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Death of Bernadotte

THE UNITED NATIONS organization could have no greater or more serious challenge to its authority than the deplorable murder in Jerusalem yesterday of its No. 1 official, the peace-maker, Count Folke Bernadotte, the U.N.'s own mediator for Palestine. Regrettable and dastardly as the crime may be, the killing of Bernadotte is, in fact, nothing more than a culmination of many overt and challenging events that have been going on in Palestine and which made so difficult the courageous and patient efforts of the same Bernadotte to restore order in that troubled land.

The United Nations will be expected to take forthright and prompt action once and for all to clean up the situation in Palestine. Fortunately both the Arabs and Jews themselves have officially deplored and repudiated the event. Quite possibly the assassination and martyrdom of Bernadotte may be the signal to arouse an indignation out of which will be implemented a real desire and determination to clear up the whole desultory yet tragic Palestine question.

WE'LL MISS 'ADELAIDE'

TOURIST OFFICIALS in Vancouver are "howling with rage" at the announcement of the Canadian Pacific Railway that the Princess Adelaide is to be withdrawn from service and the Vancouver-Ocean Falls-Prince Rupert service and scrapped. A prominent official of the Vancouver Board of Trade has added his voice. We had in mind to do some protesting ourselves in this matter so we can subscribe to the indignation that appears to have been so vehemently expressed in Vancouver.

Prince Rupert will miss this local service between Vancouver and Ocean Falls which has been in institution for a quarter of a century and on which we have relied and, incidentally, supported well. We will miss the Adelaide's friendly "J" blast on Monday afternoons and evenings, the courteous officers and crew members who since the early days of such old-time vessels as the Princess Beatrice, Princess Royal and Princess Mary have become such familiar and regular visitors that they seemed almost part of our community. There will be a sort of lost feeling, indeed, on our local waterfront after the Princess Adelaide has made her last sailing.

It is to be hoped that, if the old Adelaide is proving herself too costly a unit to operate on this run, a more economical vessel and possibly one of a type better adapted to the run may be obtained to continue the service. But, of course, we are not dependent upon the Canadian Pacific to provide us with service adequate to our needs. The two other coastal lines—Canadian National and Union Steamships Ltd.—are now better equipped with vessels than they were before and can and probably will step into the breach if the C.P.R. leaves us in the lurch and gives them the opportunity.

RED SHIELD APPEAL

LET US GIVE spontaneously and generously to the Red Shield appeal of the Salvation Army which is on again in Prince Rupert, a city which has long known the good works of the Army in places where other religious and welfare organizations often fail to reach. Prince Rupert receives many appeals and is known for the generosity and completeness of its response to every worthy one. Certainly our people will never let the Army down.

Well do we know that whatever the trouble, whatever the cause, no human being in need is "hopeless" to the understanding heart of the Salvation Army.

To the Army, the man or woman or child wasted by hunger, haunted by fear, afflicted by poverty, enslaved by moral weakness... the innocent child wronged by circumstances... the old person, or forgotten... each of these is a human being awaiting reclamation.

Every minute someone needs and receives the material and spiritual ministrations of the Salvation Army. In its annual appeal, the Army once again seeks the support of OUR dollars in carrying on this necessary work.

We would do well to "Give Generously" and even before we are asked.

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Reminiscences and Reflections

By W.J.

A Governor General in town, years ago was by no means an unusual event. For a while, such occasions even gave promise of being regarded as commonplace. First, there was Earl Grey. He was welcomed by William Manson, government agent. The viceroys called at a time—a late August day in 1909—when the city was so new one could almost hear the varnish crack. The Duke of Connaught was received with due deference and dignity before the First Great War was raging. Later, in the story of Prince Rupert, the portly Devonshire came and then the great soldier Byng. He found Prince Rupert basking in warm sunshine and his smile was something like that when he shook hands with scores of war veterans drawn up on the wharf. His presence made one think of an old soldier's reunion, instead of something official and perhaps a shade stiff. Lord Willingdon, tall, lean and amiable, lifted his high hat and bowed to the throng on the dock but nobody cheered. They hardly ever do. The morning was dull and chilly.

Well, you never can tell just what to expect! Had anyone ever told a buffalo hunter, a grain grower, the late Louis Riel, a railway builder or the author of "The Red River Valley" that some day Manitoba would boast of a fully fledged naval port, with real warships buzzing around, he'd have been stared at and pointed to. The destroyers Nootka and Haida, through snow flurries and occasional fog, sailed across Hudson Bay last week and on Monday berthed at Port Churchill, Manitoba—the first Canadian fighting ships ever seen there.

The site of the Premier Hotel, once a popular place of rest and refreshment, is near the eider pathway that leads across the railway reserve down to the yards and the station. Once, in the early days, Lionel Crippen was breakfasting there. Heavy blasting was going on at the time and flying rocks smashed a dining room window. A few fell handy to Crippen's table. "I asked for bread and ye gave me a stone" he blandly remarked and ordered another cup of coffee.

