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G. A. HUNTER, Managing Editor.

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Peace River Outlet

There was a brief little dispatch that just made the Daily News headline yesterday which was of utmost importance to this Pacific Coast port. It was that which said the House of Commons at Ottawa had recommended that serious consideration be given to the construction of a Pacific Coast outlet for the Peace River country.

The resolution was, evidently, non-committal but it brings out into the open once more, now with Parliamentary support behind the principle, the whole matter of a Pacific Coast outlet for that vast northern Empire of the Canadian northwest. It has the effect of once again authorizing the government to take immediate steps looking to the execution of a project which we in these parts have long agitated for. It is the signal for us here in Prince Rupert to get very busy once again in the campaign to make this place, beyond question the most strategically advantageous, the outlet for the Peace River country which Parliament, by its resolution, concedes a project warranting attention from a national standpoint.

It is, indeed, a very important resolution and of vitally significant importance to Prince Rupert.

Future of Dry Dock

In the lean days before war brought unprecedented shipbuilding activity to the local dry dock, we were protesting at the manager of the yard being moved away to Vancouver and the plant's activities and affairs being directed to remote control from there. Now the transfer of Manager Bernard Allen from the dry dock to Vancouver as assistant general superintendent of Canadian National Railways for British Col-

umbia suggests another similar situation developing as the yard, apparently, slips back again into the old state of inactivity.

Possibly, as is being suggested by some hopeful officials, there may still be intention of building at least one of the Canadian National's new coastal vessels at the local plant. We hope so but, if this is the way they go about it, it is a new way of preparing.

Or as we are beginning to fear, is it the deliberate intention to abandon the yard as far as any semblance of permanent use is concerned?

Something to Think About

It is a long article from Mr. Harvey which we present today in our "What Prince Rupert Needs" series. It is a rather blunt one, too. It says some things that might be a little distasteful for us to take. Nevertheless, we consider Mr. Harvey's contribution one of much interest.

The letter and the vein around which it centres—that Prince Rupert people want other people to do things for them when they are loath to take a chance themselves—is worthy of consideration of us all, particularly those who may have a little to invest. There is, no doubt, a lot of truth to it. But the argument which Mr. Harvey pursues, however, can be carried just so far. He is quite right that Prince Rupert people, who clamor for development, payrolls and the like, should be willing and anxious to put in their own stake. However, they must also be always alive to the importance of inducing others to come here to invest and to assist and augment the resources of those who are already here. It is fair, too, to concede that those who do come here and invest should receive their modicum of the returns in proportion to the measure of their investment.

True there are some Prince Rupert people who may have little in the way of cash to invest—but their talents and their services also might be considered an investment which is entitled to fair measure of return.

We may not agree with all that Mr. Harvey says but he gives us something to think about whether we like it or not.

WHAT Prince Rupert Needs

(Being one of a series of suggestions by readers of the Daily News for the betterment of this city.)

What Prince Rupert needs today is more producers and fewer talkers; fewer boards of trade and more boards of directors of local enterprises; more development and less exploitation; more local profits reinvested locally instead of being drained away to provide payrolls for other places.

After 40 years, the pattern of Prince Rupert has become very plain. So, just examine and analyze the condition of Prince Rupert. Let's take a look, and we find that Prince Rupert people, other than our fishermen, are all non-producers. They obtain their livelihood by adding to the cost of other people's production but produce nothing themselves. Here are six questions to ask yourself:

What do Prince Rupert people produce?
What do Prince Rupert people create?
What do Prince Rupert people do to add to the wealth of British Columbia and of Canada?
What have Prince Rupert people got of their own to sell to the rest of Canada?
What goods originate in Prince Rupert to justify a better train service or to bring in even one little tramp steamer?
What have Prince Rupert people ever done to help themselves?
The answer to all these questions is the same—nothing!

This is the disagreeable fact which Prince Rupert people refuse to face or even admit. But the fact remains!

History
Up until 1914, Prince Rupert people lived off the wages of construction work: railway construction, dry dock construction, etc., all capital expenditures (somebody else's capital!). From 1914 until this last war, Prince Rupert people have lived off (not on) fish. They have lived off the operating expenses, chiefly wages, paid by people from other parts of Canada in the fish business. With the exception of the late John Dybbavn's firm and Jim Bacon, and more recently, the Fishermen's Co-op, Prince Rupert's fish industry has been developed by people from elsewhere and to them have accrued the profits. But these are not Prince Rupert people.

Incorporated in 1910, the City of Prince Rupert's first generation has largely disappeared and, with very few exceptions, they have been unable to leave jobs for their families to enable the city to benefit from its natural increase. Today, former students of Prince Rupert's High School are scattered all over this continent for the one reason that the City of Prince Rupert could not afford them a livelihood for which their schooling qualified them.

