

## THE DAILY NEWS

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DAILY EDITION.

1932 SATURDAY, SEPT. 7

## Daily News on Daily Doings

## HOW THE GOVERNMENT WHARF IS HELPING.

At the Board of Trade meeting last night a letter was read from the Northern Steamship Co. asking that the board should endeavor to effect some improvement in the situation by which the Provincial government is levying dockage rates as high and even higher than those charged by the G. T. P. and is further exacting a tonnage charge from steamers which makes the Government dock decidedly more expensive than its competitor for steamship traffic. This would account at once for the phenomenon at Prince Rupert of a handsome ferro concrete wharf doing mainly motor boat and Skeena snag scow business with occasional patronage from government survey steamers and lighthouse tenders. When Premier McBride performed the opening ceremony for the wharf how sweet were his assurances that this great and successful undertaking of the Provincial government for the benefit of Prince Rupert would be devoted to purposes of reducing dockage charges and preventing waterfront monopoly! On many recent occasions the G. T. P. wharfage has been so crowded that steamers have had to wait for chances of nosing into berths. But the great big beautiful Government wharf stands there with its barrier charges, useful to intending patrons as a wax doll, and much more like a white elephant. Now the Board of Trade is aware of the difficulty, Prince Rupert will not let so vital a matter rest till it is righted.

## PANAMA BILL GIVES CANADA A PULL.

Without intending it, the Panama Canal bill in its present form may give enormous advantage to the Canadian Pacific Railway, thinks the Wall Street Journal. Ownership of

ships by the railroads of the United States trading through the canal is extinguished, while the Interstate Commerce Commission is given power to regulate ships trading elsewhere so owned. But it is diplomatically impossible, on all construction of international law, for this country to decree the ownership of foreign vessels using the canal. This necessarily gives the Canadian Pacific an enormous advantage, in the ownership of its fleet, over the Southern Pacific or the New Haven, to say nothing of its competitors in the northwest with no ships at all.

## PRINCE RUPERT AND PUBLICITY.

It must come as a surprise to many citizens of Prince Rupert to hear from the president of the Board of Trade that Prince Rupert is one of the few cities in all the Dominion of Canada which does practically no organized publicity work for itself. Other centres have their publicity commissioners, usually associated with their boards of trade. Many cities in Canada devote a share of the public funds to purposes of publicity. All Canada certainly appreciates the value of printer's ink. Prince Rupert is fortunate, however, in being of itself naturally such an interesting spot on the map that printer's ink of its own accord seems to have an affinity for this city and newspapers all over the world are pleased to print news about the G. T. P. terminal. Still random and unorganized publicity is not the best, and the time is certainly ripe for Prince Rupert to devote special attention to publicity with a purpose. The Board of Trade official booklet is but a beginning. The campaign of purposeful publicity for Prince Rupert should be at its height in the months between today and the day of the gold spike.

## AN AMBULANCE THAT IS FIVE AMBULANCES: THE LATEST INVENTION FOR THE HOSPITAL

Prince Rupert had to wait long for its first ambulance, and but for the interest taken in the need for it by General Supt. Mehan of the G.T.P., it might have been waiting still. For ambulances are costly, and the General Hospital generously provided for already by the citizens has still many calls on the purses that finance it. It was difficult to decide on an ambulance for Prince Rupert. It is not easy to solve the ambulance problem even in the largest cities. Auto ambulances are frequent now, but the horse drawn vehicle is still largely built and used.

## "Five in One" Ambulance

Buffalo has adopted one of the most unusually designed ambulances known, or perhaps it would be correct to say "some" instead of "one," inasmuch as this ambulance is really five in one. It consists of one well-made body and five separate steel linings.

The idea originated with the superintendent of one of the Buffalo hospitals, and the reason for separate linings is to prevent contagion, as naturally there is scarcely time for an emergency ambulance to be cleaned and fumigated after every trip, as it very frequently happens that calls come in so rapidly the ambulance after delivering one patient has to turn around and dash away for another.

