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» 1947 - 1948 «

THE passing year of 1947 has been one of great promise in Prince Rupert. In spite of current uncertainties which face the world, we can look forward to a large measure of fulfilment in 1948.

Sparking event of the ending year in Prince Rupert was, of course, the momentous commencement of the great multiple million dollar celanese pulp mill undertaking which turned the tide in the vista of Prince Rupert's industrial development. Full impact of the construction work upon this community will be felt during the coming year when the major construction contracts get under way.

It has been a year of unprecedented activity and optimism in Prince Rupert which was one of Western Canada's bright spots as national attention became focussed as never before on this great north-west hinterland and its major port which we are.

Although the continuing postwar reconstruction period presents great problems which must of necessity be settled and stabilized before our national development can be pursued along permanent lines, we may well hope for a greater degree of dispatch and effectiveness to this end during 1948. Contingent thereupon, Prince Rupert will march steadily ahead in the twelve-month period about to ensue.

For us all there will, no doubt, be major problems to be faced up to, important decision to be made as changing and possibly unexpected conditions—international, national, provincial and even local—arise.

The loose days of war and the immediate aftermath of pent-up stimulation are rapidly passing. We are speedily getting back to normal and the hope of all is that the tide will not recede excessively far. Much depends upon that.

Possibly the most encouraging aspect of the picture for 1948 as we endeavor to draw it in preview is the undoubted appreciation growing both here and abroad that, after many long years of hopes deferred and often dashed, this part of Canada, through sheer force of economic pressure and demand for the utilization of this great storehouse of natural resources, is at long last coming into its own and that Prince Rupert cannot but help play a major role in that development.

There may be some delays and some disappointments as readjustments are made but those are factors that must be met and taken in our stride. And, at that, they may not be as perplexing as some of the problems we will be called upon to meet in the expansionary period along permanent lines which is, undoubtedly, our immediate aim.

The year 1948 may not be as spectacular a one in some ways as has been 1947 but it will certainly be as momentous and important. If a spirit of continued confidence and hopefulness, we are well justified in entering it. At the same time it is well to realize that there is something that each and every one of us, as good citizens, can do to forward the common advancement. It behooves us all to be alive to the opportunities along this line as they arise and we perceive them.

Wishing to share in a spirit of constructive goodwill and resolves, the Daily News extends New Year greetings to its increasing number of friends and readers and the citizens of Prince Rupert and district at large.

THIS AND THAT



The George Matthew Adams Service, Inc.

Reminiscences and Reflections

By W.J.

It is impossible to foretell how soon wheat shipping at Prince Rupert will resume, but all are agreed it can not come too early.

The traffic began under happy auspices. The city had a spic and span, brand new elevator. The business lull that followed suspension of fishing was neatly bridged by grain trains rolling this way, and associated activities that meant fresh currency in hundreds of pockets. Indeed, the city's introduction to the trade had a social flavor. The Rising Sun flag was in port and the officers were guests at a glittering banquet. The Japanese could not speak English—anyway, not to notice. Everyone was happy. There was, in sooth, a regular "after you, my dear Alphonse" aura.

There were also fond hopes of the customary winter let-down becoming a thing of the past; that helping fill the worlds pantries with bread would become one of Prince Rupert's regular duties. That famed port was already providing the fishes. And now for the loaves.

But, alas and alack. There were complications ahead, of a scope and nature that no one, even in his most imaginative mood, could conjure up, or toy

with. Greater than ever is the call for bread, even without the butter. Send your wheat. Send it this way. For we have the tools to work with. Rush it this way and P. R. will do the rest.

Reindeer Flown To Santa In Michigan

For the first time in many years live reindeer have been taken from Alaska. This time they passed south not far from Prince Rupert, and they were travelling de luxe.

Known as Santa's own reindeers, they were flown from near Nome to Seattle, enroute to "Santa's Work Shop" at Dearborn, Mich.

MILD ENOUGH FOR ROSES IN TERRACE

TERRACE—Heavy snowfalls in Terrace have not dismayed Harry Houlden, who takes satisfaction from the fact that he recently cut a rose in his garden. Terrace is as mild as that.

WELL WOODED

There are approximately 125 species or distinct varieties of trees in Canada.

Britons Get "Sorry Gift" Of Railways

By DON SCHWIND

LONDON (AP)—The British taxpayer, who becomes his own railway owner at midnight December 31, inherits a problem which for complexity and ability to generate political heat surpasses even the coal business he took over last January 1.

The taking over of Britain's gigantic transportation assets will be wholly academic for the average Briton. Beyond newspaper stories, there is little to bring home that he shares ownership in 52,000 miles of railways, more than 2,000 miles of canals, thousands of miles of bus, tram and trucking routes, the dock and harbor systems—and the bill for \$4,000,000,000.

For a long time yet he'll pass his ticket to the same seedily-uniformed collectors, say a morning "Cheerio" to the same porters and use the same shabby carriages sporting the colors of the late "Big Four" companies—the Great Western; Southern; London & Northeastern, and London, Midland & Scottish.

To some extent, the railway nationalization is a pig in a poke, for not until January 2 will the 800,000 stockholders know the interest rate they'll get once their holdings are converted into government obligations.

High officials of "British Railways," as the new combine is called, say they'll have a good proposition if the interest is pegged at three per cent but a paper loss if the figure is 2½.

Taxpayers' hope that nationalization will cut rates were dashed months ago.

Here are some of the problems:

1. Rolling stock largely out-moded even before 1939 and pounded mercilessly under war conditions since.
 2. Low morale among employees reflected in widespread discourtesy, low operating efficiency and a bad accident rate.
 3. An internal struggle over the degree of centralization of control within the giant new system.
 4. Wages and rates.
 5. Decrepit plant such as ancient stations falling into decay and acute disrepair, out-moded dock and harbor equipment, and neglected track and right-of-way maintenance.
- The rolling stock and main-

tenance programs have high priority because of the uniquely intimate relationship between Britain's railways and her coal, steel and heavy industries. Coal comprises half Britain's annual rail tonnage.

For several months government spokesmen have warned that the increasing shortage of coal cars, taken with rising coal output, is a first-class headache.

As of "vesting day," about 20 per cent of the country's locomotives are out of service awaiting repair. More than 200,000 freight, passenger and coal cars are immobilized for want of vital parts or the labor and machinery to effect repairs.

There is no hope of an adequate rolling stock supply within five years.

The "railway executive" to operate the system under the Transportation Commission consists of six full-time officials and two part-time members.

The rail system will be broken up into six regions. One of them—Scotland as a whole—will be administered from Glasgow, while other regional centres will be York and four major termini in London—Waterloo, Paddington, Euston, and Liverpool Street.



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Prince Rupert Agent
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HAPPY NEW YEAR

JAN. 1

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