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## A Fair Request

**FREIGHT RATES** on the railways and the highways are to be regulated and approved by government commission in the public interest, as they are, it is reasonable and logical that coastal shipping rates should be similarly governed, which they are not today. Therefore, the petition of the Prince Rupert Liberal Association to this effect is in order.

Recent precipitate increases in coastal freight rates have brought the matter to a head. Last September, suddenly and with little warning, the coastal shipping companies announced a thirty per cent increase. Business interests at that time expressed resentment as much as the brevity of notification as on account of the sharp increase. Recently there was another boost in rates of such an involved nature that the full impact of them was not realized until they became actually effective.

By making it necessary for coastal shipping rates to be subject to approval by public commission, there would be opportunity for full study, representation and adjudication which would be better for all parties concerned.

## AIR TRAVEL RISK

**NEWSPAPERS** are sometimes accused by the commercial aviation companies, intent on making people air travel conscious so they may increase their business, of unduly playing up aviation disasters. Yesterday, for instance, two disasters—one in England, the other in this district—got front page headlines.

Actually, railway or steamship disasters might have received similar news treatment even though aviation is newer and more spectacular.

The fact that such tragedies are unusual is what makes them news and subject for headlines. If they were very common they would soon become relegated to normal treatment. So really, there is no cause for people to be deterred from taking the odd airplane, railway, steamship or even motor trip just because there is the occasional accident. If we were to do that, we might just as well refuse to cross the street for fear of being hit by an automobile but might stay at home or in the shop or in the office. Even then we would doubtless worry about dying from heart failure—which quite a few folk do.

As a matter of fact, air travel, particularly in Canada, has achieved a high standard of safety because the regulations are so stiff, sometimes to the point where we are irritated when we are disappointed in a trip because conditions are deemed unsafe for flying.

In travel like anything else, it is the mishaps or the mistakes that we hear about. The things that go right and are well done are taken as a matter of course and nobody thinks much about them.

## SOME ARE STILL AROUND

**TO ANY REASONABLY** informed observer with more than ten years perspective it must be apparent that management, on the average, has come a long way in its recognition that "labor relations are human relations"—as one executive puts it—and, by the same token, so are management-union relations.

Why, then, do unions look so fearfully upon any proposal to restrict in any way their freedom of action? Partly because some of the "treat-em-rough, tell-em-nothing" school of management are still around.

Says the featured editorial in a recent issue of a trade journal which purports to serve a great industry:

We ought to do away with all the labor legislation passed in the last 20 years. We ought to go back to the 54-hour week . . . We ought to give up the National Labor Relations Board. . . . If the men on the railroads don't want to work for wages and under the current conditions, let them get out. . . . If those men do go out on strike, let the management hire some more men. . . . It is a simple matter, that is all there is to it.

We quote this artlessly uninhibited throwback to the thinking of a bygone age, not because we think it is typical, but because it may help toward the understanding of what makes the labor movement tick.

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## LETTERBOX

### WRITE UP ISLANDS

Editor, Daily News:  
I am wondering why you don't steer some of the eastern writers that show up there occasionally over this way for a "look see." If they are good at hiking, a trip around the east coast of Graham Island might be found instructive and even enjoyable. If they prefer to ride, that might be arranged.

There is a guy with a jeep who has the Verhyden estate at Cape Fife. He delivers beef to Port Clements and Queen Charlotte occasionally via the beach of east coast. I think this party makes Massett his headquarters. Anyone coming down the coast with him could stop at my place at Cape Ball River, if they so desired, and I could take them on from there to Skidegate Inlet points. We do not have a jeep so we use horse and wagon to Belush's at Tlell, taking our pickups from there.

It is not practicable to bring an ordinary car or truck up the east coast. The lighter jeep with dual rear and four-wheel drive does negotiate the beach at 20 miles per hour. A slower rate of speed than that might orce him into shingle or soft and due to the tides.

As you possibly know, there are some very good areas that have been partially developed in the vicinity of Oeanda although they may be reverting to jungle now from neglect. At one time pretty much every "quarter" had a pre-emptor in possession. It is too bad DP's are not given an opportunity to settle up there. There is a lot of backbreaking work entailed in developing swamp land or clearing bush but there is a good chance of security in that as in casual or even permanent employment what with plenty of game and fish, productive garden plots, a friendly people cooperatively inclined.

