

THE DAILY NEWS

THE LEADING NEWSPAPER IN NORTHERN BRITISH COLUMBIA
Published Daily and Weekly by
THE PRINCE RUPERT PUBLISHING CO. LTD., PRINCE RUPERT, B.C.

SUBSCRIPTION RATES—To Canada, United States and Mexico—DAILY, 50c per month, or \$5.00 per year, in advance. WEEKLY, \$2.00 per year. All Other Countries—Daily, \$8.00 per year; Weekly, \$2.50 per year, strictly in advance.

TRANSIENT DISPLAY ADVERTISING—50 cents per inch. Contract rates on application.

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Daily News Building, Third Ave., Prince Rupert, B. C. Telephone 98.

BRANCH OFFICES AND AGENCIES

NEW YORK—National Newspaper Bureau, 219 East 23rd St., New York City
SEATTLE—Puget Sound News Co.

LONDON, ENGLAND—The Clougher Syndicate, Grand Trunk Building, Trafalgar Square.

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DAILY EDITION

Friday, January 10, 1913.

Editorial Notes and Clippings

ALD MAITLAND'S
MUD CROSSINGS

Ald. Maitland, of the Public Works committee, seems very proud of his crossings. At least one would judge so from the elaborate explanation he offered as to why they were made mud basins instead of cross walks. It seems they are but temporary affairs which could not be crowned or raised above the level of the road surface because the street grading will sometime be changed and because there are no street gutters. The lack of street gutters may be a big handicap to city traffic in the eyes of Ald. Maitland, but still there is no good reason for giving the people gutters where they wanted crossings. The citizens wanted something to keep them out of the mud but not traps to coax them in deeper. There are 22 of these wooden gutters, called crossings by the excellent city managers of 1912. They cost \$58.10 each, according to the engineer's figures, or \$1207 for the bunch. Any jack knife carpenter could build a more serviceable one for \$10. Do you think you got value for that money?

EVERYBODY HAS SEEN
THE WASTE

It is hard for an incompetent to see his own failings. That is probably why the de-

partment chairman of the 1912 council want to know wherein their management was at fault. The average man on the street can tell them in an instant, for he has often seen two men and a boss working on a one man job or five men taking five days to do a bit of sidewalk that two men could do in two days. He has seen the men with the "pud-din' jobs" loafing over his time check. He can probably recite a few instances of personal observation that have convinced him beyond the reach of any collection of manipulated figures, that the city funds have been dissipated on favoritism and criminal waste. In brief the average man will tell the 1912 council that he did not get value for his money, nor anything near value.

ROBBING THE WEST.

Every parliamentary day that is passed before a proper measure of redistribution receives the royal assent is a day of legislation in which the Canadian west is robbed of its due voice. We have now the information which shows us just what additional representation the west would have under a redistribution bill. In all, the western provinces would gain 22 seats, giving them about one-fourth of the representation in Parliament. —Montreal Herald.

THE CAPTAIN AND CREW
SETTLE THEIR DIFFERENCES

ENTERTAINING CASE BETWEEN CAPTAIN AND THE CREW
OF THE "CANADA" HEARD BEFORE MAGISTRATE CARSS

Magistrate Carss presided yesterday over what might be termed an Admiralty Court to adjudicate between the captain and the crew of the trawler Canada, in their little differences arising out of the Xmas and New Year's celebrations.

The first act was played to an appreciative audience the day before when the charge of assault against Capt. Quinn made by Tommy White, the chief engineer, was dismissed. Yesterday the parts were transposed, Tommy White being the defendant in a charge of assault upon the "Doughty" Skipper. All hands were on deck, the mate, the midshipmite, the bos'un tight and the crew of the captain's gig. From the evidence adduced it was pretty clear that two distinct blows were struck. It is probable that the first one was by the engineer, who took objection to the captain's remarks anent Scotsmen, he being himself a son of the country of the thistle and bergew. The captain plainly came back, as the swollen ear of the engineer testified. They both rolled in the mud in the vicinity of the Central Hotel, where the fracas occurred. Immediately upon recovering their feet, the engineer returned to the ship, whilst the captain hid himself to the police station, where he asked for protection from the crew. Constable Cargill was detailed to accompany him on board his ship.

Upon going on board and calling down the hatchway, announcing his arrival, Tommy White, who had arrived ahead of him, came on deck and rushing at the skipper, seized him by the throat, making a pretty good attempt at throttling. Apparently after this nothing further happened and the constable left the ship, no charge being preferred.

Capt. Quinn in giving his evidence, remarked that "he was a sort of foreigner aboard his ship, all the rest of the crew being Scotsmen." On board ship he said "I am the supreme being." He is a bluff and hearty looking old sea dog, who hails from Grimbsy, Yorkshire, England but has a distinct Irish streak as his name would proclaim.

The assertion by the crew that he was gradually starving them to death was somewhat ludicrous in the light of the fat and healthy appearance of the men who made the assertion.

Finally, after magistrate and counsel had sifted the matter to the bottom it resolved itself into more or less of a drunken brawl, the defendant, Tommy White being fined five dollars and costs. The Magistrate lectured the members of the crew upon the seriousness of not subjecting themselves to discipline on board a ship, and showed them how they laid themselves open to a serious charge, punishable with imprisonment for assault upon a superior officer.

TUBERCULOSIS CASES ARE
OFTEN DUE TO IGNORANCE

STATISTICS SHOW FIFTY THOUSAND NEW CASES A YEAR
IN THE BRITISH ISLES.

London, Jan. 8.—The January number of the medical organ, the Practitioner, contains a remarkable series of articles devoted entirely to the diagnosis, prevention and treatment of tuberculosis.

They are contributed by 36 specialists, recognized the world over as authorities in their line. Among them are Sir Clifton Allbutt, regius professor of medicine in Cambridge university; Sir Richard Douglas Pell and Sir John Moore, physicians to the king; Sir Alfred Pearce Gould, Sir St. Clair Thompson, Dr. T. J. Horder, Dr. Austin Latham and Prof. W. E. Dixon.

Every year, according to Sir Richard Powell, from thirty to fifty thousand new cases of tuberculosis develop in Great Britain. In addition there is a current population of two or three hundred thousand afflicted with chronic and advanced tuberculosis of the lungs. That this terrible "white death" continues year after year to claim tens of thousands of victims is due largely to the ignorance of the general public as to how to avoid the disease and shake it off in its early stages.

Sir Clifford Allbutt, in an introductory chapter, describes how some years ago he was impressed with the probability that persons might pass through an attack of pulmonary tuberculosis without knowing it. Whether by virtue of resistance or by the

midness of the invasion such persons suffer comparatively little, and their peril may not be recognized. At the same time, however, they must act as carriers, spreading the disease among others. That the heavy death roll from tuberculosis is preventable is proved again and again in different articles. Sir

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John Moore, in the Moore Chapter on Tuberculosis in Ireland, gives a table showing that the lower the social scale the higher is the mortality from tuberculosis. The death rate among professional and independent classes is 1.15 per 100 as against 3.56 in the general service classes, including servants, porters, etc.

Dr. J. W. Carr makes clear the essential point that, with the rarest exceptions, an infant born to tuberculosis parents is at birth entirely free from the taint of the disease. If he falls a victim it is due to the ignorance and carelessness of those about him. One way in which tubercular bacilli often affects children is a gathering of dirt on the hands of the little ones, who are constantly crawling over carpets and floors and thus get their hands begrimed with dust which they promptly transfer to their mouths.

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