

An independent daily newspaper devoted to the upbuilding of Prince Rupert and all communities comprising northern and central British Columbia. 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

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We Can Build Ships

IT WAS small warship construction that early in World War II sparked a period of shipbuilding at the Prince Rupert dry dock which was to see four minesweepers and later thirteen ten-thousand ton freighters as well as two China coasters turned out, causing upwards of 2000 men to be employed in the local plant at times.

Rear-Admiral Rollo Mainguy, flag officer of the Canadian Atlantic fleet, who formerly held a similar post on this coast, spoke in Boston yesterday and broadly hinted that the time was ripe, in view of the present international situation, for Canada to be getting busy in building up her naval strength through construction of new warships.

We have often expressed regret that it should have taken a war and admission of her importance in time of crisis to bring a boom to Prince Rupert. However, it is a fact that, when new ships were needed in a hurry, Prince Rupert's dry dock was quickly resorted to and did a good job in the emergency, turning out vessels that were unexcelled in any other shipyard in Canada—even the older and more firmly established plants.

Whether or not another emergency exists at this time, it is not for us to be certain, although there have been repeated warnings that, after another war breaks out, there will not be much time to get ready to fight. No doubt, however, in any warship building program for naval and other purposes which Canada may deem it necessary or advisable to embark upon, Prince Rupert's proven facilities will be taken advantage of without too much reminding of the authorities that they still exist.

GRUENING FRIEND OF OURS

IT WAS AN interesting message of the possibilities of co-operation between the port of Prince Rupert and the territory (soon to become a state) of Alaska which the Daily News received yesterday from Alaska's friendly governor, Ernest Gruening, for delivery to the people of Prince Rupert. Every time we meet Governor Gruening we are the more convinced of his sincere conviction that Prince Rupert can play a big part, if permitted to, in the solution of Alaska's long standing transportation difficulties. Some day, with the support and interest of such friends as Governor Gruening, and it now seems assured that he is going to remain in that important post for a while longer, Prince Rupert may well enter upon its role as the natural and most economic port of entry and rail-head for Alaska.

We are having, of course, to buck the big interests centred at Seattle, who naturally want to put every obstacle they can in the way of this port which Dick Neuburger so aptly described as their "bad dream." If the Alaskans themselves are as enterprising as their kinsfolk in continental United States and Prince Rupert people, as well as the railway people and others who have interests and something to sell here, keep on the job, the worm is sure to turn some day. The natural economic laws cannot be held back forever by artificial and unreasonable restrictions which are maintained for the selfish interests of some parts of the country at the expense of others.

Prince Rupert can rest its case on the natural advantage which it so obviously possesses as the port of Alaska, but of course, it must keep pounding away all the time in the promotion of its case. More enthusiastic and persistent advocates, even among ourselves, like Governor Gruening would be very helpful.

EDUCATION OR LIQUOR?

THIS HAS BEEN Canadian Education Week. The schools have been receiving many visitors to see for themselves what is happening in the classrooms—to find out what kind of facilities and teachers they have, to get an idea how the schools are preparing students to cope with the conditions of modern life and to be better citizens of the community, the nation and the world. Articles have been written, speeches made and meetings held.

Success in the making of a better and more adequate educational system can well come from more enlightened citizens in each community, able school boards and superior teachers.

The key to bring about needed changes in the educational system and standards, after all, lies in the hands of the people whom it has been endeavoured to reach during this Education Week. Here in Prince Rupert just short of a million dollars was spent at the government liquor store last year. The city of Prince Rupert in the same year spent \$80,000 on schools and education. These are striking figures. When the people become convinced, not only in Prince Rupert but in the rest of the country, that the school house is as important as the liquor store, they may be expected to take a more sober view of the sacrifices and efforts to be made for education. There are other things, too to which undue importance appears to be attached as compared with the vital matter of education.



BEVINS, ATTLEES, MARSHALLS AND DOUGLASES GET TOGETHER — The Bevins and the Attlees of Britain and the Marshalls and Douglasses of the U.S. got together when the British prime minister and foreign secretary had lunch with the U.S. Secretary of state and ambassador at the latter's London home. Left to right are Mrs. Lewis Douglas, wife of the U.S. ambassador; Mrs. Ernest Bevin, wife of Britain's foreign secretary; Mrs. George C. Marshall, wife of the U.S. secretary of state; Mrs. Clement Attlee, wife of Britain's prime minister; Ambassador Douglas; Secretary Marshall; Lewis Douglas Jr., son of the ambassador; Mrs. Lewis Douglas, Jr.; Premier Attlee; Foreign Secretary Bevin and (kneeling in front of Mr. Attlee) Miss Sharman Douglas, daughter of the ambassador.

Reminiscences and Reflections

By W.J.

