

Now Is The Time!

THE DESIRABILITY of Prince Rupert people doing something for themselves in the way of promoting industrial development locally is increasingly apparent. As we have said before, it is difficult for us to induce outside interests to come in here with a stake to start something if we are not showing some signs of putting up an ante ourselves.

With ten or twelve million dollars held by local citizens in banks, it should be possible to get some of that money diverted by some means into a local industrial undertaking. In the recent Canada Savings Loan over \$300,000 was subscribed in Prince Rupert with little or no solicitation. Possibly, if there was the organization and effort by responsible persons in whom there was confidence and trust, the thing could be done.

At least it seems the time has come when a test should be made as to just how far people of this city are prepared to go in helping themselves in such a way as this. Surely, we should be ready to back the convictions which we profess to have in the possibility of successful industries—be it a veneer mill or what not—being established and operated here.

Certainly if Prince Rupert people are not willing to take a chance themselves, they can hardly expect any one else to do so. We have been waiting quite some time now for the other fellow to do something for us. How about seeing what we can do for ourselves? Maybe herein lies the spark for Prince Rupert's future in the industrial field.

Once something got successfully started, other things would follow and we would be on our way. It appears certainly, though, that the time has come to put our own foot forward instead of waiting for the other fellow to come and make the moves.

COMMUNITY RIGHTS

THE Pittsburgh power strikers apparently heeded Secretary Schwel-lenbach's warning that they were paving the road to drastic labor legislation but John L Lewis seems, in insisting on a coal strike, unable to read the writing on the wall.

The Pittsburgh strike was a persuasive example of the need for regulating strikes in public utilities. A city of nearly 1,000,000 people was held hostage for 27 days by a strike involving a power company and some 2,500 employees. Transportation was crippled, industry was tied up, tens of thousands of other workers were left without work, millions of dollars were added to relief costs. This sort of thing will surely lead to laws curbing strikes in public utilities.

But now comes Mr. Lewis with the coal strike just at the beginning of winter. Americans have almost become used to being held up by Mr. Lewis in the spring. For it happens nearly every year. Last May they needed little coal for heat. And they did not at once feel the shortages of goods that factories shut down by the coal strike failed to produce. But those shortages have added to the inflation problem. And a coal strike in cold weather can be sharply felt by citizens who have small fuel reserves.

The very threat of a coal strike in November should arouse the public to demand reasonable restraints on strikes in public utilities. Neither labor nor management possess an unlimited right to settle their disputes by industrial war without regard to the rights of the community.

ALASKA'S DISCONTENT

THE day that Alaskans decide to take their shipping problems out of the hands of Seattle interests and into their own hands will be the greatest day in the modern history of the Territory.

It should be followed by a decision to take over control of many

other things Alaskan—the manufacturing of Alaskan furs into Alaska-brand garments; some kind of tax on money paid out in wages in Alaska and taken out to the states to be spent; a similar tax on corporation dividends earned in Alaska and shipped south to be spent.

It is, in fact, only a manifestation of the innate desire to be free—a desire that will culminate one of these days in statehood. And every time a group of Fairbanks merchants decides to import goods over the Alcan highway or a group of Juneau merchants agrees to import by way of Prince Rupert's railhead, they are unconsciously agreeing that political independence and economic independence must come together.

The present carriers can hardly oppose with much voice the effort of Alaskans to build some kind of dependable shipping service. They themselves are doing little but ask for federal subsidies. They are not going out of their way to continue service during the labor strife along the coast. They have not compromised the issues that hinder the sailing of relief ships.

We believe it is only fair, in the light of these facts, that if and when congressional assistance is given to shiplines serving Alaska, the Rupert route be given equal consideration. It is much more important to Alaska to have continuous shipping—by two or three alternate routes—than to have big luxury liners built with government money. We need bottoms to move our goods to market and bring in machinery and supplies. We can take care of tourists on our highways, ferries and airlines. And the highways and ferries will do more to develop the country and leave money in Alaska than would a few luxury tourist vessels.

—Ketchikan Chronicle.

In recognition of newspaper articles aiding the improvement of good neighbor relations among the Americans, the Chilean government recently awarded an American journalist the Legion of Merit, highest Chile award to a non-national.

Ex-Mayor Gotham Dies

James J. Walker Was Colorful Figure of Former Era—Had Spectacular Career

NEW YORK—James J. Walker, colorful mayor of New York from 1925 to 1932, succumbed yesterday to a cerebral hemorrhage. He was sixty-five years of age. Walker was mayor of New York in the era when the common passwords were a glad hand, a Wall Street tip, and "don't give a sucker an even break."

And "Jimmy", as he was universally known, who could turn a pretty phrase or two himself, experienced just about every quirk of fortune that can make or break a tremendously popular man.

He was "Jimmy" as a capable, witty senator in Albany, given to "wise cracks", hanging on the political coattails of former Governor Alfred E. Smith; he was "Jimmy" as New York's dashing well-dressed, urbane mayor whipping about in his \$16,000 foreign built car.

His epigrams delighted the royalty that came to stand with him on the city hall steps; and his native ability to run any given show satisfied the less carping critics.

Or it did until he hit the peak of his career. Then Samuel Seabury came along who didn't call him "Jimmy."

Was Driven From Office

Seabury and his reform group charged him with malfeasance in office, demanded his removal. In the hot August of 1932, before the then Governor Franklin D. Roosevelt, he went on trial for his political life. Two weeks later, there was a sensation when the mayor resigned without completing his defense—ill, haggard, bitter.

The slide started. The following year his wife divorced him; in the same year he married the former actress, Betty Compton, who was to divorce him seven years later.

