---- SUBSCRIPTION RATES ----By City Carrier, per week, 15c; Per Month, 65c; Per Year, \$7.00; By Mail, per month, 40c; Per Year, \$4.00 AUDIT BUREAU OF CIRCULATIONS MEMBER OF CANADIAN PRESS CANADIAN DAILY NEWSPAPER ASSOCIATION

PROMINENT LOCAL BUSINESS MAN, long active in public affairs and whose views, doubtless, are shared by many, suggests for our editorial consideration that the building of the Grand Trunk Pacific Railway was Sir Wilfrid Laurier's greatest undertaking. Sir Wilfrid Laurier, he continues, put the Liberal party on the map and Prime Minister King owes his political success to Sir Wilfrid.

Continuing, the local man contends that Sir Wilfrid still wins elections for the Liberals not only in Quebec where Laurier's memory is kept politically alive but in Canada as a whole. "One would, therefore, think that a spirit of appreciation would flame in King's heart instead of permitting Canadian Northern satellites to sabotage the line from Jasper to Prince

Rupert." In the view of our friend, officials who say "we are interested in anything that will develop Prince Rupert" are merely parroting their superiors. "Can anyone point to anything they have done to develop Prince Rupert? If so they should trot it out. If, for instance, the new ship could not have been built at Prince Rupert as cheaply, if not cheaper, than at another yard owing to unproductive overhead here, a housecleaning is required."

There is at least one point in the views of our friend that most every one will agree upon and that is that the government and the railway company should take us into their confidence as soon and as fully as possible as to what is being done to develop Prince Rupert. Those who still believe that they have a spark of friendly interest in us would be bolstered up if they told us what is being done not only in general but in specific terms. It would also tend to foster the spirit of co-operation between the community of Prince Rupert and the interests whose active support we must have if, after these years of frustration, we are to soon have the development which we feel has long been our due.

Meantime, while the patience of some of our citizens may be tried in awaiting the concrete manifestation of same, there is reason we believe, to suppose that interest in the development of this part of the country really on the rise. Possibly there are good reasons why certain things should not be too widely publicized as yet.

ACTION OF AIRPORT

WITH the buildings of the Seal W Cove air base now being declared surplus to War Assets and the Department of Transport withdrawing from the property at the end of this month, the question of Prince Rupert's facilities for the mooring and servicing of aircraft-commercial and private-comes to the fore again.

A few months ago, considerable enthusiasm was displayed about obtaining the necessary buildings and accommodation there for a civic airport. The city was offered the property for a nominal rental of \$1 per year but closing of the deal appears to have become bogged down on the failure to settle on the overhead entailed for the city in connection with insurance and maintenance. Now that the property is to be declared surplus, there will have to be an early decision as to its future disposition. It may involve the question of whether Prince Rupert is to have public airport facilities or depend upon private interests coming in and taking over the property and, possibly, its control. The advantages of the municipality possessing an airport have been explained and should be understood. Now the time comes to do something definite about it.

There is also the matter of maintaining services at the base in the meantime.

STAKE IN RAILWAYS

COMETIME before next spring the J Board of Transport Commissioners will have to decide whether freight rates in Canada are to be advanced. The railways are asking an increase of 30%, certain provinces and many other interested parties

are preparing briefs in opposition. Every citizen in this country has a stake in this matter. It is in everyone's interest that our railways be prosperous, but if freights increase, so does the cost of living and doing business.

Without exhaustive examination of all the facts it will be impossible to determine the justice of the railroads' claims or of those who oppose the increase. That examination, for the time being, the public can leave with the transport board. But in addition to specific claims two other factors must be taken into consideraation. These are competitive and service.

Substantially higher freight rates may be justified on the grounds ous types of fish comes from of higher railway costs but, if they result merely in diverting a large volume of business into the hands of railway competitors, then higher freights may not be any solution. This matter must be treated not just as a railroad problem, but as one that concerns the moving of freight by any form of carrier.

And the service angle cannot be ignored. There are many miles of unprofitable railway line in Canada. We have lopped off some and can undoubtedly lop off more. But there are limits. It wouldn't be possible, of course, to confine operations only to the profitable sections of the railroads. If it were it would ruin us as a nation.

The railroads must provide some service to outlying parts of the Dominion whether that service is profitable or not. If they did not, both confederation and future growth would be impossible.

As an example of the public service rendered by daily newspapers, one American daily, after persistent daily editorial comment, was able to unseat the civic leaders who had been abusing public authority.

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SALMON AT STAKE

Editor, Daily News, Please allow me space in your

good publication to insert the following views. I am a native fisherman and

have thought of a few things in connection with our valuable fishing industry which might be of interest to our thinking fish-

A great task and an expensive one, entailing hard labor and millions of dollars has been the job of improving, protecting and maintaining our saimon spawning streams and fish hatcherie in British Columbia. Fortunatel however, our labor and expense are not futile for it is encouraging to realize that our salmo are increasing in numbers in almost every fishing centre on the coast of B.C.

