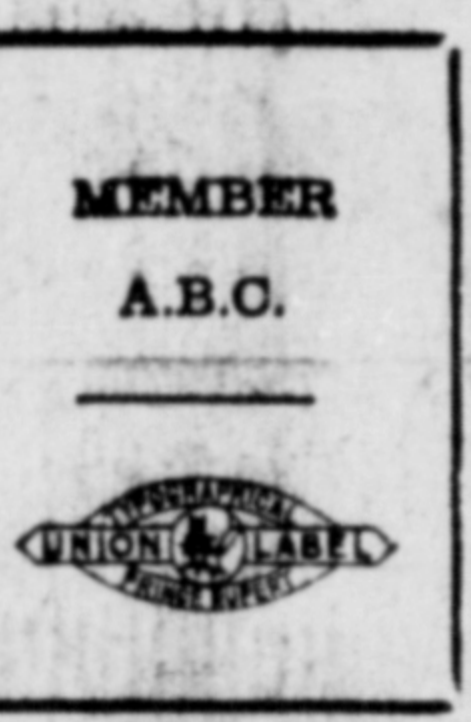


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G. A. HUNTER, Managing Editor.

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**Getting On the Voters' List . . .**

The provincial electoral authorities are making special efforts to see that every one eligible to vote at the forthcoming provincial election will be duly qualified and on the list through proper registration. Certainly, adequate warning is being given through all media of dissemination.

With the closing of the lists now but five days off, it would be well that every voter makes sure by checking up that he or she is registered. Generally speaking, persons who voted at the last election will still be on the list of the same district in which they voted then unless for some reason they should have been in the meantime disqualified.

There are many persons who are qualified to act as commissioners to receive the registration of voters including the registrar of voters at the Court House, mayor, aldermen, notaries public and specially appointed commissioners of whom many have been named in the last few days.

As a further convenience to applicants, a deputy registrar will be in attendance each afternoon and evening between now and September 17 in the hut on the Post Office grounds to receive registrations.

Any person who has the interest or the energy to go about getting on the list should be able to find ample facility for doing so, and it is quite easy to make sure.

**On Being Defeatist . . .**

One of the feeble excuses offered to canvassers out to raise funds among local business people to defray the expenses of the delegation being sent from here to Ottawa to make representations on behalf of Prince Rupert for reconversion and postwar employment was that the

mission would be futile and had no hope of accomplishing anything anyway. Unfortunately, that is typical of the defeatist attitude which is entertained by too many Prince Rupert people. It is the attitude which long has held this town back—the apathy towards co-operating with those who are striving to accomplish something in the direction of recognition and accomplishment for the port.

The answer to such an attitude, of course, is that those who seek nothing shall obtain exactly nothing. It is certain that, should we stand idly and silently by at this critical time without taking every opportunity to make our case known, we shall certainly be left behind.

The fact, if it is so, that every community in the country is sending similar delegations and making similar representations is all the more reason why we should be doing likewise.

If the present delegation does nothing more than let Ottawa know that we are still on the map and still fighting, it will be worth the few dollars that local people have been putting up to finance it.

Maybe it will not be the last delegation which may have to be sent East in the effort to obtain what are our just dues.

**Enough Daylight Saving . . .**

The sooner daylight saving time is removed, the happier the most of us will be, it seems. We have had it for some five years straight now and, even those who at one time were the most enthusiastic about supporting it, now seem to have had their fill.

Daylight time, doubtless, served a good purpose during the war, largely through saving electricity by taking better advantage of daylight. Now, however, the emergency is over. With the long nights approaching, we shall really be still saving our electricity and our eyes by getting a little more daylight in our morning work by setting the clocks back an hour.

If there is any objection to standard time being restored, we have yet to hear it. So here is at least one popular decision that our government has made.

**LOCAL DELEGATION**

(Continued from Page One)

such traffic be credited to shipyard operation costs.

"Wartime Housing, a Crown company, has a large local investment in workers' homes, having constructed five hundred cottages and nine staff houses for the accommodation of shipyard personnel. As a reduced operation of this plant would mean a major decline in rental income received by Wartime Housing, it is submitted that the longer a reasonable level of employment is maintained at the shipyard, the less will be the capital write-off on Wartime Housing assets.

"Had the local shipyard operated as a private corporation, it is reasonable to assume that a portion of profits earned on war contracts would have been used to improve the plant and convert to peace-time production. It is requested that the government follow a similar course in an endeavour to safeguard its large investment in the local plant and at the same time to assist the community during the post-war years. Rehabilitation authorities are urging decentralization of industry. It is not known if government policy is in agreement, but should the government favor decentralization, it is submitted that the continuance of ship construction at the Prince Rupert Dry Dock would be consistent with such a policy.

