Prince Rupert Daily News
Wednesday, July 24, 1946

An independent daily newspaper devoted to the upbuilding of Prince Rupert and all the communities comprising northern and central British Columbia.

Published every afternoon except Sunday by Prince Rupert Daily News Limited, Third Avenue, Prince Rupert, British Columbia.
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H. G. PERRY, Managing Director.

MEMBER A.B.C.

SUBSCRIPTION RATES:

By City Carrier, per week	.15
Per Month	.65
—Per Year	$7.00
By Mail, per month	.40
—Per Year	$4.00

(Authorized as Second Class Mail, Post Office Department, Ottawa).

FLEET FINDS WELCOME

IT IS A WARM and sincere welcome—a welcome to which we gladly subscribe—that two of Canada fine new warships — H. M. C. S. Uganda, the cruiser, and H.M.C.S. Crescent, the destroyer—which arrived in the harbor today for a five-day visit will receive in Prince Rupert. To see with us again a thousand naval men, like those who became so familiar to us during the war and so many of whom became highly esteemed, is a pleasure. It will be like old times to have them back again, recalling the sometimes sad, often happy but always stirring days of war. Almost a year it is now since H.M.C.S. Chatham, with its big wartime establishment, closed down. Now the navy is back again to enliven these postwar days with have their problems and betimes dullness.

This is the first call here of H.M. C.S. Uganda which is an extremely interesting visitor. Not since the old "Rainbow" days has Prince Rupert entertained a Canadian cruiser and that was a long time ago. The old timers will be able to compare this bristling modern fighting vessel with the old square-raked ship which was so familiar here before, during and after World War I.

The people of Prince Rupert always have had a warm spot in their hearts for the fleet and that has inspired them to make an especial effort at welcoming and entertaining during their stay the most important naval visitation we have had since the war.

PROVINCE OR CITY?

FIRE CHIEF H. T. LOCK and Wire Inspector F. M. Kempton called at the Daily News Office yesterday to make it clear that wiring regulation and much of the requirements governing buildings in Prince Rupert were covered under a provincial code which gave the city no alternative but to carry them out automatically. There are, of course, some regulations in respect to building that are covered under city bylaws.

What was desired in an editorial on the subject which appeared in the Daily News on Monday was, of course, to discuss the possibilities of what might be done to bring about more reasonable regulations as suited to conditions in Prince Rupert without undue penalization, particularly of those who would proceed, if regulations did not make it too costly, with modest improvement or new building work which would all be for the benefit of the city.

There is no suggestion that local officials are acting arbitrarily in the matter.

* * *

CRISIS ON COAL

THE ECONOMIC CRISIS in France today is, in effect, a manifestation of the coal crisis. While Great Britain has promised to send as much coal as possible to France, she too is struggling with production difficulties. The United States has promised 400,000 tons a month, but transAtlantic delivery is slow.

Why, French people are asking, cannot France have access to the excess German coal, say 20,000,000 tons a year, from the Ruhr? A French official document points out that, despite Allied bombing, German coal production has now reached 54 per cent of normal and is steadily increasing. "Where," it is asked, "will the extra coal go? To build another war machine? Or to rebuild the neighboring nations Germany ruthlessly tried to shape into slave states?"

LETTERBOX

"FAIR" QUESTION

Editor, Daily News:

One congratulates the Industrial Development Committee of Prince Rupert and District and the Chamber of Commerce in arranging an interview with Mr. Vaughan, president of the Canadian National System during his short visit here. It is very unfortunate that neither he nor Mr. Chevrier, minister of transportation, could find time to visit this port when it was playing such an important and vital part in the late war.

Then the committee could have shown the visitor what was being done here. The dry dock was a busy place with 2,000 employees and a fully ejuipped shipyard. Now the employees have drifted away; much of the equipment has been shipped away. And Mr. Chevrier in the House of Commons stated recently that as the yard is now on a peacetime basis it would not be economical to build ships here. When did Mr. Chevrier find out that the yard is on a peacetime basis? The war has been over a long time. Why did he not say this when asked in the House months ago, instead of saying that the question as to what the policy of the government would be was an "unfair" question? Was it "fair" to keep families of employees here waiting in suspense, waiting to know whether they would have to break up their homes here and seek employment elsewhere where accommodation was very doubtful? A statement of policy then would have been fair to thousands. It would have been an honorable thing. But that is all past, except for one thing. We feel that the powers that be had not the courage to tell us. Can we have faith in them for the future?

How does the Canadian National System regard its responsibility to Prince Rupert as the outlet of a great and valuable district? That is what we would like to know. That is what we are entitled to be told. We recall with distaste a statement made by Mr. Devenish that the C.N.R. did not wish to antagonize Vancouver. Is that to influence the policy of the national system towards this port?

