

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. PERRY, Managing Director. MEMBER OF CANADIAN PRESS — AUDIT BUREAU OF CIRCULATIONS CANADIAN DAILY NEWSPAPER ASSOCIATION. SUBSCRIPTION RATES: City Carrier, per week, 15c; Per Month, 45c; Per Year, \$7.00; By Mail, Per Month, 40c; Per Year, \$4.00.

Thanks, Mr. Fairweather!

THE CASE FOR PRINCE RUPERT, as a seaport for Alaska trade, was pleaded by S. W. Fairweather, C.N.R. vice-president, before the U.S. Senate in Washington, observes the Vancouver News-Herald, whose sentiments will be commended in Prince Rupert which appreciates the able case made out, indicating that the Canadian National is really going out to bring the Alaska trade to Prince Rupert.

Mr. Fairweather forecast a bright future for Prince Rupert, and for the C.N.R.'s northern business, if the U.S. would relax the Jones Act of 1920. This act provides that only U.S. ships may carry goods between U.S. coastal ports and possessions. Effect of the act is to give Seattle shipping a virtual monopoly of the Alaska trade, and eliminate completely British Columbia ports.

The C.N.R. vice-president was supported by Governor Ernest Gruening of Alaska; E. L. Bartlett, Alaska's delegate to Congress; Ralph Rivets, Alaska's attorney-general, and Oscar L. Chapman, U.S. undersecretary of the interior. All of them have long been urging repeal of the Jones Act as discriminatory against Alaska. One of the underlying motives for Alaska's drive for statehood is the fact that such legislation as the Jones Act would then be unconstitutional as discriminating against one state.

Alaskans want Canadian ships to be permitted to carry U.S. goods to their territory. It would give Alaska more service, more competition, competitive rates, and an alternative lifeline in the event of strikes and other maritime disturbances. Governor Gruening, in testimony before the Senate, said: "Shipping between Seattle and Alaska has been conspicuously inefficient and unsatisfactory. Canadians have operated superior ships and services."

Mr. Fairweather explained that goods from the U.S. east and midwest can be shipped to Prince Rupert by rail for exactly the same cost as to Seattle. He testified that, under agreement between U.S. and Canadian railways, rail rates from the midwest to U.S. and Canadian Pacific coast ports are identical. He told the U.S. senators of the Canadian government's plans to develop Prince Rupert as a major port; and he reminded them of the extensive warehouse, dockage and trackage facilities built there by the U.S. army during the war. He predicted that Prince Rupert would eventually replace Seattle as the focal point for Alaska shipping.

Outcome of the Senate hearing, if it results in a repeal of the Jones Act, will be a boon to Prince Rupert, to all B.C. ports and shipping interests, and to the C.N.R. Mr. Fairweather has done a valuable service to this country in presenting Prince Rupert's case clearly to the U.S. body.

THE GRIM REAPER

WHEN the Grand Trunk Pacific Railway was being built, the people of Prince Rupert could be looked on as a community of youth and early middle age.

Today, many indeed of those who could be classed as pioneers have passed on. Such was inevitable, and so will it continue. As time wears along it seems so much more frequent that another familiar name is missed and another friendly face seen no more. The new generation gradually grows into its appointed place.

There will always be found those who go before. They are among the first in the sharing of hazards, uncertainties and discomforts and sometimes the rewards. It has been like this in every land and in every age.

FAITH REWARDED

IT MAY BE SAID of Prince Rupert that no longer need there be serious question as to the future of this newest of the cities of the west. One realizes it now as never before. True there is still a long way to go. Yet there is a momentum, an impetus perhaps far off and faint but nevertheless on its way. It would be prodigal to suggest that there will be freedom from disappointment in days to come. That is part of the price of progress. Enterprise, faith, example and confidence will do much. Priceless natural advantages will do more as artificial barriers are removed.

And so, the men and women who came when Prince Rupert was young—many of whom are still carrying on—hold an assured place. A new seaport is rising in the northwest, a city destined to come, sometime, in a changing world. To have had something to do with its founding, even though in a comparatively obscure way, cannot but be a source of satisfaction and pride.

