2 Prince Rupert Daily Dews Ltd. Saturday, June 21, 1947

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Archibald Exaggerates

Call State of

THE GOVERNMENT must have been rather astonished at the reception accorded a minor measure relating to the status of American troops on Canadian soil, says the Montreal Daily Star. The House of Commons had a field-day of arm-waving and speech-making which seems to have covered the whole range of our foreign policy. There is, of course, nothing wrong in this. It is important for this country to appreciate its position vis a vis its neighbors, and the rising interest in the House of Commons shows that that is becoming so. At the same time, the range of the debate seems to have obscured the actual, small point at issue. Years ago, the Canadian Parliament passed a bill which provided that Commonwealth troops on Canadian soil should be subject to the military discipline of their own countries. All the present legislation does is to amend that act in order to include American troops. If the amendment passes, it will mean that American troops while on Canadian soil by invitation will be subject to their own disciplinary machinery. It is therefore nothing but a reasonable extension of existing law in order to make it accord with present facts. National defence has been, since the Ogdensburg Agreement of 1940, jointly conducted by Canada and the United States. If our troops, under such a scheme, were to operate on American soil, we would want them to be made subject to our own discipline. It is reasonable therefore that when its men were operating in Canada, the United States too would want to have control of them. In these circumstances, the outcry of Harry Archibald, the C.C.F. member for Skeena, that the bill represents the last step in the American absorption of Canada is somewhat exaggerated. We do not absorb quite so easily as all that and, since no responsible person in the United States wants to see Canada absorbed, the dangers here foreseen can be disregarded. There is life in the old dog yet. Let us, indeed, take a look at the curious contradiction involved in so extreme a statement. The world has endured two wars in the last thirty years, has suffered the loss of many millions of its finest youth, and has incurred a weight of debt and destruction hard to shake off. And why? Because international co-operation failed. It might then be thought that everyone would hail with delight the concrete, practical manifestations of progress in His life, brief and merry, ended that direction. International co-operation cannot on the western front in World be achieved by mirrors. It can be done only by War I. taking active steps to that end, and each step in co-operation means some meeting of the needs and viewpoints of at least one other party. That is what Canada is doing now, and those who now express fear lest Canadian sovereignty is being infringed should be careful to avoid falling into the error of isolationism.





Vancouver where they are being developed, but he anticipates, with a good deal of caution, that the results will show fewer new cases than in former years.

In 1945, the first year the van visited Prince Rupert, 3,674 people were x-rayed, of which 190, or 41/2 per cent were referred back for various reasons. Of these 190, 58 were found to have tuberculosis. However, only 42 of The fact that this year's visit

In the city, 2,920 persons were is the third in three years, 7:10-Ed McCurdy x-rayed while 130 were examin- coupled with the fact that the 7:30-Paul Page's Orch. ed when the van was at Port Ed- population of the city has be- 8:00-Alberta Ranch House

According to Dr. Lane it will time, inspires hope that this 9:00-Bud Henderson be sometime before reports on year's percentage of new cases the plates will come back from will be lower than for 1945.

(Subject to change) *********************** SATURDAY-P.M. 5:00-Musical Comedy Mirror 5:30-Marian Congress-Ott. 6:00-Flights Into the Past-6:30-Charlie Spivak's Orch. 6:45-Recorded Int. 6:50-Fish Arrivals and Int. 7:00-CBC News come more stabilized during that 8:30-Old Time Rhythm 9:15-This Week 9:30-Chamber Music 10:00-CBC News

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VESSELS FOR SALE (CROWN ASSETS)

Subject to prior sale or withdrawal, War Assets Con has available for sale the following vessels. Location-BAY, VANCOUVER, B.C.

M.V. "GENERAL ANDERSON" DESCRIPTION: West Coast Seine type fishing vessel 60', Beam 15'2", Gross Tons 42.28. POWERED BY 6 Diesel, 120 B.H.P. Built for Army in 1941, in Victoria, 7 apparently in good condition and running order. Com 5 H.F. auxiliary, batteries, engine room tools, refrigerate netic compass and combination "ALLARD" cargo and tow APPRAISED VALUE: \$16,000.00.

M.V. "COLONEL ROY" (ex "Highland Prince") DESCRIPTION: Small fish packer. Length O.A. 42', Re POWERED BY 82 H.P. Gray Marine Diesel with 3.05:1 gear and twin disc clutch and reverse gear. Hull of shir ly in fair condition. Engine partially dismantled for a

APPRAISED VALUE: \$6,000.00.

M. V. "COLONEL OGILVY" (ex "Cora May") DESCRIPTION: Trunk cabin pleasure yacht. Breadth 13'3", Depth 7'. Gross Tonnage 44. POWERED R Vivian Diesel, 120 B.H.P. This craft built 1926 in Vancouver wood construction throughout, with teak planking, teak Vessel appears in good condition. Engine in runn

RENT DECONTROL

DEMOVAL of rental and eviction control from A all new houses, apartments, duplexes and other self-contained houses completed after January 1, 1947, as announced in the Commons by the Minister of Finance, Mr. Abbott, should encourage building of housing for rental. Controls will be removed immediately from vacant lots used for automobile parking or sales and gas stations owned by oil companies. Complete decontrol of commercial accommodation will also take effect, Wisely rent decontrol is being brought about in gradual manner.

RAILWAY UNIFICATION

CENATOR McGEER, belaboring the railways for J financial structures and directorial set-ups and

operations, says the two transcontinental lines could save \$100,000,000 a year by unification compared with \$87,000,000 they hope to obtain through a 30 per cent freight increase. It is quite some time since railway unification has been under serious discussion. Doubtless, something could be done thereby in the way of economy and efficiency and, possibly, in better service.



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