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Real Flood Control

PROVINCIAL LEGISLATURE has been in three-day session, ending today, to provide funds to finance reconstruction and rehabilitation of the flood-swept areas of the province. The fiscal bill authorizing a specific loan of \$5,000,000 also gives the government a blank check to spend as it sees fit from consolidated revenue fund for the flood purpose.

Premier Johnson has given assurance that all flooded parts of the province will be given equal treatment although it is still obscure as to whether or not federal aid is to be limited to the Fraser Valley. However, the Premier repeated before the Legislature, as he had in press statements previously, that he was fully satisfied with federal co-operation.

Flood damage in the Fraser Valley alone has been estimated at \$30,000,000. To this is to be added the damage in other parts of the province, particularly the Kootenays, west and east, which runs into the millions as reported by Minister of Lands and Forests Kenney. So it is clear that much more than \$5,000,000 being voted by the Legislature will be needed and towards this there will be the federal augmentation and what the communities themselves may or may not put up.

Recently the Daily News has been discussing the advisability of long range flood control or prevention as preferable to the policy or lack of policy whereby we merely relieve or rehabilitate flood situations, doing nothing in the way of obviating their recurrence. So it is interesting to read what the Financial Post has to say:

"It is to be hoped that the costly lesson of this spring will not be forgotten quickly. For years we have been casually talking flood control. But with a few notable exceptions, talking is about as much as we have done. It's going to a long and expensive business, bringing these spring floods under control, but it must be faced and started or we are going to have to abandon a lot of Canada.

"Simply repairing the damage done will not be nearly enough. That is merely replacing the setting for another onslaught. Rivers must be straightened, dykes strengthened, huge dams built to slow the rush of water. Above all, trees must be planted by the millions wherever the ground is steep and wherever it can be spared from agriculture."

C.N.R. EXONERATED

RECENTLY we commented editorially upon and partially reprinted an editorial of our friend, William L. Baker, publisher of the Ketchikan Chronicle, suggesting that the Canadian National Railways might reimburse Ketchikan fish exporters for demurrage and re-handling charges involved when several carloads of Alaska refrigerated fish was caught by the Skeena River flood conditions and had to be sent back to Prince Rupert and re-shipped or put in storage. The Prince Rupert Chamber of Commerce, through its Alaska committee, went to work to investigate the whole matter and has come up with the report that thousands of dollars which Mr. Baker said were charged actually were not charged. So we say to the Canadian National Railways that we are sorry about the reprinting as, doubtless, Mr. Baker will readily say about the original publication.

And, to make the explanation complete, we quote the Chamber of Commerce committee report:

The Canadian National Railways did not bill any shipper several thousand dollars for demurrage. The Canadian National Railways did not charge the shippers re-handling charges for any frozen fish. The railway did not bill any demurrage or re-handling charges for any freight shipments delayed by floods. In so far as freight is concerned, the charge made against the railway company is entirely without foundation.

We do find that, in the case of three express cars of fish, the railway company made a charge for re-icing which they justify by stating that this is done for the preservation of the shipper's product. Here again, however, there was no demurrage ever charged.

THE BRIGHTER SIDE

IT APPEARS to be a generally accepted notion that nothing can be news unless it's bad. The more it wrings one's heart, the better. The blacker the crime, the more valuable the story. The more profound the depth of infamy, the greater the necessity to play it up. But this is getting off on the wrong foot. Life is largely what you make of it and millions of people find this a happy world. Everyone is not a monster and all are not on the verge of starvation or divorce. A sensible viewpoint to take is to assume that all is not as distressing as it seems. That which shocks and grieves gets into print because the public wants to know.

But more welcome is the story that tells of good fortune, a discovery—something that uplifts amuses or encourages. Nothing is more impartial than the press and nothing gives more pleasure than to be able to publish the very antithesis of woe.

Personalities Of Early Days

FRED STORK

The campaign that saw Fred Stork and William Manson contending for municipal distinction was the first ever held in Prince Rupert and many a sprightly yarn can be recalled of incidents connected therewith. Nearly all were amusing. The election was spirited, with everybody very much on his or her toes—as the case might be. There was often plain speaking, but no real ill feeling. It was just a good, smart argument, and then, settling down to the serious business of building a city. Stork took over as His Worship the Mayor, and that was that.

Mr. Stork, who came from Brampton, in Ontario, spent much of his active life in western Canada. He was among the first to realize the potentialities of a new western seaport such as Prince Rupert and moved north after having lived in Fernie, the well known Crow's Nest Past community, that had suffered a disastrous fire. He was an active citizen and had served as first mayor there incidentally.

Arriving in Prince Rupert he established himself in the hardware and sheet metal business, locating on Centre Street, then, the commercial heart of the town. Mr. Stork was undoubtedly public spirited as well as progressive in city development and interested in politics. It was in 1910-38 years ago—Prince Rupert was incorporated, and he was honored with being elected the first mayor. The campaign lacked nothing in warmth and public interest. The mayor's official family consisted of Aldermen T. D. Pattullo (later Premier), Frank Mobley, Arthur Barrow, George Naden, V. W. Smith, W. P. Lynch, Dr. McIntyre and J. H. Hilditch, with E. A. Woods serving as clerk.