POPULAR POLICE DOG DEAD
SYDNEY, N.S., (P) — Idol of hundreds of school children, vital link of the R.C.M.P., and leader of canine aristocracy in the city—died recently. The 70-

pound, six-year old Doberman Pinscher had more than 150 police cases to his credit.
Advertise in the Daily News!

Alaskan Pack Dog Outside

"Pinky" and His Missionary Master Pass This Way Enroute to United States

Pinky is on his way to the "outside" for the first time in his life. He is only six years old but that is middle-aged as far as he is concerned and, if he does any thinking about this trip, he may consider himself lucky for it isn't every Alaskan dog that gets a chance to go "Stateside."

Born in the Copper River country near the famous Mount Wrangell, between Anchorage and Fairbanks, Pinky spent his early life hauling wood and packing supplies for his missionary owners, Mr. and Mrs. Ernest Grabb. Until three months ago he had never been out of his home valley but at that time Mr. Grabb presented him as a gift to Everett Bachelder, a fellow missionary.

Now, wherever his master goes, there goes Pinky, whether the mode of travel be by foot, by plane, by boat or by bus. Pinky is a great help in the evangelistic work Mr. Bachelder does. He can pack 50 pounds on his back, so part of his duties consist of carrying the gospel tracts and books of the Testament. Pinky is a goodwill ambassador too, particularly with children who readily trust the big good-natured husky who has but one hate in the world and that is cats. But his master doesn't just look at them as one might look at a piece of steak.

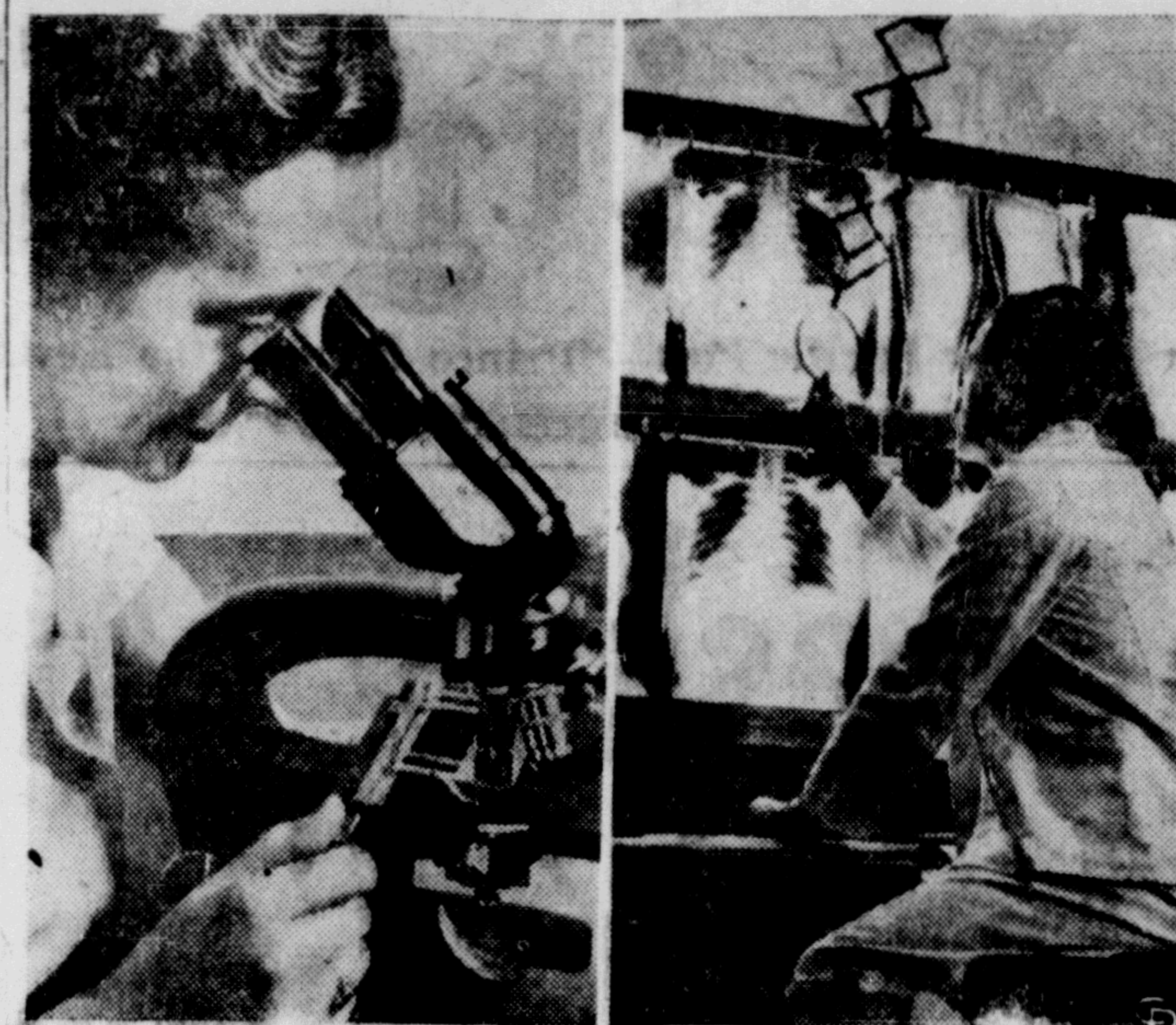
Mr. Bachelder and Pinky were in Fairbanks this past winter when Alaska's greatest winter attraction, the Fairbanks winter carnival, was being held. Sled dogs from all sections of Alaska and the Yukon were there for the competition and Mr. Bachelder was asked to enter Pinky in the judging for the best sled dog. Pinky walked away with second prize.

