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Continuing Fight

TO DEVELOP Prince Rupert as a world shipping port must, it seems, be a long and continuing fight. First one obstacle and then another crops up. With Pacific Coast grain shipping receiving a flip this season, we had thought there might be a reasonable chance for Prince Rupert to share in an increased movement to the United Kingdom and the delivery of new orders to India and South Africa.

As for the possibility of shipping through here to India and South Africa, we are told that high ocean freight rates from this port as compared with Vancouver ruled out Prince Rupert.

In regard to the United Kingdom shipments, the reason suggested is that there are no part cargoes of timber organized for shipment from here.

These are matters upon which further work evidently must be done, even though there might have been considerable time and effort already expended thereon. As to the ocean freight rates, there is one matter of the international load line which appears to be reaching a point where discrimination against Prince Rupert may soon be removed under international convention. Other things such as aids to navigation adjacent to this port of Prince Rupert also affect freight rates.

At the recent convention of the Associated Boards of Trade of Central British Columbia at Juneau attention was focussed upon the urgent necessity of developing export lumber shipments through the port of Prince Rupert if the lumber manufacturing industry of the central interior is to be saved from high railway freight rates. The Associated Boards also initiated agitation toward having this port equipped so as to be able to handle lumber shipments and supply vessels with coal. These will be important steps toward the general end of equipping Prince Rupert to handle mixed cargoes including wheat, lumber and canned salmon. Efforts must also be continued to interest shipping companies in coming to this port.

Meanwhile, a letter from W. G. McNamara, assistant chief commissioner of the Canadian Wheat Board, to the Prince Rupert Chamber of Commerce indicates that the policy in regard to grain deliveries to Prince Rupert is largely that this port will only be used when the problem of additional space for the storage of wheat is faced. We have long complained that Prince Rupert should only be used as an overflow port after such ports as Vancouver cannot handle what is offered or only for storage purposes when there is a glut in other elevators on the coast. Although we should be appreciative that the Wheat Board did consider the possibility of making some of these latest shipments to India and South Africa through Prince Rupert, we cannot but feel that its general policy is not one of developing Prince Rupert as a primary port for the handling of wheat but only of making it secondary to Vancouver and New Westminster.

As we have already suggested, of course, there are also efforts that we must be making ourselves. The powers-that-be will not be helping those who do not help themselves.

THE LARGER WISDOM

THERE HAS NEVER been any danger in free speech. The danger has always lain in the uninformed, unquestioning, intellectually lazy, irresponsible listener.

It is that belief that makes it difficult to sympathize with the refusal of United States authorities to grant a visa to the "Red" Dean of Canterbury to travel and lecture in the United States. Dr. Johnson's views on communism are well known.

Dr. Johnson has as much right to hold his views, as other have to believe the opposite. We will not limit the spread of communism by keeping the "Red" Dean from speaking. Before he speaks his opinions have been fully presented and widely distributed. You can make him speak from other pulpits, but you cannot close the ears of the world to what he says.

As beauty is in the eye of the beholder, so truth is in the ears of the hearer. The obligation is not to restrain. The obligation is to listen and question and assess and prove. If Russia is working "towards a happier world," we should know it. What is the evidence? Is it the Iron Curtain containing men's minds as well as their bodies? Is it the ruthless exploiting of innocent people? Is it the denial of all religion and science and art and literature that do not follow the Lenin-Stalin line? Is it the concentration camps where men are still dying in their tens of thousands? Is it the crafty manoeuvring of the Battle of Berlin? Let Dr. Johnson make his case. If it will stand, then let it stand. No man or nation is stronger than the truth.

Somehow, thinking of this official action refusing even to hear a case we turn to the larger wisdom of a North Carolina judge. In the face of widespread prejudice he sentenced the miscreants who had bombarded Henry Wallace with rotten eggs to write five hundred times the sentence attributed to Voltaire:

"I wholly disagree with what you say, but I will defend with my life your right to say it."