At present one lone prospector is the only resident between Cape Ball River and Rose Spit. The Verhyden cattle are let rustle for themselves quite as much as were the original wild cattle so far as I can learn. It is suspected that some of the Tlell



**GREETS CUBA'S PRESIDENT-ELECT**—The newly-elected president of Cuba, Carlos Prío Socarras, is embraced by Chief of Staff Gen. Perez, shown wearing his pistol, at the meeting in the Presidential Palace, Havana. At left is the incumbent President Ramon Grau San Martin, who backed Socarras. Right, wearing glasses, is Vice-President-elect Dr. Alanso Pujol.

fishermen still kill "wild cattle" up around Cape Fife. The party that bought those cattle, so he inferred, has established himself only a sort of temporary camp on the old Sam Raybould property which he purchased for practically nothing.

A colony that want to take up dairying—butter and cheese making—could start right in up there with abundant range for quite a nice little dairy herd. Butter and cheese are articles that market readily, are not particularly bulky or heavy and require no particular speed in transport.

I have been considering trying a write-up for the Islands. I think if I took the time out for the purpose could assemble facts and pictures of interest with particular accent on agricultural possibilities but I just can't seem to find the time.

One excuse for not attempting to write is lack of local color! If I was any good at writing, I think I could find plenty to write about—imagination can build romance around very simple things and almost any fact can be dressed up to look good else there'd be no gold bricks. Ground parties will also operate in various sections of the province.

## Modern Etiquette

By ROBERTA LEE

Q. Is it courteous for men to take off their hats in business elevators?

A. While this is always courteous, it most certainly is not necessary, nor is it expected. In fact, on typical crowded office building elevators, it is much better to keep the hats on to avoid added jostling of fellow passengers.

Q. Is it ever permissible to use the knife to convey any kind of food to the mouth?

A. No. The only purpose of the knife is for cutting, and then it should be done as skillfully as possible, and not used as a saw.

Q. When someone compliments you on the suit or gown or hat you are wearing, what should you say?

A. "Thank you" is sufficient.

## B.C. SURVEYS SCHEDULED

VICTORIA, B.C. — Extensive aerial surveys for mapping of British Columbia will be carried out this summer. It was announced by Hon. E. T. Keaney, minister of lands and forests. Ground parties will also operate in various sections of the province.

## SEA-GOING CRUISER IS SMOOTH JOB

Fine Forty-Foot Craft Here Enroute to Skagway

She is as smooth-looking as a mermaid but there the resemblance ends. The "Judy B. II" is a creation of man's skillful designing and engineering ability. A 40-foot Matthews sea-going cruiser, this pleasure craft of Dr. G. H. Mathis from Longview, Washington, is a thing of beauty from her chrome trimmed anchor winch to the tip of her telescopic telephone mast.

Dr. and Mrs. Mathis, accompanied by their friends, Mr. and Mrs. Stanley Olson, left Longview on June 21 on a cruise that they plan will take them as far north as Skagway. They arrived in Prince Rupert Sunday night after a rough trip up the coast. Wind or rain accompanied them most of the way and, before they left the United States side, they had the unhappy experience of seeing another pleasure craft blow up at sea.

The Longview party had seen the unfortunate boat go by and were gassing up the Judy B. II at Friday Harbor when the accident occurred. Another boat put out to the rescue and picked up those who had been aboard. While doctors of the island worked on three injured members of the party, Dr. Mathis, with the aid of rescuer he carries on the Judy B. II, attempted to revive the fourth member, a man who had apparently received the brunt of the

explosion. However, despite Dr. Mathis' prolonged efforts, no sign of life was evidenced in the victim of the tragedy and he was pronounced dead.

Cruising speed of the Judy B. II is 15 knots and inside her pilot house, which has more windows than a glassed-in porch, there is a wide array of navigation aids including radio-telephone, a direction finder, a depth-sounder and an automatic plot. Dr. Mathis and his party tried fishing at a couple of spots on the way north but without luck. They aren't discouraged however and are looking forward to landing some salmon when they get into Alaskan waters.

**C.P.R. BUILDS NEW PIER**  
VANCOUVER, B.C.—The C.P.R. has begun preparatory work on a new pier on Vancouver's waterfront. Engineers are examining the harbor bottom at the location of a previous pier, destroyed by fire 10 years ago.

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