It has been learned at a local meeting that Scandinavia is the true home of Scotsmen and that the backbone of Scottish people were the Kelts, which surely means kilts, and the Norsemen. The late M. P. McCaffery would chuckle to himself when declaring as he frequently did that he always understood the Scots descended from "ship-wrecked" Norsemen. So from this bit of ancient history it may be reasonably enough inferred that Scotland, revolving on stout ships in future, looked toward the Clyde. Hence, next to whiskey, shipbuilding became her proudest industry.

This, it is perhaps needless to say, is Education Week and much information of interest and value is heard. The various relationships between parents and teachers and the children are treated in full, as well as other matters pertaining to instruction. It might also be said there is a connection between school books and bank books—a sensitive subject.

A broadcast Wednesday evening said Queensland in northern Australia had been without any rain for three years. Not so far away, over in Northeastern India, the average rainfall is between five and six hundred inches. This is passed along as a news item, free of charge. Speaking personally we'll stay in Prince Rupert a while longer.

Piper Bill MacKay, whose playing at the observance of Remembrance Day was an interesting feature of the occasion, hails from Winnipeg and has been residing here for the last three or four years. Speaking of bagpipe playing, many local old timers will recall the Leslie family, who, when they lived here, were frequently heard on the pipes, and who were most proficient. They moved to Montreal several years ago.

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ACME CLOTHING

Goose Hunter Is Robbed By Eagle

George Dawes, local Fisheries patrol skipper, is waiting to catch up with a certain bald eagle whose hunting instinct robbed him of one-third of his day's bag while on a hunting trip this week.

Mr. Dawes was hunting geese and had managed to hit three chonkers as they came in for a landing at Spiller River. Two of the birds were killed outright and the third wounded.

Mr. Dawes went to retrieve the two dead birds and, as he was returning, an eagle swooped down from a nearby tree and, clutching the injured goose in his talons, made off as fast as his cargo's weight would allow.

Presumably, the eagle lighted in some tree and enjoyed a feast which was about equal to its own weight.

Classified advertising always brings results.

HOPS OFF FOR HARDY TODAY

William Spratling, of Taxco, Mexico, who made a wheel landing Wednesday on the small tarmac of the Seal Cove air base, took off shortly after 9 o'clock this morning for Port Hardy enroute to Seattle after being held up here yesterday by weather.



Announcement...

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PRINCE RUPERT YEARS AGO

(Twenty Five Years Ago)

Alaska Steamship Co. announced that the steamer Alameda would commence a regular service between Prince Rupert and Seattle, and Alaska on November 10.

Trial began in assize court here of C. Nishada, a Japanese of Buckley Bay, Queen Charlotte Islands, accused of the murder of another Japanese.

First shipment ore from the Duthie mine at Smithers to California via Prince Rupert arrived here. It was of 100 tons and was expected to be followed by other shipments at regular intervals. The Duthie mine was operated by the Federal Mining and Smelting Co. a Guggenheim company.

(Thirty Five Years Ago)

The Hospital Board installed electric lights in the operating room so that night operations might be performed. The former operating room was turned into a case room.

The B. C. Coast would become the tourist playground of North America, according to William McMurray, general passenger agent of the Oregon-Washington Railway Co.

The Daily News editorially demanded that the city council force the removal of a planing mill from the corner of Fraser and Fifth Street. The mill constituted a fire hazard, the editor claimed.

Theo Cahart left last night on the Prince George for a three weeks' visit to Vancouver.



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PRESBYTERIAN FALL BAZAAR

Was One of Most Successful Affairs in Years

Fall flowers adorned the pourers' table at the tea and bazaar held Thursday afternoon by First Presbyterian Church Ladies' Aid in the church hall. An excellent attendance made the function one of the most successful in years.

Receiving the guests were Mrs. C. G. Ham, president of the Ladies' Aid, and Mrs. George E. Sendall, wife of the pastor. Mrs. John McLeod was convener of the tea room.

At the pouring table were Mrs. H. M. Foote and Mrs. Alex. Guyan, while serveurs were Mrs. Robert Parker, Mrs. R. L. Hood, Mrs. Robert Strachan and Mrs. T. W. Brown. In charge of refreshments were Mrs. John McLeod, Mrs. N. S. Brewer and Mrs. R. Munro. Mrs. J. M. Simpson was cashier. The following were in charge: Rev. George Sendall.

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PHONE 81

CAR DAMAGE WHEN UPSET

No one was injured Thursday night when the street on Besner level. The driver, a blond police constable, was blinded by the headlights of an oncoming car.

Classified Advertising

Advertisements in the

of booths:

Fancywork—Mrs. J.

Mrs. Murdo Macdonald

Knitted Goods—Mrs. Robb

Aprons—Mrs. H.

and C.G.I.T. girls

White Elephant—Mrs. T. M.

Saunders, Mrs. T. M.

Home Cooking—Mrs. J.

Manson, Mrs. W. W.

Candy—Mrs. N. S.

Country Store—Mrs. J.