No Grain For Prince Rupert

Differential in Ocean Freight Rate Given as Reason for Ruling Out Shipments

Canadian Wheat Board has been giving consideration to the possibility of routing wheat to Prince Rupert elevator this crop year but has now advised the Prince Rupert Chamber of Commerce that it does not seem as if circumstances will permit this being done, says a communication received by Earl Gordon, chairman of the grain committee of the Chamber of Commerce, from W. G. McNamara of Winnipeg, assistant chief commissioner of the Grain Board.

At the time contracts were being completed with the government of India and the wheat board of South Africa for the shipment of approximately fifteen million bushels of wheat from Pacific Coast ports, consideration was given to Prince Rupert as a shipping point but, on account of additional ocean freight involved, the buyers were not prepared to take delivery at this port, Mr. McNamara explains.

"While it is difficult to secure firm rates," says Mr. McNamara, "our investigation into the situation indicated that the additional freight for the shipment of wheat from Prince Rupert to India would be in the

neighborhood of \$1 per ton and Prince Rupert to Africa approximately \$1.50 per ton over the Vancouver rate."

It is also stated by Mr. McNamara, referring to shipments of wheat to the United Kingdom, that the bulk of such shipments from this coast are made in Timber Control vessels which also take timber cargo at the ports of Vancouver and New Westminster.

"Although the western Canadian wheat crop is considerably larger this year than last, the demand for wheat is very urgent and it does not appear that the supplies available will be in excess of the quantity that can be sold and shipped as transportation permits delivery to seaboard," continues Mr. McNamara's letter. "We are, therefore, not faced with the problem of additional space for the storage of wheat."

"We appreciate the desire of the Prince Rupert Chamber of Commerce for the elevator facilities of the port to be used but trust you will appreciate the difficulties surrounding the use of the port under present circumstances."

Mr. and Mrs. Kenneth Grant returned to the city Monday evening from Vancouver where they spent the last two weeks holidaying.

LETTERBOX

LIQUOR AND CHILDREN
Editor, Daily News:

As a mother of a teen-age family, I am writing to protest against all those parents and so-called "guardians" who allow their sons and daughters to go to parties in homes where there is no supervision—and then are either out themselves or asleep when their children return.

Do they know (or don't they care) what goes on at some of these parties?

Do they think it right to allow boys and girls from 14 to 18 to be alone in a house with all the beer and whiskey that they can drink?

It is a sin and a disgrace to our city that such things can happen.

Where do these youngsters get the drink? Who sells or gives it to them?

I know of two young people who were invited to a birthday party which turned out to be a drinking party of the most shameless kind. Although thoroughly disgusted they seemed so under the influence of the "crowd" that they would not give the names of those who supplied the drinks or who drank.

Someone is to blame and it is not only the poor boys and girls who are going to suffer—our whole nation will be affected

FUNERAL OF MRS. MARY MORRISON

Rev. George E. Sendall of First Presbyterian Church officiated Friday afternoon at the funeral of Mrs. Mary Morrison, wife of John Morrison, whose death had occurred earlier in the week at the Prince Rupert General Hospital. Mrs. E. J. Smith presided at the organ to the hymns. Mrs. Morrison was a hairdresser and made her home at the York Hotel.

James A. Ham returned to the city Saturday afternoon on the Catala from Klemtu where he spent the summer as office manager of the J. H. Todd and Son cannery.

Can we expect heads of families and honorable citizens to be produced by such wild night life?

I don't know what can be done about it but surely there is some way of preventing the sale of liquor to children.

MRS. K. LAIRD.

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A CLASSIFIED AD IN THE DAILY NEWS WILL BR

HERE'S WHERE WE STAND ON NEW-CAR SELLING

General Motors Dealers' "Foursquare Selling Policy" assures you
a Fair Deal when you buy a new car

Let's bring this subject right out in the open.

Many conditions still exist which encourage the "gray marketing" of automobiles.

You don't like this — and neither do we.

There's no law against "under the counter" deals — demanding a bonus for early delivery.

There's no law against loading cars with accessories the customer doesn't want or need.

