collishaw Looks Ahead . . .

Nanaimo's own air commodore, Raymond Collishaw, told newspapermen in Winnipeg that "we are on the threshold of the air age—an age that will change the whole course of our lives," says the Victoria Colonist. This distinguished Canadian airman, whose experience and direction were important factors in the first Libyan campaign nearly a year ago, sees Canada playing a tremendously important role in the new state he envisions, not only because the establishment and development of the Empire Air Training Plan has already contributed toward making the whole Dominion air-minded, but also because again it has demonstrated, and will continue to demonstrate, the aptitude of Canadian youth for a life in the air. As in the first Great War, so in this, the boys from the Land of the Maple Leaf are proving their mettle in the realm of breath-taking aerial adventure.

When H. G. Wells wrote "The War in the Air" a short time after the Wright Brothers demonstrated down at Kittyhawk that a heavier-than-air machine could be made to fly, skeptics laughed loudly at the prospect of huge contraptions raining death-dealing missiles from the skies. One of the illustrations in that enthralling book depicted a biplane of weird proportion and design circling Trafalgar Square at a height which seemed only a comparatively few feet above Nelson's Column. There below the sinister monster were the National Gallery, Morley's famous hotel, and horse-buses traversing the stretch from Cockspar Street to the west end of the Strand. Yet early in the First Great War—then only a short decade distant—the doubting Thomases were given a taste of Zeppelin raids. These recalled another illustration in Wells' book showing a great aeronautical pack containing dozens of sausage-shaped monsters bearing the royal insignia of Imperial Germany. Zeppelin, too, was laughed at. So if Air Commodore Collishaw should suggest that Vancouver Island one day will be dotted with airfields for the accommodation of private planes—probably then as common as the ubiquitous automobile—who will dare to say now he is talking through his hat? Advocates of the retention of Ripple Rock as the base for a transgulf bridge, incidentally, may yet live to see the day when Wellsian imagination will again be put in the shade by hard-and-fast realities.

Last Best Hope of Earth . . .

A new book recommended by the Book of the Month Club, written by Harry Scherman, is a very interesting essay which summarizes the issues at stake in the present war. It points out that the population of the world had increased since the advent of the age of steam from six hundred and sixty millions to slightly over two billions. Most nations export goods that others need and which they do not need in their own country. Most nations are dependent on some other nation or nations for articles of food or some other commodity. The United States, for instance, has been dependent on imports of rubber from the East Indies and other nations have been dependent on oil from United States. Everywhere the world has become an economic whole. It is to control this economic unit that Germany is fighting. She announced a number of years ago that it was her aim. The idea that Germans are a master race, Scherman says, has amused men and women of other lands. The Nazi blueprint visualizes three great "geo-political empires" as they call them. The first would be their own, covering most of Europe, Asia and Africa. Great Britain, looked on before the war as a degenerate people who would never fight again, was to be a sort of willing subordinate partner such as Vichy France at this moment has become. The Italians were to have a sort of sub-empire covering southern Europe and North Africa. Japan is to control Asia and the Americas.