Pinky arrived in Prince Rupert at the week-end on the Princess Norah and left with his owner by train for Prince George where Mr. Bachelder will visit relatives before he and his companion set off for the south through the Cariboo district. Mr. Bachelder will spend some time in Vancouver and Victoria and then make a number of calls in the northwest States before returning to Alaska.

Mr. Bachelder, who represents no church, only Christ, hopes to find more young men and women who are willing to go into the north and do Christian work without thought of material gain. The Christians as they are sometimes called, have an orphanage at Wasilla, in the Matanuska Valley and more workers are needed to teach the children, to care for them, to work in the gardens and to help construct more buildings that are urgently required.

One of Mr. Bachelder's evangelistic tours consisted of a 1,500 mile trip down the Yukon. Starting from Ruby, last May in a 12-foot boat he drifted and rowed from his starting point to the mouth of the mighty river. Driftwood, crumbling banks and "sweeps" (trees that have been undermined and topple out in the current) made the trip more than interesting. To add to his difficulties Mr. Bachelder was nursing a wrenched shoulder.

On his way down the Yukon Mr. Bachelder was following in the wake of his friend, Mr. Crabb, who had floated down the river 8 years before and was the first missionary to make the trip in a rowboat. Mr. Bachelder called at every little settlement and fish camp he could find. At



PICTURES TELL STORY OF CANCER—Three out of ten people can be saved if cancer symptoms are recognized and treated in the early stages, according to medical authorities. Only way to tell whether a growth is cancer or not is by examining part of it under a microscope, left. The crusade against cancer today is focused on early treatment and education of the public to seek immediate medical treatment. Cancer of the lung will show up as a solid mass on T.B. lung X-rays, according to medical authorities. Surgery, X-rays and radium are the only recognized methods that can control cancer, according to information from the Canadian Cancer Society. In its crusade against cancer this month, the Society is campaigning for dollar memberships to help in the work of making cancer information available to all. The objective in Ontario is to enroll 150,000 new members with donations of one dollar or more.

times he got side-tracked when he mistook backwaters or sloughs for the main channel but on some of these occasions he found people who seldom see a visitor and who had never seen a missionary. For the two months it took him to travel from Ruby to the mouth of the Yukon Mr. Bachelder subsisted mainly on salmon.

On his return trip Mr. Bachelder hopes he and Pinky will be able to travel by way of the Alaska Highway so that he may meet many of the people who live along that road. Mr. Bachelder intends to leave the south before the end of June for he is sure that Pinky, who enjoys life best when the temperature is hovering around the 40 below mark, won't take kindly to hot pavements or travelling on the highways when the sun perks the mercury to above 60 degrees.

