

An independent daily newspaper devoted to the upbuilding of Prince Rupert and all communities comprising northern and central British Columbia. Authorized as Second Class Mail, Post Office Department, Ottawa. Published every afternoon except Sunday by Prince Rupert Daily News Ltd., 3rd Avenue, Prince Rupert, British Columbia. G. A. HUNTER, Managing Editor; H. G. FERRY, Managing Director. MEMBER OF CANADIAN PRESS ASSOCIATION, AUDIT BUREAU OF CIRCULATIONS, CANADIAN DAILY NEWSPAPER ASSOCIATION.

SUBSCRIPTION RATES
Carrier per week, 15c; Per Month, 65c; Per Year, \$7.00;
By Mail, Per Month, 40c; Per Year, \$4.00.

Soaking Terrace Lumber

SAWMILLS in the Terrace area have been paying 62c per hundred pounds to ship lumber to New Westminster for export to the United Kingdom whereas local rate to Prince Rupert is 17c per hundred pounds. This amounts to a difference of approximately \$15 per thousand feet and, when it is considered the many thousands of feet a ship may take, depending on size of ship and whether or not it is full cargo, it would appear that it is quite an additional expense to carry the lumber by rail to New Westminster rather than Prince Rupert, the logical port of ocean shipment.

It seems reasonable that some shipping interests at least should be seriously considering the use of Prince Rupert. The wonder is that this sort of thing should be going on and that there should not be continued and even greater pressure to have this port enjoy the passage of export shipment of which is obviously long overdue.

If there ever was any doubt about the economic aspect favoring the use of this port, the extravagant method of export of Terrace lumber to the United Kingdom amply illustrates it. Nor is the Terrace area the only one in the central interior which should be making Prince Rupert instead of the ports of the Vancouver area the export shipping point for lumber. As the overseas exports of lumber increase with the ultimate stabilization of postwar buying power, the volume of the traffic may be expected to increase and the desirability of shipping in the most economical manner should be even more seriously considered, particularly if there is to be competition with other countries.

And lumber is not the only thing. If mixed cargoes are wanted there is our canned salmon, which now goes to Vancouver for re-shipment, and there is the ready feasibility of exporting grain through the notoriously idle and long discriminated against terminal elevator at Prince Rupert.

Meanwhile, there is no reason for Prince Rupert to go on accepting the excuses, sometimes most flimsy and often looking almost false, which are given to keep this fine port idle and not playing its part in serving the national economy and the world's needs.

Prince Rupert, with such specific instances as the Terrace lumber in point, might even do more in the way of campaigning for the use of the port than it is doing. It appears to be a case of organizing and seeking the co-operation of interests which are willing to see that there is more than one centre for export shipping on the British Columbia coast.

Another objection to old age is that there's so little future in it.

FOOD FOR BRITAIN

POSSIBLY the most concise and concrete talking point in favor of supporting current organized campaigns for the shipment of food to needy Britain might be this comparative tabulation of the amounts available in Britain under the existing strict quotas and the average consumption in Canada, per week in case:

BRITAIN	CANADA (Average Consumed)
1½ pints milk	7 quarts milk
2 small chops (or equivalent)	10 small chops (or equivalent)
2 strips bacon (or equivalent)	14 strips bacon (or equivalent)
2 oz. butter	8 oz. butter
3 oz. margarine	nil
2 oz. lard	6 oz. lard or shortening
2 oz. cheese	4 oz. cheese
2 oz. tea	8 oz. tea and/or coffee
7 oz. sugar	8 oz. sugar

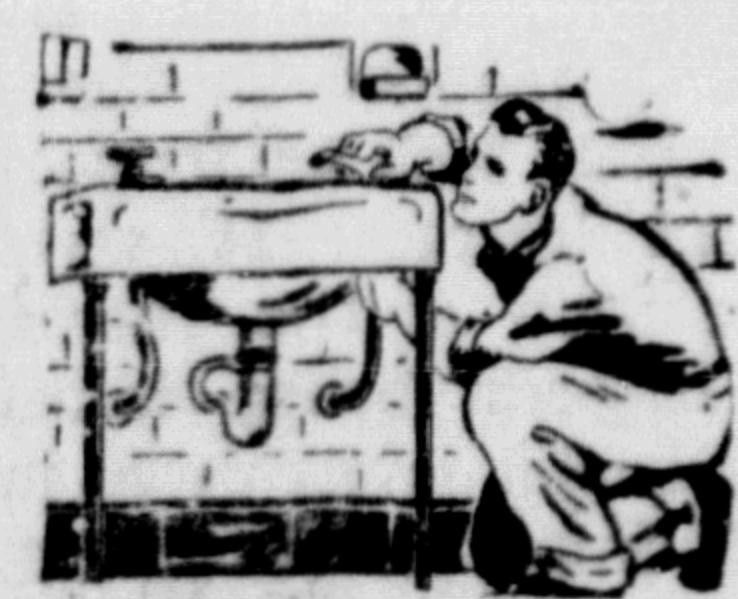
Those who predicted a brave new postwar world weren't 100 per cent mistaken. It takes a fair to middling brave person to live in it.