There's no law against selling to buyers who make it their business to resell new cars at inflated prices.

But we don't do it because it's not good business.

All dealers buy cars at clearly established factory prices which with the exception of transportation, are the same, model for model, all over the country. All start on a fair and equal basis — and should therefore sell at these fair and reasonable delivered prices.

So we're making public announcement of our code of fair dealing.

Our foursquare selling policy, simply stated, is this:

1 NO PADDING OF PRICES

We guarantee our delivered prices to conform with the manufacturer's recommendation and to contain nothing but standard charges which, of course, include Sales and Excise Taxes. You receive an itemized bill of sale. All prices are an "Open Book" — they are available to you and we sell at these listed figures.

2 NO LOADING OF UNWANTED ACCESSORIES

All cars are offered with factory-installed accessories only and prices are figured to cover these. We pledge ourselves to add no "extras" except those each customer orders — and to avoid using "extras" to increase the delivered price.

We wish to express our sincere appreciation to our loyal customers and friends for their patience in awaiting their turn for delivery of new General Motors cars.

Although the popularity of General Motors cars is unprecedented, and the supply is lagging far behind the demand, we are doing our utmost to be fair and equitable in their distribution.

3 TRADE-INS DESIRED — BUT NOT COMPULSORY

We will take your order for future delivery, without requiring a trade-in. However, we have many valued used-car customers who also depend upon us to supply them with automobiles. For this reason we would like to have your trade-in, and we'll give you a fair and reasonable allowance for it.

4 NO COLLUSION

While we cannot prevent our customers from reselling new cars, we will not knowingly be a party to such transactions. Our only interest is to deliver new cars to bona fide customers.

We present this platform because we believe it's good business to keep our customers informed.

It's a platform that gives you a fair deal when you buy a new car — exactly the same kind of a deal and treatment you got before the war.

If you wish additional information, it will gladly be supplied by any dealer whose name is signed to this announcement.

LOCAL DELIVERED PRICES

of Canadian produced General Motors Cars include Standard Factory Equipment, five new type low-pressure tires and Dominion Sales and Excise Taxes, not including License Fee or Provincial and Municipal Taxes where these apply.

CHEVROLET

	Retail Price	Domestic Sales and Excise Taxes
STYLEMASTER — 116" Wheelbase		
Business Coupe	\$1564.30	\$188.70
5 Passenger Coupe	1638.94	199.06
Town Sedan	1648.59	200.41
Sport Sedan	1733.73	212.27
FLEETMASTER — 116" Wheelbase		
5 Passenger Coupe	1722.39	210.41
Town Sedan	1736.43	212.57
Sport Sedan	1815.47	223.53
FLEETLINE — 116" Wheelbase		
Aerodan	1766.23	216.77
Sportmaster Sedan	1837.47	226.53

PONTIAC

FLEETLEADER — 116" Wheelbase	\$1612.65	\$195.35
Business Coupe	1698.14	205.86
Sport Coupe	1698.64	207.36
2 Door Sedan	1785.62	219.38
4 Door Sedan		
FLEETLEADER SPECIAL — 116" Wheelbase		
Sport Coupe	1796.48	219.52
Sedan Coupe	1832.17	225.83
2 Door Sedan	1802.37	221.63
4 Door Sedan	1877.02	231.99
4 Door Sport Sedan	1901.56	235.44
TORPEDO SIX — 119" Wheelbase		
Sport Coupe	1964.10	242.50
Sedan Coupe	1982.55	245.45
2 Door Sedan	1964.95	243.05
4 Door Sedan	2039.74	253.26
TORPEDO EIGHT — 119" Wheelbase		
Sport Coupe	2036.28	251.72
Sedan Coupe	2057.58	254.42
2 Door Sedan	2039.13	251.87
4 Door Sedan	2112.93	262.07

OLDSMOBILE

SPECIAL SIX — 119" Wheelbase	\$2018.30	\$248.70
Club Coupe	2026.81	250.19
4 Door Sedan	2083.09	258.00

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PRINCE Rupert

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