LETTERBOX

REALLY CAPITALISTS
Editor, Daily News:
Fifty thousand dollars a year and they call themselves labor men. I call them capitalists. Men reject a 19c an hour increase. Will the people wake up? Isn't 19c better than a kick in the pants?
E. HAINSWORTH,
Ex-Union man.

LONDON IS BOOMING
LONDON, (P) — A survey by the London Free Press indicates that 2,700 homes have been built since 1937. The city's population has grown from 76,424 in 1937 to an estimated 92,000 and is increasing at the rate of nearly 2,000 a year.

SHORTAGE OF NAILS
REGINA, (P) — The current shortage of nails here may be a serious threat to building activity before the construction season ends, contractors say. "There are no nails in town at the moment," said one construction company official.

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to VANCOUVER
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Reminiscences and Reflections

By W.I.

Salmon season comes on apace, and noble examples of a peerless seafood appear in the Prince Rupert market place. And again, with the return of spring, comes the suggestion that eastern and overseas salmon has a flavor superior to the British Columbia product. Mebbe! This fish eater knows nothing about salmon overseas but he does know that back on the Atlantic coast, the fresh article is described as a luxury, received with a touch of humility, and consumed with gratitude and cream sauce.

Announcement is made that under the reorganization of Trans-Canada Air Lines it will be possible to go from Calgary to Vancouver in two and a half hours. But who wants to go to Vancouver?

Those who flew from British Columbia to Australia to consult a man who said he could cure cancer felt better after the treatment. But the problem was not solved. Improvement was admitted but this was due to change of climate. And now, they are coming home. The haggard face of one looks at you from the front page of a Vancouver daily. It is not suggesting levity to say they have been taken for rides. They have indeed—with one prayer and hope that a dread affliction could be overcome. This is also a war—never to cease until absolutely won.

Train Schedule

For the East—
Monday, Wednesday, Friday—
8 p.m.
From the East—
Tuesday, Thursday, Saturday—
10:45 p.m.

George Dawes returned to the city by air at the week-end from a brief trip to Vancouver.

Oh yes, there are slums in

What's no smile for the Postie?

Mr. J. A. Wallingford
217 Hillside Court
London W.1.
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Oh, oh—it's that sign again!—the one saying "Postage Due" on the letter. So she shells out a shilling—or maybe some francs or lire, and all for the sake of a letter that hasn't been properly prepaid!

And what a pity—because generally, friends like to hear from each other—but nothing takes the joy out of mail so fast as postage due. Because the addressee—either here in Canada, or abroad, must pay double the deficiency.

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GIVE WINGS TO YOUR WORDS

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Issued by the authority of the Hon. Ernest Bertrand, K.C., M.P., Postmaster General

Prince Rupert. Somebody said so in print the other day and one is silly to deny it. Also, dwellings lacking paint and streets without sewers. But who, or what's to blame? You see, way back at the beginning of all the excitement, we planned and talked in the grand manner, just naturally figuring on something that didn't click. It had been suggested that, despite maps, Rupert should have been kept between Hays Creek and Morse Creek, instead of all over Kaiaen Island, thereby having compactness, paint, sewers, no slums and a smaller notion of things in general. But then, here we are and anyway, so what!

EDMONTON, (P) — Edmonton's first tourist bureau will be set up this summer in the downtown section of the city. Don McKay, secretary of the Chamber of Commerce, announced.

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E. Rossiter, R. M. Crooks,
Barnes, G. Taft, F. P. B. B.
To Sandspit—H. D. W.
Inbound Monday from
Couver—C. A. Santwick,
siter, R. M. Crooks.
From Sandspit—B. T.
To Vancouver (Saturday)
E. F. Sargent.
From Vancouver (Friday)
K. Leckie, T. Healy, J. J.
Mrs. Newell, G. J. Dawes.
From Sandspit—C. A.
H. Holthe, H. D. Forde.

E. A. Smith left on
night's train on a business
to Smithers, returning
morning.

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