WHILE RUPERT DOES NOTHING

CANADIAN SHIPYARDS are making a substantial contribution to the restoration of world trade and the industrial development of this country. Some forty vessels, aggregating 99,000 gross tons, were completed during the past year. Total deliveries consisted of fourteen cargo vessels, three passenger and car ferries two passenger vessels, two colliers, one tanker, one tug, three trawlers and fourteen barges.

We've heard a considerable number of persons say they wouldn't want to live to be 100 but we have never heard a person 99 years old say so.

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SHIPS and WATERFRONT

Returning to his duties after an extended vacation, part of which was spent on a trip into the Chilcotin country from Bella Coola, Capt. John Boden, commodore of the Union Steamships coastal fleet, is back on duty as master of the steamer Catala which was in port from 10 o'clock to midnight last night northbound from Vancouver to Stewart on her regular weekly area.

voyage. The Catala will be back here again tomorrow morning to sail south at 1:30 p.m.

C.P.R. steamer Princess Louise, Capt. Fred McGraw, is due in port at 4 o'clock this afternoon from the south and will sail at 10 p.m. on her return to Vancouver and waypoints.

E. E. Hyndman, inspector of schools, returned to the city on the Catala last evening from a brief trip to Butedale on official business and continued through to Stewart and Premier to visit the schools in that area.

Better English

By D. C. WILLIAMS

1. What is wrong with this sentence? "This is plenty good enough."
 2. What is the correct pronunciation of "exuberance?"
 3. Which one of these words is misspelled? Occurrence, concurrence, temperance.
- Answers**
1. Omit plenty. 2. Pronounce egg-zu-ber-ans, u as in cube, and not eks-oo-bar-ans.
 3. Occurrence.

You saw it in the Daily News! Classified Advertising Pays!

Gyro Lieutenant Governor Visits

To conduct the annual installation of officers of the Prince Rupert Gyro Club, Wilson Hunt of Penticton, lieutenant district governor, arrived in the city from the south on the Catala last night. He met with the club executive at luncheon today and will be the principal guest at the installation dinner dance to-night in the Knights of Columbus Hall. He will sail tomorrow afternoon by the Catala on his return south.

Answering Your Questions

ABOUT IMPORT CONTROL

MOST of the countries which are Canada's regular customers have not recovered sufficiently from the war to pay, in the normal way, for all the goods they need, despite extensive help from this and other countries. Nor are they able to send us enough of their goods to balance accounts—or to pay us in the kind of money which we, in Canada, can use to buy goods in other countries.

At the same time, Canada has been buying more goods than ever before from the United States and other countries demanding U.S. dollars. This is because these goods were not obtainable elsewhere and because of demand pent-up during the war.

Buying from the United States or U.S. dollar areas must, therefore, be temporarily reduced until our trading again becomes normal.

To meet this emergency, purchase of goods and services or expenditures for travel, which must be paid for with U.S. dollars, are now subject to control.

IF YOU ARE AN IMPORTER OF CONSUMER GOODS and wish to find out what goods are (1) prohibited, (2) subject to quota, or (3) unaffected by controls, see or write your nearest Collector of Customs and Excise.

IF YOU WISH TO IMPORT GOODS SUBJECT TO QUOTA and wish to establish your quota authorization to import, or need special information, consult your nearest Collector of Customs and Excise. Quota application forms (E.C. 1) and instructions for completing them, are available at all Customs Offices. These applications must be filed with the Collector of Customs and Excise.

IF YOU WISH INFORMATION ON THE AMOUNT OF YOUR QUOTA. After your application has been filed with your Collector of Customs and Excise, all correspondence about the establishment of quotas or cases of exceptional hardship through import prohibitions should be directed to Emergency Import Control Division, Department of Finance, 490 Sussex Street, Ottawa. Quotas are issued on a quarterly basis and any unused portion may be carried over into the following quarter.

IF YOU ARE AN IMPORTER OF PRODUCTION PARTS, STRUCTURAL STEEL, stone, machinery or other capital goods or automobiles, and wish to know the import restrictions in these classifications, write or see Emergency Import Control Division (Capital Goods), Department of Reconstruction and Supply, 385 Wellington Street, Ottawa.

IF YOU INTEND TO TRAVEL OUTSIDE CANADA and wish to know about foreign exchange available for this purpose, consult any bank or the Foreign Exchange Control Board at Ottawa, Montreal, Toronto, Windsor, Vancouver. If you wish information about personal purchases of goods made during travel outside Canada, consult the nearest Collector of Customs and Excise before departure.

