

THE DAILY NEWS

PRINCE RUPERT, BRITISH COLUMBIA

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LETTERBOX

BAD TO WORSE

Editor, Daily News:
You have asked for public opinion regarding present conditions. I do not want my name in print and I know that it is a waste of time for me to say what I think, particularly as long as the other 99.99 of the population say and do nothing. However, I believe there are many who will have their say at the next provincial and Dominion election. Unfortunately, however, they seem to have only one choice left for any relief whatever and the question is whether we shall not be going from bad to worse. That will not matter, however, as

people have only that way by which to express their disgust with the way our public servants are handing out orders to us who pay their wages.

I doubt if either of our governments would have the nerve to call an election at present, because they know they deserve a good working over.

We have virtual martial law right in Rupert today and unless a halt is called soon we shall lose what little freedom we have left.

Money is being wasted, all of which the people must pay. The most cheerful thing I have to look forward to is bankruptcy and revolution. We already have the bankruptcy. Of course I may be wrong. These are just my opinions.

"GRANDMA"

TERRACE SETTLERS

String of Ponies Being Brought In for Winter—Recent New Arrivals

A Prince George man has completed arrangements to move from the interior town to Terrace shortly with a string of pack and saddle horses. The chief purpose of moving to Terrace is to obtain milder weather conditions for wintering stock. The horses will also be available for riding purposes for men of the forces and others who like the equestrian recreation. The Prince George man is bringing his family with him. This is only one of a number

of new settlers who have arrived during a fairly recent period in the Terrace district. These have included Mr. and Mrs. Reid, from Vancouver, who have purchased the former Dad Weeks' place, once also owned by the late John McRae and more recently occupied by William Bunting. The Buntings have moved up the Kalum Lake hill to a place purchased from George Porter.

Other recent arrivals at Terrace include Mr. and Mrs. W. H. Willisroft and daughters, pioneers of Port Essington, who have purchased the old D. D. Munro place just west of Terrace. Mr. Willisroft will continue in sawmilling trade by joining the service of the Intervalley Lumber Co.

Canada's First Choice!

FRY'S

COCOA

for Nourishment and Flavor

REPUBLICAN HAIRCUT Chinese soldiers no longer wear queues because they were a sign of submission to the Manchu dynasty and were cut when the republic was established.

SCOTTISH PLOTTING The expression "the devil and the deep sea" originated in 1707 when Scottish regiments, who were cut between the ocean and artillery fire.

The Battle of Fuel . . .

The problem of fuel economy facing Canadians this winter is one which, even in more acute form, was met sensibly and courageously two years ago by the people of Britain and, by their voluntary efforts, conquered.

In 1941, after two years of war Britain, with her vigorous industrial activity and large population, began to find herself short of fuel. It was a shortage more acute than we in Canada have begun to feel after four years of war demands for in England, no matter in what form fuel is burned, whether as coke, gas, or electricity, it derives from coal. Here in Canada we have hydro power and, for limited domestic use, wood and sawdust, but in England there was only coal. It was plain that something must be done.

What may be called with some justification the burning question of fuel economy arose in the fall of 1941 when the Secretary for Mines addressed a letter to all civic heads in the country asking for their co-operation in a fuel saving campaign. The fuel interests offered their whole-hearted support to the campaign which was put over to the country by newspaper advertising by the Mines Department and by a considerable amount of supporting propaganda by the gas and electricity industries.

This campaign did valuable work in preparing the ground for the bigger publicity efforts that were to follow but it fell so far short of achieving its objective that in March, 1942, the government announced its intention to ration all fuels and Sir William Beveridge was asked to prepare the draft of a rationing scheme.

Sir William's main proposals were that all fuels should be rationed together on a points system with interchangeable coupons and he produced the now famous "Fuel Target" by which householders could work out their ration.

The publication of the scheme was followed by a House of Commons debate which showed that Sir William Beveridge's campaign had many critics. In the face of all this criticism the government postponed the introduction of compulsory rationing pending the results of a voluntary economy campaign.

This voluntary campaign, or "Battle for Fuel" as it was called, was based on the Beveridge "target." This new voluntary target varied according to the number of rooms in the house and the number of occupants and a higher fuel allowance was given to certain parts of the country on account of climatic variations. Householders were asked to keep their usage of fuel over the year within the target or, if this were impossible to accomplish without considerable hardship, to cut their fuel consumption by a large percentage.

An extensive publicity campaign set the pace for the "Battle for Fuel" and lavish advertising was employed.

Economy talks were given in schools and the students were presented with models of meter reading dials, and fuel saving hints for instructional purposes. Children were also encouraged to become "Fuel Watchers" at home.

In industry Regional Fuel Efficiency committees were set up which arranged free lectures and training courses for managements and boilerhouse operatives. All industrial concerns were asked to appoint "Fuel Watchers" to watch out for fuel waste and promote fuel economies.

The general success of campaign in the winter of 1942-43 can be gauged by the fact that the country actually saved more fuel than would have been needed to honor the coupons under the contemplated compulsory rationing scheme. While the figures and percentages would be dull, an interesting example can be shown in the record of one English town.