Something got into the papers lately concerning the first passenger boat, the General Smythe to ever run on the St. John River, a century ago. Horses were used instead of steam-power. Horses used to be so handy. Back in the 'seventies, when Hugh Graham was struggling with what was to become a great newspaper, the Montreal Star, he had lean pickings. Before he could buy newsprint, he had to find the cash from the previous day's business. The cost of power was prohibitive so Hugh leased or bought an old grey mare. Every afternoon it would enter the pressroom and climb aboard the improvised "press." The next development was the appearance of the editor and financier who bringing down his hand on the flank of the press, would call out "giddap."

Perhaps nowhere in Canada, save in British Columbia is there such an enchanting holiday season as autumn. Nowhere can be felt uncomfortable warmth or enervating heat. Insect pests have vanished. The

FROM YUKON TO OTTAWA

Mrs. George Black Will Travel Furthest to Reach Convention

George Black, M.P. for Yukon, and Mrs. Black will be passing through Prince Rupert early next week enroute to Vancouver, from which city they will leave for Ottawa to be present at the Progressive-Conservative convention September 30-October 2. Next Monday they will set forth from Whitehorse and will be here Wednesday afternoon on the Princess Louise bound for Vancouver where they will take the first train East. It will take more than a week to reach the capital. No other woman in Canada will travel as far as Mrs. Black in order to be in Ottawa in time for the opening of the convention.

ver year is a tonic. Among distant peaks, lakes, streams and woods, in countless ways and in all directions, the master artist is giving glimpses of fairyland.

Some of the old timers, evidently, were prepared to debate anything. Once, a hotel man was refused a license renewal because his place of business was within 300 feet of a church. That was contrary to the by-law. The proprietor maintained there actually was no church for the upper part of the building took in lodgers. Foxy old fellows, those pioneers. However, the plea did not stick. It could not be said, though, that the argument lacked ingenuity.

Gardening at Port Churchill has penalties as well as rewards. The postmistress has managed to develop a tiny plot after the laborious gathering of scanty earth from among rock crevices and mixing this with muskeg. And now, note the law of compensation. If the providing of soil bristles with difficulties, the long hours of strong sunlight help to adjust the balance. Seedlings show through the ground five days after planting. So, horticulturists of Prince Rupert, others have little problems too!

Quizzed over the air, Thursday evening, a gentleman from New Zealand said he had come to Canada hoping to remain, for he regarded this as a land flowing with milk and honey. Thanks, Pard. You have a pretty fair domain too, having shipped to the Dominion nine million pounds of butter. Ever hear of oleomargarine?

Speaking of Terrace there are many who nurse the notion that it was not until the arrival of Grand Trunk Pacific steel that anything in the shape of a white settler was seen there. They are subject to correction. First of the newcomers was Tom Thornhill and the time was in 1892. He landed at Little Canyon, a couple of miles from what is now Terrace. In a new land, a lot of alleged pioneers think they are seeing it for the first time. But if most look back far enough they may discover someone was there before them.

The Skeena Highway, remarked a returned motorist the other day, is "passable." The dictionary says passable means "navigable." Perhaps it will be just as well to advise anyone coming north to engage captain and crew as a prudent preliminary step.

STOCKHOLM @ — Hunters and fishermen roamed the forests of central Sweden 6,000 years before Christ, Sten Florin, young Swedish scientist said in a paper published here recently. The first traces of peasant culture appeared about 3,000 B. C., he said.

AIR PASSENGERS

To Vancouver—C. W. Michiel, K. F. Harding, D. A. Brown, D. Forward, A. O. Pettien, Mrs. M. M. Roper, D. Odowchuk, Miss C. Murie; Miss D. Murie, P. Vancin, D. W. Gordon, A. Dixon, J. H. Trudeau, R. L. Brown. To Sandspit—P. Mathews, R. Raine, L. Wilson. From Vancouver—J. J. Payne, Mrs. A. Mansell. From Sandspit — J. Maxwell, T. Walters.

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For obvious reasons, the principal one being increased cost of production, it has become necessary for the Daily News to announce a long deferred but small increase in circulation rates to be effective on and after October 1, 1948. The new rates will be:
CITY CARRIER DELIVERY:
Per Week, 20c; per Month, 75c; per Year, \$8
BY MAIL
Per Year, \$5; per Month, 50c
Payment may be made up to and including September 30 of any arrears or of advance subscriptions at the present rates of 65c per month and \$7 per year for city delivery and \$4 per year by mail. Thereafter both arrears and advance payments will be at the advanced rates.
Subscribers are advised to check up their accounts and take advantage of the old rates as long as they last.



The eighth anniversary of the Battle of Britain is to be noted by special church parades by the RCAF across Canada this coming Sunday. German bombers left their mark on British cities, as shown by the above picture of bomb ruins around St. Paul's, but Hitler's airmen met their first major defeat in September, 1940, when staggering losses inflicted by defending fighter squadrons forced them to abandon their daylight mass bombing attacks.

BUY PAPER PARACHUTES

STOCKHOLM @ — Swedish paper parachutes, used for dropping supplies, have now begun to win a market abroad. It was announced recently, The French army in Indo-China, recently bought 3,000 of the parachutes, which are less expensive than silk.

