

KEEPING UP FAITH

THERE ARE MANY people in Prince Rupert and through the north who sneer at words and assurances that the authorities such as those of government and railway give in the reiterations of their active interest in the development of this area which has been so long deferred. We shall be the last to blame the conscientious old-timer for doing so. For it is all too true that promises made these many years have been broken, causing many an aching heart among loyal supporters of former administrations. And many whose lives and talents have been devoted to the building up and pioneering of the North have lost their faith and have given way to cynicism and disillusionment. Others, unfortunately, have left the country in despair or gone to their graves.

But we shall sling our stones at those newcomers and upstarts in politics who snigger and jeer. For these are they who know nothing and care less of the early struggles of these communities to rear themselves from the primitive state to producing and distributing centres.

They damn the people and the government for not having a paradise here awaiting their illustrious arrival. They envy and curse the workman who became an employer by starting some production others were disinterested in, and the artisan who by his skills, thrift and enterprise became the head of a business.

These are they "of little faith." They are the modern distrustful "Doubting Thomases" of biblical lore who must needs thrust their swords—even in the side of a friend.

But those who have not lost heart; those whose indomitable faith in this northern land has given them resolution and courage to continue the struggle and fight for its development will be encouraged.

OPPORTUNITY IN NAVY

THE Royal Canadian Navy, opening a campaign this month for 3,000 recruits for the permanent force and 16,000 for the Royal Canadian Navy (Reserve), is offering young Canadians unprecedented opportunities for service at sea or in the air. Here in Prince Rupert the recruiting for the newly reopened H.M.C.S. Chatham is of particular interest.

In equipment, the Navy has been stripped down to its peace-time requirements, retaining its newest and best ships and aircraft as the foundation of its post-war fleet. In personnel, less than 400 of the more than 100,000 "hostilities only" officers and men who joined for service during the war remain. This small group will have been demobilized by the end of the year.

The new pay rates, which came into effect on October 1 and which are in line with those paid in the other services, represent an increase over the pay received by new entries before the war.

The Navy also announces that the new training allowance paid to reserve personnel for drill at divisional headquarters will represent an increase over pre-war rates.

The pay for divisional drills performed ashore at a Naval Division or afloat in a training craft which is tender to a Naval Division will be based on the pay of rank or rating and, in the case of men, will include pay of the Trade Group for which they have qualified. The full daily rate will be given for drill lasting six hours or more and one half the daily rate for drills of lesser duration, but exceeding two hours.

Officers and men of the Reserve are required to undertake 14 days full-time naval training each year and are paid at the full daily rate for this.

WORK CONDITION MATTER DEFERRED

National War Labor Board Reserves Decision in Part of Railway Workers' Proposals

OTTAWA ©—While authorizing wage increase of 10 cents an hour or the equivalent for 17,000 trainmen of the Canadian Pacific and Canadian National Railways as well as similar wage increases in a second decision for employees in other branches of the Canadian Pacific service to match an increase which had already been granted on August 26 for Canadian National workers in the same classifications, the National War Labor Board at the week-end directed that proposals for changes of the rules governing working conditions affecting compensation be reserved until next February 1.

Hotel... arrivals

Prince Rupert
P. Wise, Vancouver; H. Lester, Vancouver; A. Bacon, Vancouver; J. P. Biggs, city; F. Stevenson, Port Essington; Mr. and Mrs. G. A. Stell, Vancouver; Lieut. E. M. Jones, Montreal; J. Jones, Ketchikan; J. Paulis, Cedarvale; Mr. and Mrs. C. J. Wilkinson, Pacific.

LETTERBOX

NOT ONLY GUILTY ONES

Editor,
Daily News:
A great deal of newspaper space is being utilized in telling the world how the 11 Nazi leaders met death after the terrible disaster suffered by the world through the finance furnished them by and through outside agencies. In my opinion there are many on the opposite shore of the North Sea who stand equally guilty of that titanic crime against humanity. If it was the handwork of justice applied at Nuernberg, it should be universal and extended to the financial agents of the Nazi Party who do not reside in Germany.

Another line that makes sensational reading is that all the 11 men but Rosenberg returned to religion. If the news we have been fed on for years is true, the high priests in the Nazi party were pagan. And that the pagan religion furnished the pattern for Christianity none can deny. No doubt Rosenberg kept company with his own self respect to the end.

GEO. B. CASEY.

ANGLING SURPRISE

BURY ST. EDMUNDS, Eng., ©
—A big rat jumped out of his coat pocket when angler B. Murrell reached for an apple. The rat had had the first munch.

ALASKANS DISGUSTED WITH ROAD

An article in the Bellingham Herald about the Harley Bray family of Ketchikan carries with it a picture of a badly dented car with the Brays looking it over. Following is the article.
His car and his temper both battered after driving to Bellingham from Prince Rupert, Harley Bray of Ketchikan, Alaska, arrived here Wednesday with his wife, and son, Jim.

He will stay here for a few days visiting with his brothers, Stan and Elmer Bray, Bellingham sportsmen, before taking 18-year old Jim over to Washington State College in Pullman, to begin his college work in mechanical engineering.

Bray shipped his car by steamer to Prince Rupert from Ketchikan. From there he drove to Prince George where his troubles began to mount up. "The roads were like washboards," he said.

While travelling along the narrow Caribou trail, perched high above the Fraser river, Bray met a brakeless truck with near disastrous results.

The Brays were on the outside of the cliff road when the fast moving truck swung around the bend ahead. "There wasn't room for him to pass, so we stopped," the Ketchikan machinist recalled. "He couldn't stop and plowed into our car and the cliff both." The left side of the Bray coupe was torn and dented, but they were able to drive into Vancouver that night.

On the 1000-mile trip from

Prince Rupert to the border, the Brays saw lots of wild life, including several moose, upland birds and small game.

"The roads were all right if you travelled less than 30 miles an hour, but we tried to average that much and that made it really hard driving," he said. The Canadian part of the trip took them four days. They stopped overnight at Prince George, 150-Mile House and Boston Bar.

"Our car will never be the same," Bray insisted. Asked if he intended to drive back, he replied emphatically, "Nothing doing; that was the last time."

Elmer Bray, Bellingham, and his wife will return with his brother to Ketchikan for a few weeks' visit during the hunting season. There are two other Bray brothers in the Alaska city, Arthur and Fred.

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Butcher Shops to Open Wednesdays

VANCOUVER—Butcher shops, which have been closing all day Wednesday for some time instead of half a day, are considering reverting to the half-holiday instead.

HEALTHGIVING GUM
Chewing gum containing vitamin K is said to be a good preventive of tooth decay.

SCARBOROUGH, Eng.—Two tuna were caught by rod and line in the channel and landed here by Capt. C. H. Frisby, V.C. They weighed 531 and 509 pounds.

DRAMATIC STORIES FROM EVERYDAY LIFE

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