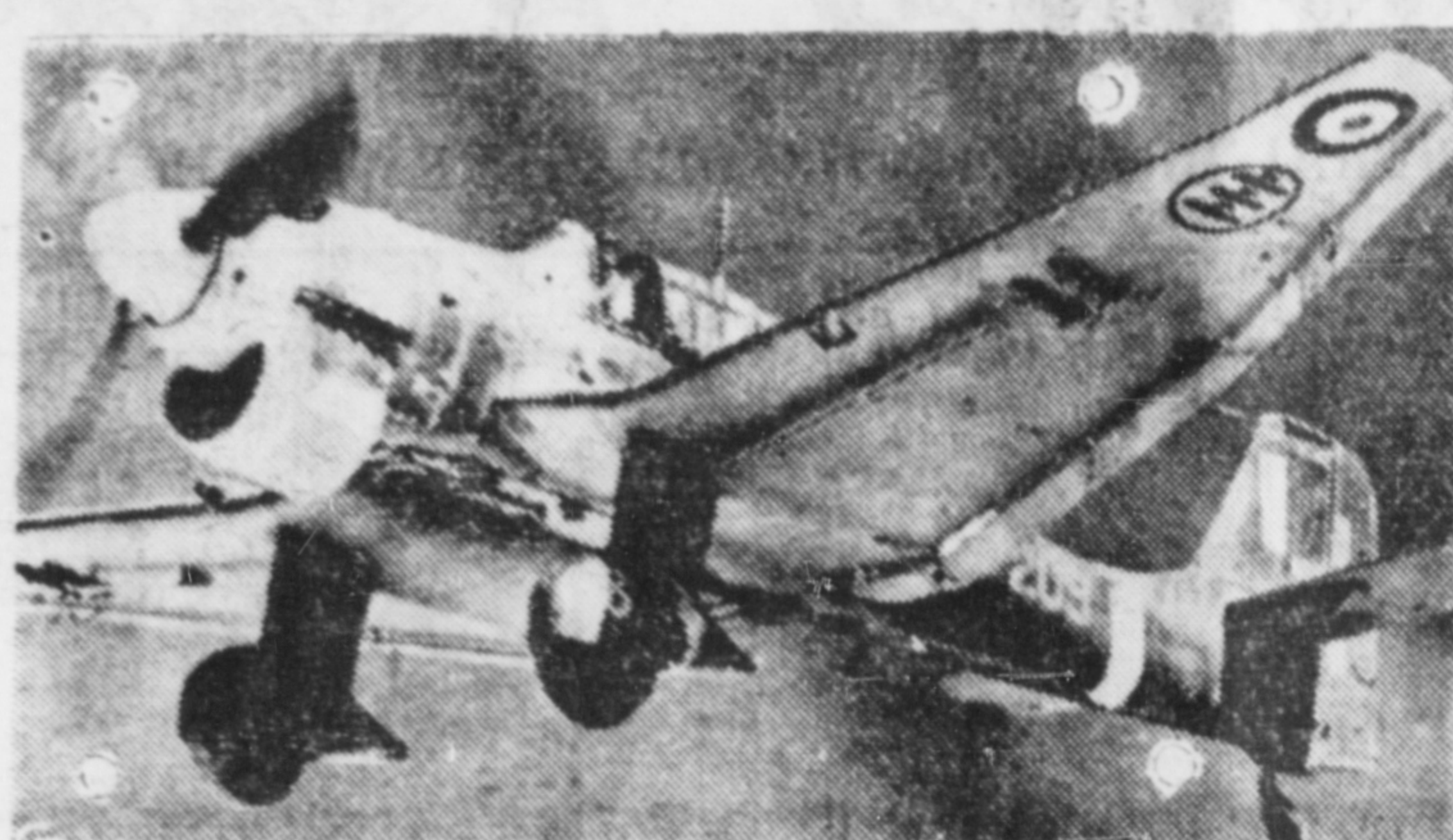
This war, then, is best understood as a war to defeat the insane effort of a single people numbering eighty million to be supreme for their special benefit in a unified world numbering over two billions.

The writer goes on to argue that the Germans cannot win such a war.

The basic notion that two billion people could be kept in subjection by force, Roosevelt had something like this in mind, doubtless, when he said: "We will not permit finally, the logic-mad Nazi idea that the technical means exist to achieve a world empire held in subjection by force. It ignores only one thing: two billion human beings."

One thing the writer seems to have forgotten is that only a few years ago the United States by means of mass production and high duties lived in luxury at the expense of neighbors who needed the goods she produced, a form of oppression that will have to cease, if there is to be anything like harmony after the war.

FROM ADOLF TO BENNY TO R.A.F.



This Stuka dive bomber bears insignia of the Italian Air Force and that of Britain's Royal Air Force. The German plane is one of a squadron given to Italy by Germany. The squadron ran out of gas over British-held territory in the Middle East and the planes fell into British hands. Some of them are now being flown by the R.A.F. The Italian insignia was permitted to remain on the wings.