Went Broke In London

He sold his flashy car for \$3,000. Fair weather friends suddenly found themselves very busy in their own backyards. The Walkers went to England where he announced eventually that he had gone broke. Then, in 1935, he picked up again.

He came home—and for a few hours it was like the little old

ASTHMA SUFFERERS

Get welcome relief from the wheezing, sneezing, gasping struggle for breath caused by Asthma. Take RAZ-MAH, specially made to relieve itchy, streaming eyes, choked-up bronchial tubes, difficult breathing and harassing coughs caused by Asthma, Chronic Bronchitis, Hay Fever. At drugists—30c. \$1. R-24

New York he knew in his heyday. Fifteen boats went down the bay to greet him; there were hysterical mob scenes at the piers.

But in the background there was trouble waiting—a political snub from the Tammany Hall which fathered him and a threat to cut off his \$12,000 annual city pension.

He dropped out of the political arena, adopted two children, turned gentleman farmer, tried radio broadcasting, raised and bred dogs, wrote again the gay and merry songs he turned out when younger.

In May, 1937, he was appointed as assistant counsel to the city transit commission. The Civil Service Reform Association trained its guns on him. The courts rescinded the appointment. "Jimmy" got a lump sum of \$25,738—and lost his annual pension.

In February, 1940, he sat down and wrote another song.

Its title: "Suppose Nobody Cared."

Somebody did care—Mayor Fiorello H. LaGuardia, whose Fusion movement fought for years to down the Tammany that taught Walker his political syllabus. In the fall of 1940, the mayor appointed him chairman of the New York city cloak industry, at \$20,000 a year, and from there on James J. Walker dug in.

At the height of his career, "Jimmy" Walker was known far and wide. He traveled extensively, both at home and abroad, and the charm of his voice was long remembered wherever he went. Berlin, Paris and London knew him. He was in demand as a convention and dinner speaker throughout the United States and on December 1, 1931, attracted wide attention by laying aside his duties as mayor to appear before the governor of California as an attorney pleading eloquently, but vainly for the release from prison of Tom Moon-ey, serving a life sentence as engineer of the tragic dynamiting of San Francisco's "Preparedness Day" parade.

Walker had what a sideshow barker would call "a swell set of pipes"—meaning that he had an excellent speaking voice and



knew how to use it. His eloquence seemingly deserted him when he needed it most, however, and his followers were disappointed in his showing at the hearings which preceded his resignation.

TO SERVE IN CANADA—Lieut.-Col. Charles H. Finlay (above) of the Australian Army Staff Corps, has arrived in Ottawa where he will spend two years on exchange duty with the Canadian Army. A graduate of Australia's Royal Military College, Col. Finlay served under Montgomery at El Alamein, and has also seen headquarters in the Far East, and in India. His wife and two children accompanied him to Ottawa.

PACIFIC COAST SALMON PACK

Pacific coast canned salmon pack as recorded by the latest bulletin issued by the Chief Supervisor of western fisheries is 1,324,832 cases. Pack for the same period in 1945 was 1,729,697 cases. By varieties, the pack in all coast districts is as follows: sockeye 542,839; spring 8,641; steelheads 1,165; blueback 2,914; coho 95,337; pink 116,411; chum 561,185.

A. MacKenzie Furniture Limited

LIMITED

"A GOOD PLACE TO BUY"

DOLL CARRIAGES—Colors Merton Blue and Grey with brakes and mud guards, large and lots for dolls. Height of handle 30". Priced at \$11.50.

CARVING SETS—Made by Wade and Butcher, famous for steel with keen edge, stainless steel handle. Set: carving knife, sharpening steel. Priced at \$11.50.

Mail your orders for these goods now, they will be to you at once or sent C.O.D. if desired.

Phone 775 327 3rd Ave., Prince Rupert

HAVE YOU ANY RUPEES IN YOUR PURSE?



Mrs. Blair has been talking for months about buying a real Indian shawl. But wouldn't she be surprised if she found it priced in rupees! That it isn't, is due in large measure to the services rendered by your bank.

When you buy imported goods in Canadian stores, you pay in Canadian dollars—but the people who made them were paid in Indian rupees, British pounds, French francs . . .

It is the same in reverse with exports. You may be one of the three out of every eight Canadians who make their living through goods sold abroad. If so, you receive your wages in dollars, but your products are sold in all sorts of foreign currencies.

Arranging the complicated exchange and transfer of foreign funds in such transactions is but one of your bank's many services enabling Canadians to buy and sell abroad.



This Advertisement is Sponsored by your Bank



CANADIAN MISSION TO JAPAN ARRIVES IN YOKOHAMA—Members of a mission which will represent Canada in Japan. J. F. Kenderline (left), and E. H. Norman (right), both of Ottawa, are pictured as they reached Yokohama enroute to Tokio. Mrs. Kenderline is in the centre of the picture. Mrs. Norman also accompanied her husband on his assignment.

Cold Weather Has Arrived

ORDER NOW

COAL

Orders are piling up and the supply situation is not so good. You are advised to keep your orders well in advance to give us the best possible chance to keep you supplied.

★ ★ ★

ALBERT & McCAFFERY LTD.

Phones 116 and 117

FUEL AND BUILDING MATERIALS

Quality Repairs Economy Prices at

PRINCE RUPERT SHOE REPAIR

3rd St. (Near the Post Office)

COAL WOOD

CRATING STORAGE

HYDE TRANSFER

Phone 580

Drastic Discount Sale

Substantial discounts on entire made-up stock for one week only. Must raise cash for raw fur buying season beginning November 1.

We now have fur trimmings for hats, coats, etc.

W. GOLDBLOOM

"The Old Reliable"