IF YOU ARE A MANUFACTURER, WHOLESALE OR RETAILER and wish information about excise taxes, or about the list of goods to which they apply, consult the nearest Collector of Customs and Excise.

IF YOU NEED OTHER SOURCES OF IMPORTS consult the Foreign Trade Service, Department of Trade and Commerce (Import Division), Ottawa, regarding your supply problems arising from import quota restrictions. Through the Trade Commissioner Service, the Import Division is endeavouring to arrange increased supplies from the United Kingdom and other "non-scheduled" countries.

IF YOU ARE A HOUSEWIFE and wish information on available alternate foods which have comparable nutritional values to those now prohibited or subject to quota, informational material which has been prepared by the Nutrition Division of the Department of National Health and Welfare may be secured from your Provincial Health Department or local health unit.

The administration of these emergency import controls is the responsibility of various departments of the Government. The above information is given to aid Canadian citizens in complying with the new import control regulations with a minimum of inconvenience in their business and personal affairs.

Douglas Cooney
Minister of Finance.

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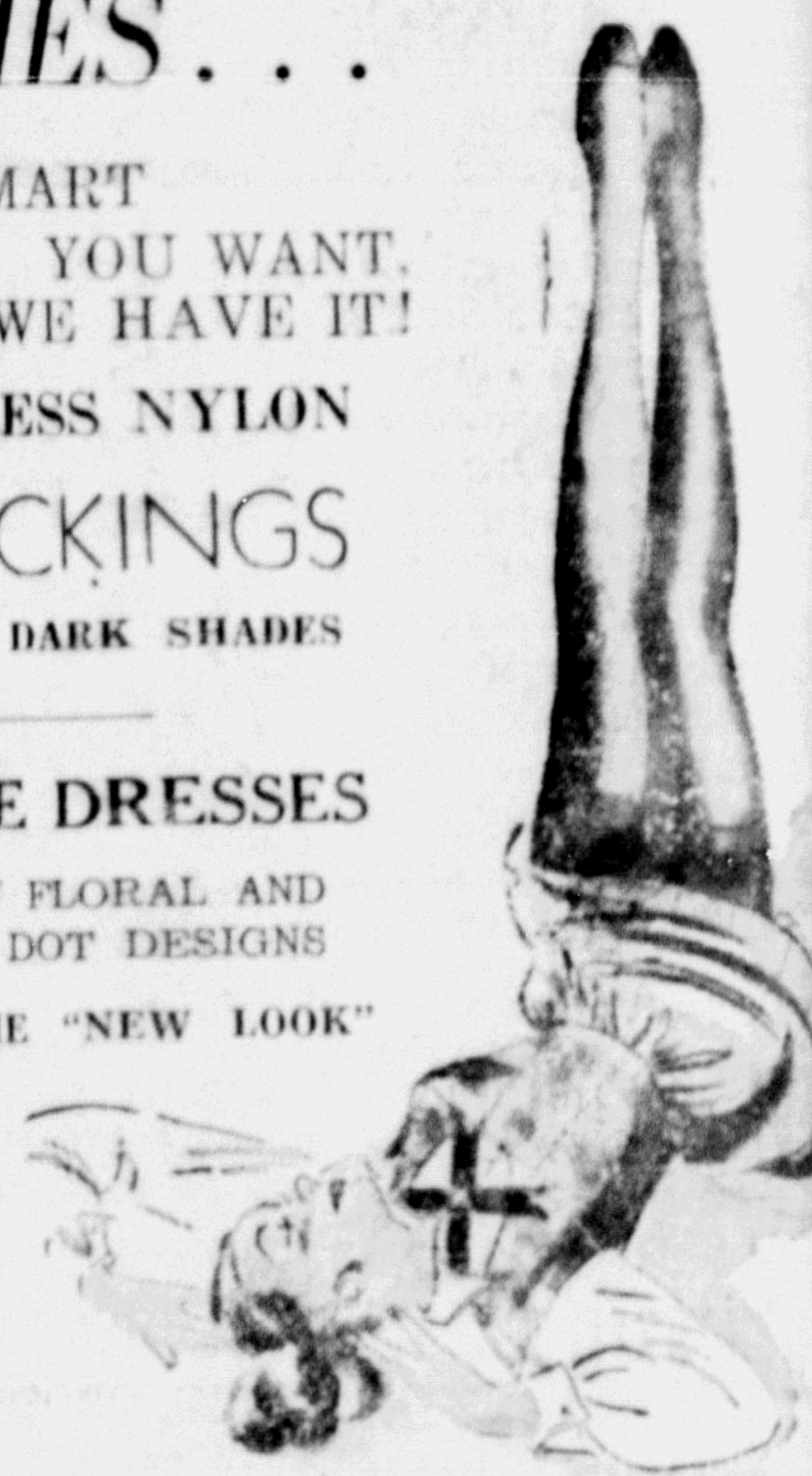
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