INSPECTS CORPS — Officer cadets of the College Militaire Royal at St. Johns, Que., stand rigidly at attention as Governor-General Georges Vanier inspects them from a jeep. He presented the school with regimental colors on behalf of the Queen in a ceremony taking more than two hours. — CP Wirephoto from DND

Congolese civil servant forms leisured class in new nation

LEOPOLDVILLE (AP)—The Jacaranda and Frangipani trees are bursting into gorgeous blossom, but not much else blooming in The Congo.

Leopoldville today is a city where the fragrance of tropical spring flowers blends with odors from a decaying sewage system.

It is a city where a few Congolese skim past in shining limousines and thousands are without jobs. As in so many other recently freed African colonies, a new affluent class of government employees is arising.

Billboards greet the visitor to Leopoldville:

"National reconciliation has been realized. Peace has returned to the hearts. Forget that which separates us, retain that which unites us. Make The Congo stronger than before."

But the reconciliation between the Communist-supported Stanleyville regime of Antoine Gizenga and the Leopoldville government is hardly skin deep. And the hearts that harbor hopes of peace are matched by others hardened by tribal distrust and political hate.

FACULTIES FAULTY

A slow deterioration is reported from other provinces. In Stanleyville, diplomatic reports say, water and light facilities are faulty. Garbage collection and street cleaning have been practically abandoned.

In Kivu and Equator provinces the larger plantations are beginning to resume operations, but smaller ones are being slowly throttled by jungle vegetation. In Equator, it is reported, the seed rice has been eaten and there cannot be another harvest until 1963.

The central government continues to live on borrowed money. Its deficit runs about $16,000,000 monthly. United Nations figures show that wages for Negroes employed by the central government and provincial administrations in 1959 were about 11 per cent of the total national income.

In 1961, the first full year of independence, these wages will represent at least 31 per cent of the total national income.

There are some signs of improvement, but everything in The Congo depends on the tense political situation. As a nation, the old Belgian colony cannot survive unless Katanga with its immense copper profits comes back into the fold.

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Oil boom hits northern city

DAWSON CREEK, B.C. (CP) — Vic Rimbey remembers when Dawson Creek had hitching rails and big board sidewalks and only three gasoline pumps.

"Somebody'd hitch his team in front of the gas pumps and you couldn't get near to get gas," he recalls.

That was 23 years ago when fewer than 500 persons lived here and farmers brought grain to the elevators by horse and wagon over dirt trails from as far north as Fort St. John, to have it shipped by rail to Edmonton.

Today, the city has 52 service stations and garages with three times that number of gas pumps. Its population is near 12,500.

The 50 miles of road to Fort St. John, are paved, rail lines run to Edmonton and Vancouver and major highway links ahead in three directions.

Mr. Rimbey worries more about seeing that enough school classrooms and teachers are available to meet the demand, which for several years has increased by 10 classrooms and 10 teachers a year. This fall there are 170 teachers on the payroll of the school board, of which Mr. Rimbey is chairman.

MADE BY HIGHWAY

These things illustrate the suddenness with which this community 370 road miles northwest of Edmonton has grown, rising in two decades from a fledgling agricultural centre to the largest city in the entire Peace River region.

Its past is divided into two eras—before and after the Alaska Highway.

"The highway certainly made a tremendous difference to Dawson Creek," said Wes Harper, who came to the area as a lad of 17 in 1914 and watched the United States Army move in 15,000 men in 1941 to push through the highway from here to Alaska.

"This was a farming area, the end of steel. We were a service centre and drew from a large area and the town was growing a bit. But from the time this area opened for homesteading in 1912 until the highway, it was a pioneer district.

"Now we've got everything that a big city has—television, good water supply, power, paved streets and all the rest."

OIL BROUGHT BOOM

Don Leach, retired tire dealer and secretary-manager of the Chamber of Commerce, says simply: "The highway made us."

The two-year highway construction period provided the initial boom. Truckers and highway maintenance kept things humming until mid-1945 when, with the Japanese threat to Alaska ended, the U.S. Army pulled out.

Population, which had spurted from 800 in early 1941 to more than 15,000 at the height of the highway boom, dipped to 3,700. It soon began to rise again, however, as post-war farm settlement, encouraged by the new highway facilities, moved farther north.

Then in the early 1950s came the oil boom.

"The oil boom brought the town up to a peak unmatched by the highway, said Mr. Leach. "There was more loose money at its peak than during the highway era."

The oil rush brought more lasting growth to Dawson Creek, too, as the major companies made the city their headquarters for the far-ranging northern petroleum hunt. Today, eight companies have exploration offices here and employ nearly 400 persons in the city.

UN sections may move

LONDON (Reuters) — The Daily Mail says the West is working out proposals for moving United Nations organizations to West Berlin as part of a proposed settlement of the Berlin crisis.

The newspaper says the move could involve the transfer of the World Health Organization from Geneva and the Food and Agriculture Organization from Rome.

"If accepted it could be a pilot for the much-canvassed idea of moving the UN headquarters from New York to Europe," the newspaper says.

"Russian reactions to this first step of associating the UN with the future of West Berlin are likely to be tested when Anglo - American negotiations are resumed in Moscow next week."

SYNTHETIC GEMS

SPRINGS, South Africa (AP) — South Africa, famous for its diamond mines, has opened its first synthetic diamond factory here. Diamond magnate Harry Oppenheimer said the artificial stones, being made for industrial use, will not interfere with the trade in genuine jewels.