I am thankful to hear that United States, following an investigation, passed a bill in 1945 to take care of her off-shore fishing beyond the three-mile

Before the war Japan employed large ships and mother ships, complete with canneries on board, down the coasts of Alaska and British Columbia, returning to Japan with holds loaded with valuable American and Canadian salmon. Of what value, then, would be our huge investments on conservation if we allowed foreign powers to continue fishing just beyond the three mile limit, while our salmon head out to sea 15 to 30 miles to feed and grow?

The "cocky" little Jap will be back to his old game very soon if we don't get together and provide a measure to prevent

I believe the boundaries of our territorial waters should be extended farther out and have coast guards on the look-out. If we fail in this, then let us stop wasting time and money on our conservation projects, for this is one sure way of permitting certain annihilation to our valuable salmon. This is certainly possible. What of new electrical devices which are able to detect fish schools and fish masses at sea? These instruments, combined with modern fishing equirment, present an undeniable threat to our already depleted salmon reserves.

A very heavy amount of vari-Hecate Straits and it is a very valuable fishing ground to Canadian fishermen and highly profitable to the industry. So let us, as wise Canadians, make an earnest appeal through our members of Parliament to our government to make Hecate Straits strictly Canadian territorial waters since this body of water touches on Canadian territories on both shores. I believe food. this should have been done many years ago because the number of boats fishing off these banks | BRISTOL, England (-A bees' fishing there are increasing was found under a bedroom every year, causing a terrible floor.

strain on its fish reserves. I also believe the United States would have done so if she had this territories.

feed, grow and play.

longation of our salmon reserves the first meeting in January. and industry.

JOSEPH R. DANIELS.



right), Canadian is shown during a press conference in Shanghai, prior to Gen. Odlum is returning for consultations with the Cana-

IODINE SOURCE

Iodine which keeps the thyroid gland functioning properly is found in marine food animals

something terrific and boats nest holding 12 pounds of honey

the word I want to hear

OFFICERS FOR KIN ELECTED

R. E. Montagor Again Heads Kinsmen-Dr. Galbraith Speaker-Hallowe'en Fine Success

Election of officers for the enbody of water lying between her suing term, an address by Dr. J. provided at the Hallowe'en bon-D. Galbraith, medical superin- fire celebrations had been a mat-This large body of water, Hec- tendent of Miller Bay Hospital, ter of gratification to all conate Straits, is where the major and a gratifying report on the cerned, all agreeing that the ef- 10:00 a.m. part of our young salmon go to Shell-Out campaign and Hal- fort was well worth-while. lowe'en celebration for children | There was a good attendance If these steps that I have sug- were the features of last night's at the dinner which was held gested are ever taken, then we regular dinner meeting of the in the Civic Centre. Guests were can happily say that we are Prince Rupert Kinsmen's Club. C. H. Insulander, Gus Shromdahl IN THE SUPREME

protecting our valuable and R. E. Montador was re-elected and Alex Baillie. wealthy industry for our good president with R. G. Moore as Canadian fishermen. Not only vice-president,; Pierre LeRoss, the Kinsmen's Club will be Obert that, if these measures are taken secretary; M. G. Irvine, treas- | Haugen who will relate experiwe can then consider our hard urer: C. H. Collins, recorder, and ences in the Northwest Terrilabor, our taxes in the millions Harold Muncey and A. B. Arm- tories. of dollars, well placed and well strong, directors. The installaspent for the protection and pro- tion of officers will take place at

Dr. Galbraith spoke interest-I want to thank you very kind- ingly of the rapidly extending ly, Mr. Editor. Your paper has activities and facilities of the done and is doing a good job. We Department of Indian Affairs in enjoy reading it and we surely connection with the prevention pass it around; hoping to see and treatment of tuberculosis. this article in your paper soon He mentioned how it was being and thanking you for the space, endeavoured to tie in with other anti-tuberculosis services. Work in the tuberculosis hospitals, of which Miller Bay was the latest to be astablished, was described.

Dr. Galbraith told the Kinsmen that there were now 75 patients at Miller Bay Hospital with 20 still in the General Hospital. Miller Bay was the third hospital in the province for treatment of tuberculous natives. Coqualeetza in 1941 and the second was that at Nanaimo.

Death rate of Indians from tuberculosis was disclosed by the speaker to be 800 in 100,000 percome with that for whites 47 in

discussed the revolutionary preventative treatment for uberculosis, expressing the hope that it might soon be introduced

X-ray files were now being kept at Miller Bay of nearly 3000 natives in the area between Queen Charlotte Islands, on the



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west, Vanderhoof, on the east, Bella Coola, on the south, and the Alaska border, on the north. For Vancouver-Hallowe'en

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Speaker at the next meeting of

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New Zealand lies about 6,000 miles from the continental lan masses of Asia, Africa and th Americas and twice that distant from Europe.

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