Our delegations to Ottawa, and correspondence, as reported from time to time, found it difficult to have any one of the three bodies acgnowledge the responsibility for the situation in Prince Rupert. The Canadian National referred the delegation to the Ministry of Transport. The Ministry of Transport referred it to the government. The government referred it to the Canadian National. That was the "merry-go-round." But it was not merry for the families that were compelled to come here by the government. Families that learned to like our city and wished to stay here.

At many fairs and exhibitions there used to be a sleight-of-hand expert. He had three thimbles and one pea. If you could tell him under which thimble the pea was, he paid you a sum of money. Now we have three thimbles, the government, the Ministry of Transport and the Canadian National system. We have a "pea"—the future policy for the dry dock and our city. Will Mr. Vaughan tell us under which thimble the pea is? Or will he tell us that there is no pea?

A FORMER EMPLOYEE
OF THE DRY DOCK.

86-Year-Old Scot Is Telegraph Boy

GUTHRIE, Scotland, (CP)—William Cant, 86, is the father of the postmistress in this Angus town and when war came he went to work as a "telegraph boy," often cycling four and five miles from the post office with messages. His years make him the superior of James Cleminson, 8, who recently stopped being telegraph messenger in Tillicoultry, Clackmananshire, his succesor being David Duncanson, 70.

20 YEARS AGO

July 24, 1926

It was announced that a session of the Board of Railway Commissioners would sit in Prince Rupert in a week's time. G. G. McGeer, counsel for British Columbia in the current freight rates case, was expected to arrive to assist the local Board of Trade in preparing its brief to the commission.

J. C. Brady, principal of the Prince Rupert High School for 14 years, was named as candidate to contest Skeena federal riding by the local Conservative association.

E. A. Heaphy, manager of the Los Angeles Timber Products, said that his company contemplated re-opening the Massett Timber Co. mill at Buckley Bay.

Train Schedule

For the East—
Monday, Wednesday, Friday—8 p.m.

From the East—
Tuesday, Thursday, Saturday—10:45 p.m.

TO NATIONAL TRUST

OXFORD, Eng., (CP)—Watlington Hill, overlooking Oxford from the southeast, has been given to the National Trust by Lord Esher along with 590 acres of adjoining land.

Soil Students Tour In Special Train

JOHANNESBURG, (CP)— About 160 ex-servicemen who are studying soil conservation at the University of the Witwatersrand are touring the Northern Transvaal in a special train put at their disposal by the South African Railways to study modern methods of soil conservation and see for themselves many of the land problems that have to be faced in South Africa. The students eat and sleep on the train, which waits for them at the numerous stops enroute. A lecturer told Reuter: "The ex-servicemen are showing great enthusiasm for their work. They work very much harder than the average undergraduate and being more mature are ideal students."

LONDON (CP)—A thousand jubilant servicemen and women celebrated the reprieve of the Piccadilly Stage Door Canteen, now to remain open at least until the end of August.

Better English

By D. C. WILLIAMS

1. What is wrong with this sentence? "I was never in San Francisco"

2. What is the correct pronunciation of "deficit"?

3. Which one of these words is misspelled? Exemplery, artillery, effrontery.

4. What does the word "agility" mean?

5. What is a word beginning with ind that means "want of feeling"?

Answers

1. Say, "I have never been to San Francisco." 2. Pronounce def-i-sit, e as in bet, both i's as in it, accent first slyyable. 3. Exemplary. 4. State of being nimble. "He has retained the agility of youth." 5. Induration.

TEDDINGTON, Middlesex, England, (CP) — Two-decker motor bus converted into a "tasteful modern apartment" is for sale for £100 ($400).

Three Days Holidays For Becoming Father

PARIS (CP)—Officials and employees of the public services of France now are entitled to three days special holiday with pay every time they become a father, a new law published in the official Gazette states. The three days, not necessarily consecutive, must be taken within two weeks of the blessed event. Employers are re-imbursed from family allowance funds.

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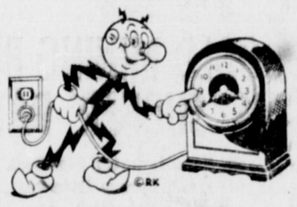
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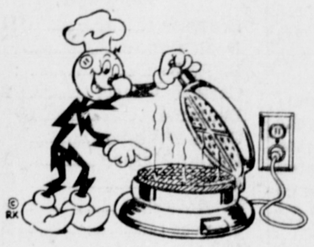
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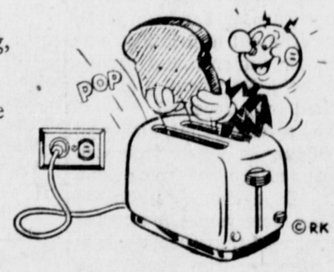

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