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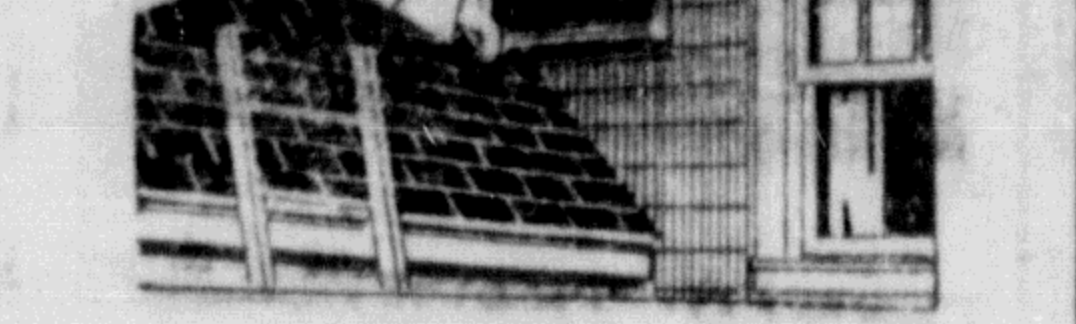
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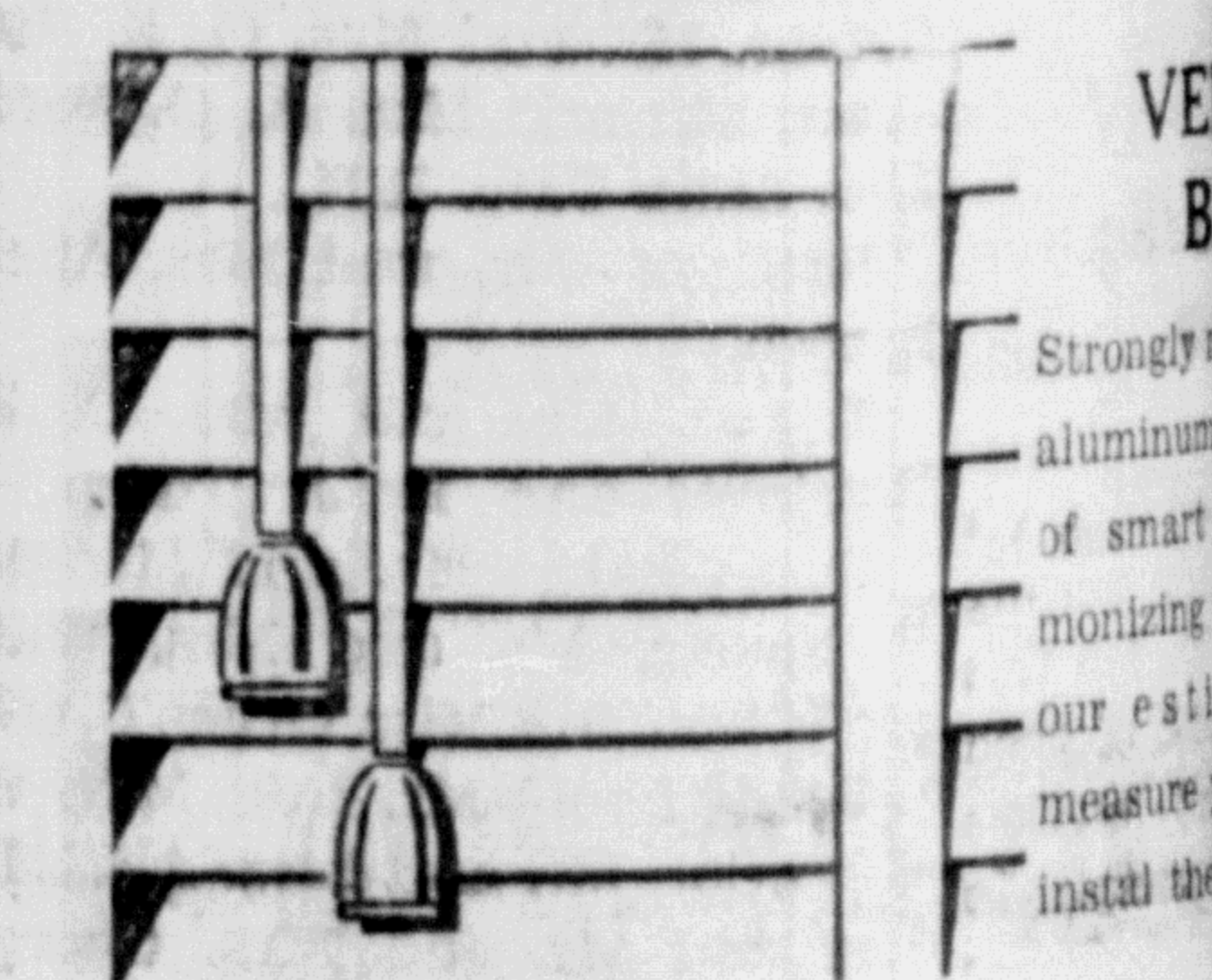
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