Miss Manson Is Beautiful Bride

Daughter Of Judge Central Figure In Picturesque Wedding In Vancouver

A picturesque wedding took place at West Point Grey Presbyterian Church last week when Miss Katherine Marguerite Manson, daughter of Mr. Justice Manson of the Supreme Court and Mrs. Manson, became the bride of Godfrey Noel Harrison, son of Mrs. Harrison and the late E. R. Harrison, Rev. James Evans officiating.

The bride looked very beautiful in classically molded and shirred gown with long train and carrying anemone mums and pink roses.

A single attendant, the bride's younger sister, Miss Marion Manson, preceded her up the aisle. Her frock was a bouffant model of starlight blue organza and her bouquet was pale pink and white daisies with pink roses. Peter Crickman stood as groomsman and the ushers were George Parsons, Alex Manson and Lieut. Robert Hodge.

The guests were received in the Royal Vancouver Yacht Club. When the bride and her groom left she had changed to a dress and coat ensemble in blue-of-the-hills collared with mink. Her hat was the same shade trimmed with mink. They will make their home at Patricia Bay.

LOVE IN SALVAGE

LONDON, Dec. 1: (C)—Thirty five young women employees of a large London firm sacrificed their love letters for the waste paper salvage campaign.

Big Fish Special Dispatched East

Twenty-Three Carloads of Frozen and Mild Cured From Ketchikan Sent Out Today.

A heavy "fish special" consisting of twenty-three cars—eighteen of frozen and five of mild cured—was dispatched from Prince Rupert to the United States this morning, leaving at 9:10 a.m. The fish was brought in from Ketchikan yesterday by the Alaska Steamship Co. liners North Sea and Northland, both of which were in port.

Retires



CAPTAIN H. E. NEDDEN Canadian National Steamships

FLY PLANES THEY BUILD

American Boys Trek To Canada To Join R. C. A. F.

WINNIPEG, Dec. 1: (C)—The son of a war buddy of Eddie Rickenbacker, No. 1 United States flying ace during the First Great War, headed a group of six American youths who hitch-hiked to Winnipeg from Wichita, Kansas, to join the Royal Canadian Air Force. Bill (Lule) Lucas led the Americans who hitch-hiked to Winnipeg in a Cessna aircraft which flew here from Wichita to train fliers under the British Commonwealth Air Training Plan. Bill's dad flew with Rickenbacker in the famous Lafayette squadron in the First Great War. "We've seen Mr. Rickenbacker often," said Bill when interviewed here at the R.C.A.F. recruiting depot.

With Bill from Wichita came Roy Davis, Marvin Gregory, Robert Tate, Kent Herndon and Cliff Suhm. Their ages range from 19 to 22. All were engaged in aircraft work or study at Wichita. "We're tired of building 'em we want to fly them," they said. Lucas was an assistant foreman in an aircraft factory, Gregory was taking an aircraft engineering course, Suhm has 250 flying hours to his credit, Tate and Herndon worked in a Beechcraft aircraft factory, and Davis was a navy torpedo operator. On the trip to Winnipeg Davis took over the controls of the Cessna machine for part of the way.

Asked why they wanted to join the R.C.A.F. Gregory said: "We wanted to get the jump on the kids back at Wichita. There's plenty more coming."

EXPANDING BIG MILL

Pacific Mills Is Spending Half a Million at Ocean Falls.

Pacific Mills Ltd. have been authorized to spend \$585,000 on a new expansion program at their plant in Ocean Falls. The investment will enable the company to increase production of sulphite pulp from 120 to 145 tons daily, and to boost the output of kraft paper from 140 to 165 tons daily.

CATAFIGHTER RESCUED

LONDON, Dec. 1: (C)—The pilot of a "catfighter"—fighter plane catapulted from a merchant ship to tackle raiding German bombers—spent four days in his dinghy in the Atlantic before being rescued by a corvette.

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