## Safe for all Complaints

Ambulances are very costly to maintain, with a driver for each and extra attendants. But this Buffalo hospital superintendent avoided all this extra cost by his simple plan of making one ambulance body to which steel linings can be fitted. Of course, any number of linings can be made for one ambulance body, but in this instance five were made.

One is for diphtheria, another for smallpox, a third for scarlet fever, the fourth for measles and the fifth for suspected cases and general emergency and injuries. Of course more linings could be made to better advantage to the hospital, and this will doubtless be done in time.

## System of Storage

These steel linings are made with rounding corners and rounding angles, so they may be easily and quickly scrubbed out and fumigated. A sort of a house is made for them, exactly back of where the ambulance stands. This has five compartments, each one labelled "Diphtheria," "Smallpox," "Measles," "General Cases." When the call comes "Smallpox case at No. 600 Blank avenue," the attendants open the door to the compartment marked "Smallpox" and pull out the lining; it runs on rollers and slides from its resting place into the body of the ambulance, a

couple of clamps forward and back working by means of a lever, lock the lining in position, and this is done almost before the driver has had time to get into his seat.

## Not a Moment's Delay

After the ambulance returns and the patient has been taken to the isolation ward, this lining is thoroughly scrubbed and fumigated. But while this is going on another call may come in. There is not a moment's delay. The ambulance takes another lining, according to what the disease is, and dashes away, while the cleaning of the first lining goes on. Even if it is another case of smallpox and they are cleaning the smallpox linings, any of the others may be taken in such an emergency, as they have been thoroughly cleaned and sterilized.

## Leads the Way.

Authorities from other hospitals all over the country are watching this experiment with great interest, and place great faith in it. The first cost is naturally large, as it needs the costly linings and the compartments where they may be slid away until needed, but after the first cost comes the economy, as it makes it possible to get along with one ambulance in place of several.

Try a Daily News Want ad.

## DEPARTURE OF THE ALDER FAMILY FOR THE SOUTH IS REGRETTED IN RUPERT

Mr. W. J. Alder, accompanied by his family, left on the Prince George yesterday morning for Victoria, where they will reside in the future. Mr. Alder having purchased a residence at Oak Bay, one of the delightful suburbs of Victoria the beautiful. Mr. Alder, who is one of the pioneers of Prince Rupert, and is the owner of one of the most valuable blocks in the city, at the corner of Third avenue and Sixth street, will be greatly missed in business circles, where he has occupied a prominent position in the real estate business since the inception of the city. The departure of Mr. and Mrs. Alder and family from Prince Rupert is a distinct loss to social and church circles, Miss Alder being particularly popular amongst the younger set, having taken part on several occasions in entertainments of a local character, displaying marked ability as an amateur actress. It is to be hoped that Victoria will not entirely wear her from her affection for the young and embryonic city of Prince Rupert.

## C. D. RAND RETURNS SOUTH AFTER SALE

Mr. C. D. Rand, accompanied by his son and brother, Mr. G. S. Rand, left for Vancouver yesterday morning on the Prince George. Mr. C. D. Rand, who was the agent for the provincial government at the sale of lots lately held in the city, has wound up all the business in connection with the sale, and is returning to his home, highly delighted with the success attending his efforts as agent for the government in the phenomenally successful sale that was brought off at the Westholme theatre last week.

In cleaning wood work painted white always moisten the lower part first, otherwise there is danger of soiled water running down on the dry paint and making a stain.

A novel idea for serving the sandwiches at afternoon tea is the Japanese sandwich basket of brown bamboo, with top and side handles. Each basket holds a plate.

## SONS OF NORWAY

Meets 1st and 3rd Thursdays at 7 p. m., at 319 3rd ave. All Norwegians are welcome.



Prince Rupert Lodge, I.O.O.F. No. 63

Meets in the Helgerson Block Every Tuesday Evening All members of the order in the city are requested to visit the lodge.

A. H. ALLISON, N. G. W. G. BARRIE, Sec.

"Valhalla" of S.H. & E.F. (SCANDINAVIAN SOCIETY) Meets every 2nd and 4th Tuesday at 8 p.m. in the hall at 319 3rd Ave.

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—Drawn for The Daily News by "Hop"