"The difference in cost between ship building in Canada and British yards is not now nearly as great as obtained before the war. In the interest of maintaining reasonable living standards for Canada's skilled workmen the Government would be fully justified in absorbing whatever excess cost might be incurred through building these ships in our own yards.

"In structure and layout the Prince Rupert Dry Dock and Shipyard is all that can be desired, and is equipped with construction ways, plate-shed, pattern and moulding loft, foundry and machine shop, together with a ship shed having a cantilever roof and two large capacity overhead cranes. In the interests of operating economy some of the plant needs modernizing, which work could be economically carried out if, after a thorough survey, the Dominion Government transferred the required equipment from Government-owned plants being closed elsewhere.

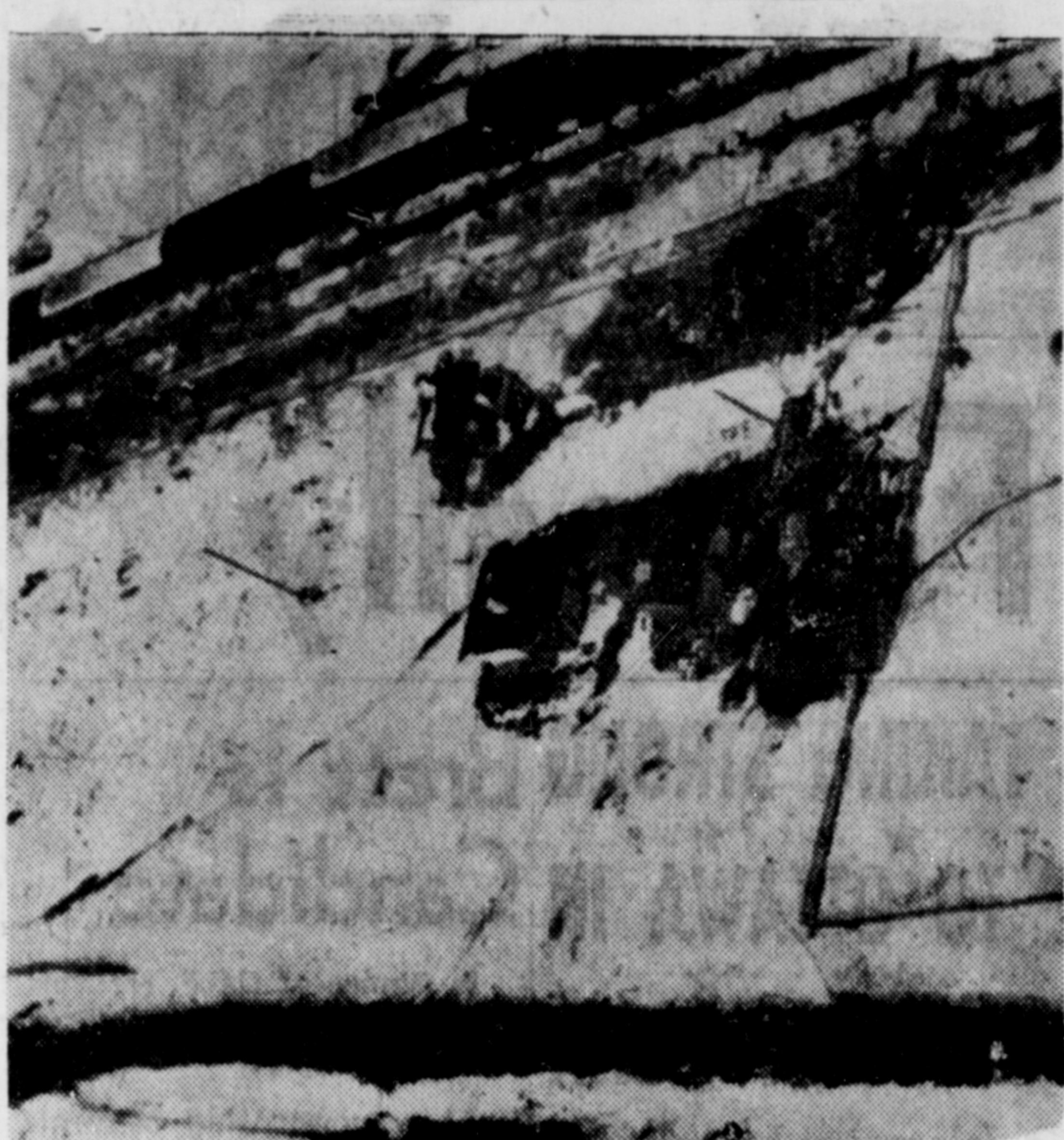
**Other Uses Than Shipbuilding**

"We request further, that a complete survey be made of the Prince Rupert Dry Dock with a view to making additional use of the plant for purposes other than steel shipbuilding.