NEW AMBASSADOR — Luiz Norton de Mattos, 58, presented his credentials in Ottawa last Friday as Portugal's new ambassador to Canada. He was formerly Portugal's foreign affairs secretary-general in Lisbon. He succeeds Dr. Luis Soares de Oliviera. — CP Photo

FREE TRIP

PORT OF SPAIN, Trinidad (CP) Marlowe Ramserran, 11, won a one-week trip to Grenada for his essay judged best of 350 entries in an island-wide essay contest. The prize was given by British West Indian Airways.

PORT SIMPSON ROUNDUP

Two well-known village residents buried with colorful ceremonies

By THOMAS WHITE
Daily News Correspondent

Two well-known residents of the village died recently and were buried on Findlayson Island. They were Miss Brenda Gray and Daniel Gosnell, the latter believed to be about 90 years of age.

Miss Gray died in the Prince Rupert General Hospital and the body was brought to Port Simpson by two vessels, the Fiesta and the Rupert 77. At the wharf some 100 residents formed a cortege to the Gray home. Here final respects were paid the deceased.

The Port Simpson concert band and the Young Peoples educational association were in attendance. The procession moved to the Pt. Simpson Athletic Club building on the foreshore where they were joined by a group of young people from the Grace United Church, who acted as flower bearers. A short service for Miss Gray was then held in the church.

The band, a choir and the flower bearers in their black and white gowns formed a colorful spectacle as the procession moved from the church, through the village streets to the wharf, where the Fiesta and the Rupert 77 took the funeral procession to the final interment on Findlayson Island.

✣ ✣ ✣

Daniel Gosnell, a well - known Port Simpson identity, died October 19. At the Port Simpson Athletic Club members paid their last respects, while the village band was again in attendance. Mr. Gosnell is survived by Robert Smith and his family, who are thought to be his only relatives.

Mr. Gosnell was also buried on Findlayson Island, a few miles northwest of the village harbor.

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The Indian superintendent, G. D. Ewen, will confer with the Port Simpson band regarding the setting up of a new lighting system in the village; and with particular reference to the location of the power house.

The system is expected to cost the villagers approximately $1,800 and to be installed about the middle of December, 1961. The proposed new power house will have a concrete base to accommodate the new generator and power unit.

Wiring for the new unit is now in progress and the use of light poles will be a matter for the decision of the villagers.

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Two fishing vessels broke their moorings during the recent heavy gales. They were the Cape Race II and Ronald Mather's boat. Winds were reportde at 70 to 80 mph in the area. The former dragged its anchor about a mile before being stopped and then brought back under her own power.

Ronald Mather's boat broke loose and he chased it in a skiff. Luckily for him the Cape Race was coming back at that time and took the drifting vessel in tow and brought her safely back to the village wharf.

A fisheries patrol vessel also rode out the storm in the harbor.

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Edward Bryant had a lucky escape October 20 when the rear end of his truck went over the edge of the wharf. It held on the edge of the dock by the gas tank. Mr. Bryant was packing freight from the warehouse to his store.

✣ ✣ ✣

James Lawson will be supervising the building of the proposed Indian agent's station in the village. The location will be between the present minister's residence and the school. Building will start immediately.

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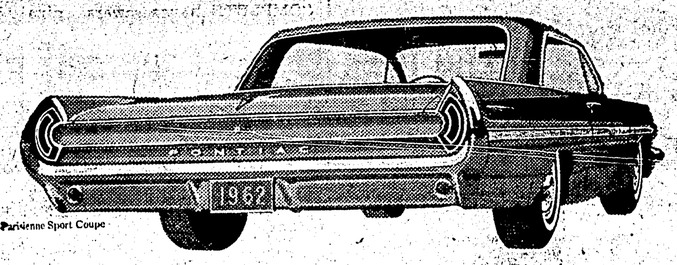

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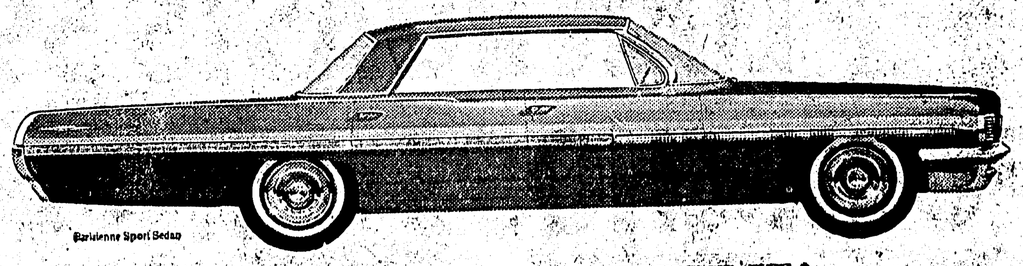

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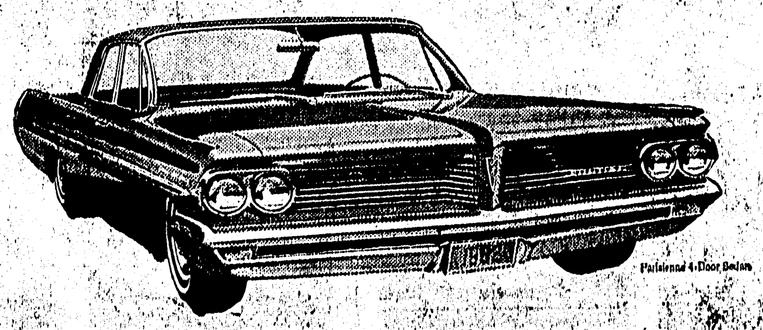

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