This council was in office during the memorable visit of Sir Wilfrid Laurier, whose first address was on a pleasant fall afternoon from in front of the Court House (now the museum building). There were cheers when Laurier said "he could look out across the Pacific, and see ships from the Orient steering their way to Canada's new port on the western ocean."

Once grading and street construction began Centre Street became abandoned and Mr. Stork moved his store and residence to Second Avenue—the Stork Block, just west of Sixth Street. In later years he was Liberal candidate for Skeena and was elected. It was during this period of local growth that the grain elevator was built, much to everybody's satisfaction. The first winter, following its completion saw Japanese freighters loading here, and Prince Rupert was given a practical demonstration of what a modern grain elevator can mean—when it is made use of.

Mr. Stork later retired from business here and went back to Brampton to end his days, dying a year or so ago.

DOCTOR PASSES

Michael Clough Ormiston of Miller Bay Successful

The name of Michael W. Clough-Ormiston of Prince Rupert appears in a total of 27 British Columbians included in the list of 452 persons who have passed the Medical Council of Canada examinations and may now become licensed to practice in any province. Another Northern B. C. name is James H. Chataway of Williams Lake.

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NEXT U.S. FIRST FAMILY?—Governor Thomas E. Dewey of New York poses with his wife and their two children, Tom, 15, and John, 12, at the Bellevue-Stratford hotel in Philadelphia, Pa., a few hours after his nomination as Republican candidate for U.S. president.

SPEAKER TAKES STING FROM QUERIES

British Members Told to Come to Agreement

By James McCook
Canadian Press Staff Writer
LONDON, 8.—Soft-voiced Col. Douglas Clifton Brown, 69, speaker of the Commons, has drawn the sting from political controversy over question on nationalized industries.

In effect, the former cavalry colonel has said to Labor and Conservative antagonists: "Well, if you can't agree on the question yourselves I'll take the responsibility and you'll have to accept my decisions."

The Conservative Opposition had become increasingly angry over the Labor government decision that boards in charge of nationalized industries should be exempt from "pin-pricking" questions in the Commons about their day-to-day operations.

Transport Minister Barnes brushed off questions about the lateness of railway trains with the reply that this was a matter for the National Transport Commission. The Opposition protested Parliamentary rights to information were being infringed if detailed questions could not be placed on the order paper.

But House rules excluded questions on matters outside ministerial responsibility, said the government. Late trains had become the responsibility of the Transport Commission.

SPEAKER'S RULING

The Speaker, at once the master and servant of the House, said he did not propose to

change the rules but was prepared to "exercise my discretion to direct the acceptance of questions asking for statements to be made on matters previously refused, provided that, in my opinion, the matters are of sufficient public interest to justify this . . .

"I think it is essential if this experiment is to succeed that the allowances or disallowance of questions, after the application of this test, must be left to my discretion . . . I cannot allow my decision once it has been given to a member to be argued or questioned in the House."

The minister concerned still will not be bound to reply to a question put on the order paper with the Speaker's consent. He may declare on his own responsibility that he does not wish to make a statement, but he will be exposed to skilled oral questioning by House members.

And, if the Speaker has decided a question is of public importance, it will be a brave minister who considers a brusque reply in the House sufficient, political observers said.

Sidewalks Costly

LONDON, Ont.—Officials of London municipality are wishing that more sidewalks had been laid fifty years ago. Checking old records they found that, at the turn of the century, Londoners had paid two cents a foot per year for ten years for new sidewalks. Now, the annual charge is 22 cents a foot.

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Reminiscences and Reflections

Word from Montreal suggests that negotiations for settling the threatened railway strike do not look rosy. In fact, the color is almost pallid. Out by the majestic Skeena we have just been through a three weeks' railway tie-up. But the next one cannot be blamed on high water. Perhaps it would be due to not high enough wages.

Somehow, the impression persists that the great and silent warehouse at Prince Rupert, commonly known as "Operation Installation" will not be dismantled, even if it appears exceedingly uncertain in what way the building will be utilized. So, carry on, Sergeant!

When some jaded, fed-up, sweaty and sleepy looking down-easter spreads out that immaculate new folder from Prince Rupert he'll feel cooler and become a bit restless immediately. Snow on the high peaks, way out west. The gleam of distant unruffled lakes. A pretty girl, frying a five-pounder! What could be finer?

George Rorie, speaking on municipal financing, scored a point when he emphasized the need of having city reports made understandable. The smooth reading flow of facts and figures may be clear enough to the committee but the average mortal sees through a thick haze. Some merely pretend to grasp what it's all about and that's worse. Best to make a clean breast of lamentable ignorance and call for a life preserver, before sinking further.

After he had pulled on his boots the other morning, a local newspaperman reached for his

eyeglasses. Nothing doing! It's awkward as "Billy Be Darned" to be suddenly relieved of your specs. The search went on for an hour. The pair worn formerly was useless. Pawing around, shaking up the bedclothes, peering, peeping and cursing was all wasted effort. Well, this could not go on forever. One had to go to work and make a bluff at being on the job.

"Sure the glasses are lost?" asked Jack Buiger, later that fateful morning. The reply was short and snappy.

"Try again, and come and see me tomorrow."

This was done, but barren of results.

"I know what happened that

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