"It is essential that the Government make some statement of policy regarding the future work program of its plant here. Otherwise, the best mechanics among the shipyard employees will seek work elsewhere, on the completion of present contracts. If some guarantee is forthcoming, that all Canadian National Steamships construction and repair work will be done at Prince Rupert, it will have the effect of encouraging the plant's employees to make their permanent residence here.

"Should no extension of ship construction contracts be granted the local shipyard, it is feared that a chaotic condition will be created by the laying off of large numbers of men by the end of this present year as such workers naturally tend to move into over-crowded cities where similar industries are generally located. Needless to say, such a general exodus would have a most adverse effect on the city's economic welfare.

"We submit that the operation of the Prince Rupert Dry Dock and Shipyards should be regarded as an important part of the government rehabilita-



**MANCHOUKUAN-SOVIET FRONTIER**—One of the few photos in existence of the Manchoukuan-Soviet border, showing the Soviet-Siberian border post of Matsieskaya. Government buildings and the railroad are to be seen. War is now ended in this area.

**tion plans providing as it does the only major source of industrial employment in the city of Prince Rupert and the surrounding territory.**

urge upon the Government of Canada prompt and favorable action."

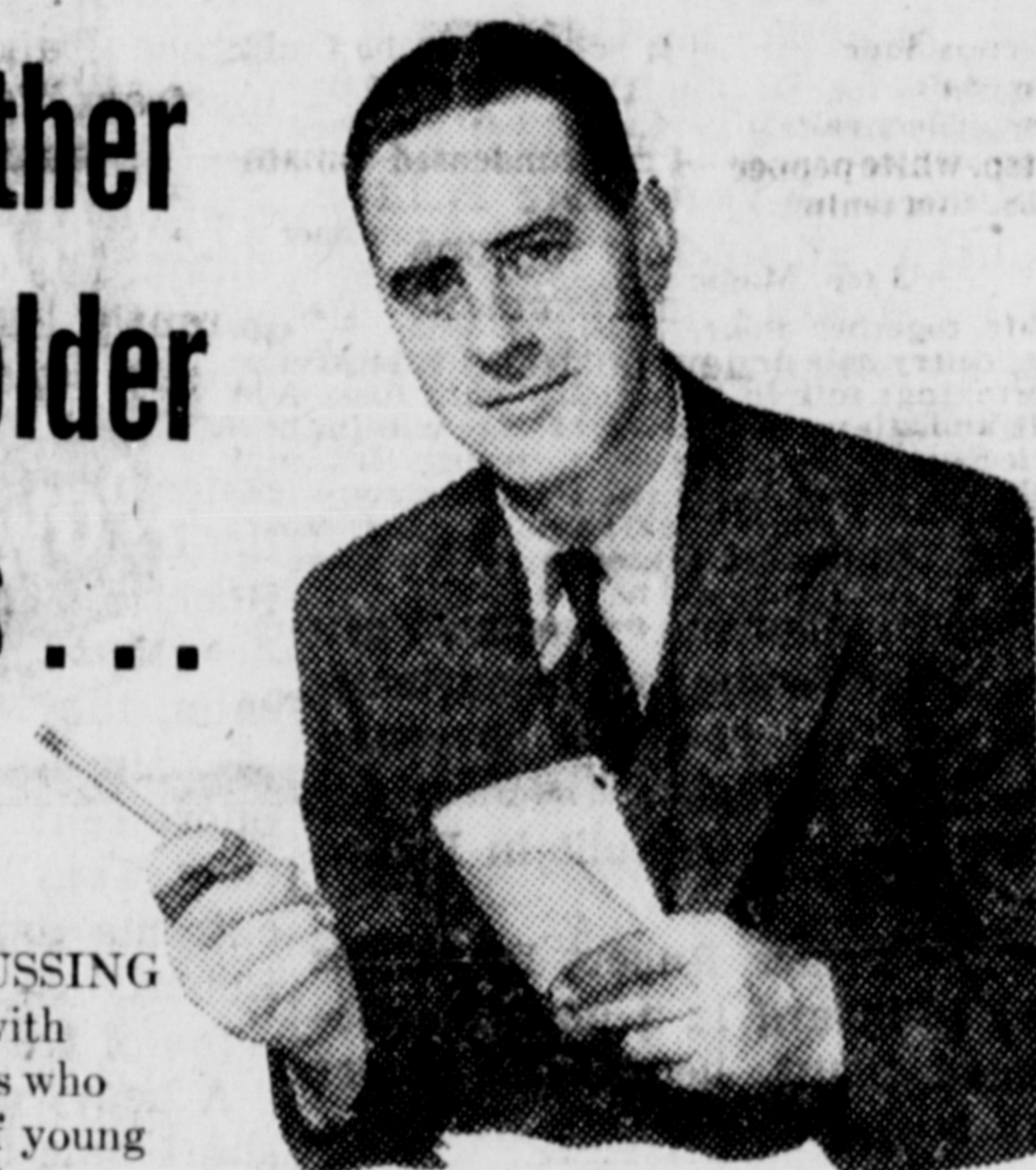
**Labor, Business, City And Vets Represented**