Guildford, a town of between 30,000 and 40,000 inhabitants in Surrey, was the first municipality to organize a local fuel saving drive. The minister of fuel visited the town and opened a fuel saving exhibition in August, 1942. Guildford's fuel savings have been estimated on the amount of fuel entering the town each month, the decrease over the corresponding month of the previous year being prominently displayed on an indicator in the centre of the town. The saving to date has reached 19 per cent, a record of which Guildford is justly proud.

With the return of winter, Britain is entering her second Battle for Fuel, while Canada is beginning her first. Britain will continue her fuel-saving habits until the final battle brings victory and the people of Canada will find that they must do the same.

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— WILL OFFER YOU THE BENEFITS OF A POSTWAR WORLD

Are you doing your own postwar planning? Are you preparing now for the day when peace-time factories will be making the things you want—and need?

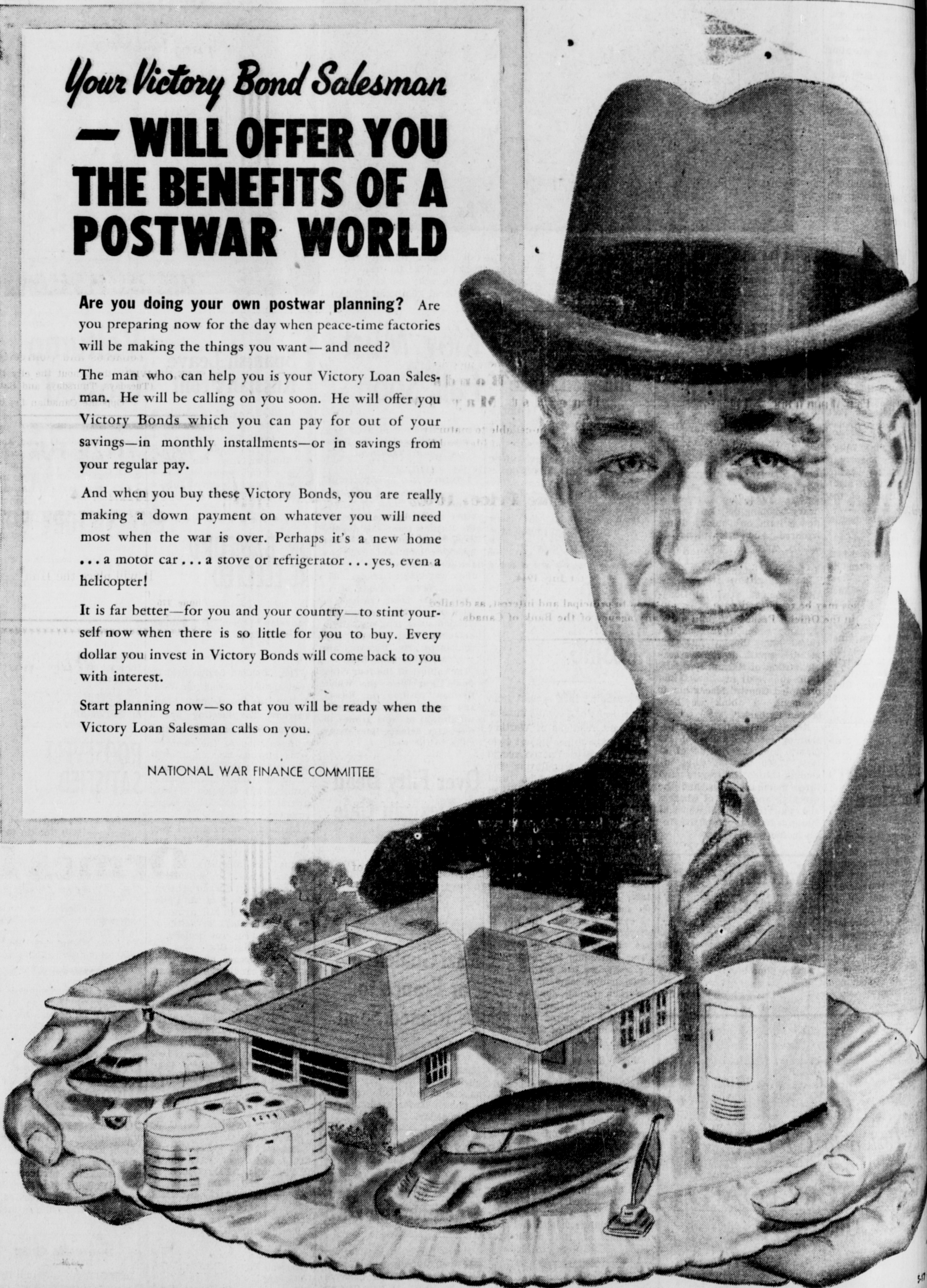
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And when you buy these Victory Bonds, you are really making a down payment on whatever you will need most when the war is over. Perhaps it's a new home . . . a motor car . . . a stove or refrigerator . . . yes, even a helicopter!

It is far better—for you and your country—to stint yourself now when there is so little for you to buy. Every dollar you invest in Victory Bonds will come back to you with interest.

Start planning now—so that you will be ready when the Victory Loan Salesman calls on you.

NATIONAL WAR FINANCE COMMITTEE



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