To provide a livelihood for its own people, every city requires to produce something in expanding quantities, to possess some industry which will grow to take care of the natural increase of its people. But in Prince Rupert is there one single small producer—one single small industry capable of expansion, financed and operated by Prince Rupert people? Just name one, if you can!

So, we see that Prince Rupert people, apart from its fishermen, are NOT producers. They are sellers of goods produced elsewhere. They will sell you anything—at a price! And usually at a price too high. With them, the ceiling becomes the floor. Prince Rupert and Vancouver have the same terminal freight rates but the difference between the published prices in Vancouver and in Prince Rupert is instructive. But Prince Rupert people do not sell anything produced in Prince Rupert. They would rather eat Atlantic finnan haddie than local black cod. Of course, the finnan haddie is cheaper, too. All they have to sell of local origin is their indifferent services which cannot be exported and which does not add to the wealth of Canada. They let the other man elsewhere do the producing and make their profit out of him.

Make a Stake And Get Out
Forty years ago, Vancouver was a sick-looking town, a little town calling itself a city. Prince Rupert's recent history was preceded by that of Vancouver. In both cities during the period of railway construction, the merchants grew fat. In both places when construction ceased, after the construction men and the boomers moved on, business languished. But, and here is the difference, Vancouver merchants re-invested their fat profits in what was in their hands, which

RIBBENTROP JEW BAITER

Admits It Before Nuernberg Court—Rebuked Mussolini

NUERNBERG — Joachim von Ribbentrop angrily admitted before the international military tribunal Tuesday he had upbraided Benito Mussolini because of Italian mercy to Jews in southern occupied France. Earlier he testified that his German foreign office had always sought to soften the Nazi anti-Semitic measures in Germany.

Confronted with captured German documents which depicted him in the role of special anti-Semitic envoy to foreign governments the former German foreign minister conceded that the documents were substantially correct.

lately nothing in this whole north country to take care of any, even a small volume of tourist traffic. No hotels, no plumbing, no baths and certainly no comfort, as anyone who has had the misfortune to travel in the interior will agree. Are Prince Rupert people who so want this tourist traffic, not interested in hotels? Of course, if someone else puts up the money and does the business! It's the same old attitude. Let someone else do it!

A City Under a Curse!
Sir George E. Foster, the Tory chief, once had the courage to refer to Liberal Prince Rupert as "The City under a Curse." At the time, Sir George was only partly right, for the curse had been partly lifted before he discovered it. But today, the City of Prince Rupert is as much under a curse as ever it was. And the curse of today is "Absentee Ownership." Just look—the Dry Dock Company, the Railway Company, the Steamship Companies, the Fish packing Companies, Oil Companies, Cold Storage Companies, Banking Companies, Power Company, Theatre Company.

Every one of these are branches with headquarters elsewhere, owned by people elsewhere, who get the profits. And the local representatives of these out of town companies are so able in influencing and vociferous in our local Boards of Trade! These representatives may change from time to time but their influence remains the same and that influence has not been unfelt even on former City Councils. These people, no matter how estimable they be, are interested in Prince Rupert's progress only to the extent of being able to send profits to their head offices elsewhere. And if they do not find being in Prince Rupert profitable, they do not remain here. But, these are not Prince Rupert people. Our Boards of Trade might well consider separately.

(Continued on Page 5)

Argentina Honors Roosevelt Memory

Buenos Aires—The Argentine government is going to honor the late President Roosevelt on the anniversary of his death. Argentina has authorized issuance of a five-centavo commemorative stamp bearing a picture of the late President of the United States. The stamp will be issued on April 12, the anniversary of Roosevelt's death.

Could Be Shipping Food Through Here

J. T. Harvey referred at the meeting of the Prince Rupert Chamber of Commerce Monday night to a statement which had been made in UNRRA quarters that the problem of moving food to a starving world was not so much in shipping space but in port congestion. It seemed to him that there must be something wrong when the elevator here was idle under such conditions. The fact that the plant here was available should be made widely known.

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ARCHITECTURE DEPT. FAVORED

Proposal of the Pre-architecture Club of the University of British Columbia that a Department of Architecture should be established at the Pacific coast of academic learning and education could be given "western architecture for modern conditions" was approved by the Prince Rupert Chamber of Commerce Monday night.

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ALASKA HIGHWAY

Good-bye, Alaska Highway, proud legacy of war. You're forgotten, like the soldiers, what in hell you battled for? You cost one fifty million bucks, and that's a lot of dough; Now the big shovels have demoted you, you're just so much ice and snow.
Possibly I am crazy and the brass hats they are sane—
So, Alaska Highway, until there's war again.
ALEXANDER McEWAN.

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