The delegation consists of Mayor H. M. Daggett, ex-Mayor W. M. Watts and James Nicoll. It represents primarily the City of Prince Rupert, Canadian Legion, Prince Rupert Trades and Labor Council, Prince Rupert Labor Council and Prince Rupert Chamber of Commerce. In addition to the dry dock memorandum it will carry a brief seeking general post-war port development.

Interviews are being arranged through Harry Archibald, M.P. for Skeena, with Hon. C. D. How, minister of reconstruction, and Hon. Lionel Chevrier, minister of transport.

There will be a day's stopover at Winnipeg to meet W. R. Devensh, vice-president, Canadian National Railways, and Montreal may also be visited to meet R. C. Vaughan, president, Canadian National Railways.

**Another Policyholder Reports . . .**



"WHEN DISCUSSING life insurance with two of my friends who are fathers of young children, I found that

they were particularly interested in learning that I own a policy in The Mutual Life of Canada called 'FAMILY INCOME,' which will provide an income of \$100 a month for my wife at my death. This income will continue until I would have been 65 had I lived, and then, she will receive \$10,000.

"OF COURSE, I have made sure, through another policy in The Mutual Life, that she will also have a certain amount in cash with which to pay bills and to provide a reserve fund for emergencies.

"I DISCOVERED during our conversation that these fathers were not aware that it was possible to obtain a policy with the benefits provided by the Family Income contract, and both of them have now interviewed my Mutual Life representative, whom I recommended to them, and discovered how the policy will fit into their insurance programs."

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**NOTICE**

**Registration of Voters**

A Deputy Registrar of Voters will be in attendance at the Hut on the Post Office Lawn on September 12, 13, 14, 15 and 17 between the hours of 2 p.m. and 5 p.m., 7 p.m. and 9 p.m. for the purpose of assisting applicants in the preparation and filing of affidavits in support of their respective applications for Registration as voters in the ensuing Provincial Election.

**NORMAN A. WATT,**  
Registrar of Voters,  
Prince Rupert Electoral District.

**PRIZES CIVVIES OF DIEPPE HERO**

**BREDE, Sussex, Eng., Sept. 12**  
—For more than 50 years Elizabeth Vidler was midwife and fairy godmother to all the babies in this town, then it was found that she was not registered.

Curiosity on the part of another nurse led to this discovery about the 76 year old woman but now the initial excitement has died down the authorities have decided to forget all about the matter. They say with a record like hers the registering business is only a formality.

Too, she is no longer nursing. She has retired to her two hobbies, gardening and looking after the civvy clothes left in her

care by the fighting men have gone to the war. One suit she has been wearing since 1942—belonging to a son she calls her "No. 1" Canadian who sailed for Europe and has not been heard of since.

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**VANCOUVER HITS AT PR. RUPERT**

People in South Seem to Delight in Speaking Adversely Of This City

People in Vancouver appear to delight more and more in spreading unfavorable comment about Prince Rupert says Hugo Kraupner who returned to the city at the end of the week from a motor trip south. Local citizens should do all in their power to make conditions favorable to giving visitors a good impression, Mr. Kraupner says. Possibly wartime conditions of congestion here may have had something to do with the adverse propaganda.

The trip was a delightful one and Mr. Kraupner found the road in excellent condition, particularly since improvements have been made on the Prince Rupert Highway between here and Terrace. On the drive back stops were made at Sisco Lodge in the Fraser Canyon, Quesnel and Burns Lake. About 1000 feet of colored moving picture was taken.

Accompanying Mr. Kraupner were his wife and Miss Gilda Campagnola.

LONDON. — John Watt, director of variety programs for the BBC since 1937, has resigned.

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