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dine
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Whichever way you like it—to dine at a picture window amid a feast of scenic beauty—or to add your own deft touches to your cooking—you can do either, or both,—at the Sylvia—Vancouver's most picturesque hotel—overlooking English Bay. Accommodation is reasonable—service, genial and efficient.

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Hospital Request—
City Council Concerned

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Wage Board In Session

Case of City Firemen Presented—Asking Vancouver Scale

Hearing of the firemen's case before the conciliation board between the firemen and the city in their wage dispute was in progress yesterday. Hugh MacLaren, chairman of the board, ruled that, while reporters could remain at the hearing, they should not cause to be published the particulars of the proceedings and evidence. The hearing adjourned last night and will resume this evening.

The firemen's case was presented by Captain Hugh Bird of the Vancouver department who came here for the purpose. Bird is chairman of the legislative committee of the British Columbia Association of Fire Fighters and president of the Vancouver local.

Local firemen are making a four-claim case. Principal bid is for the adoption of the Vancouver wage scale here.

Captain Bird pointed out that at the present time a first class fireman in Prince Rupert receives \$235 per month or \$1.13 per hour. They are asking of the city \$281 per month or \$1.35 per hour which Vancouver firemen receive.

With foodstuffs, as well as clothing and other material, almost in every case higher than the Vancouver market prices, the Prince Rupert Fire Fighters' Association press for recognition of such higher cost of living.

Stressing the nature of their hazardous and skilled work, the firemen's association points out that common laborers are receiving better wages than the Prince Rupert city firemen.

In addition it is claimed that isolation of the city adds expense to summer vacations or in educating children at the universities.

William Long, city clerk, will present the city's case to the board, which will announce its decision before April 15.

With Mr. MacLaren on the conciliation board are nominees of the employees and employer, Thomas Elliott and T. W. Brown, K.C., respectively.

City Council Is Answered

In answer to city council's protest against increase in hospital insurance rates, Hon. A. D. Turnbull, minister of health and welfare, wrote council to say "all general revenue funds" were earmarked for specific expenditures.

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R. E. MORTIMER
353—3rd Ave. W.

"Hospitality and
Good Food"

That is Our First Aim

Phone 17 for Orders
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Commodore Cafe

Page Rideout Looks Ahead Two Features At Capitol

William Mott's Vision Approved by Northern Pioneer (By Page Rideout)

It would appear that William Mott, member for New Westminster, has created a new idea in the railway world on the Pacific Coast. Mr. Mott's new job seems to be to push the P.G.E. Railway down to the Fraser Valley from Lillooet and have it terminate at New Westminster.

Mr. Mott's new vision brings to mind the fact that some years ago I wrote more than one article on the idea of the B. C. Government taking over the B. C. Electric system and joining it up with the P.G.E. line and fitting them up into a real live system that would give the country the service which it is entitled to.

If Mr. Mott's vision should push matters on to that extent that it should bring my ancient dream to a reality, the connecting link between the two systems would be a line of railway from Lillooet on the P.G.E. Railway to Chilliwack, the eastern terminal of the B. C. Electric system. One is only obliged to make a study of the map to realize what a final local system has been brought into being with its own terminals set up at Vancouver and New Westminster, and its northern terminal now being built at Prince George.

But we should be fair to Prince Rupert's claim to the rail traffic north of Prince George by way of the Fort St. John, Finlay Forks and Hazelton rail line, as Prince Rupert needs that traffic in order to build her up into a live port on the Northern Pacific which is now needed by all of Canada. Nature tells us that it is quite impossible to build a live port anywhere by robbing that port of the rail traffic that belongs to it.

PRINCE RUPERT, TOO

It may be recalled in previous articles I have referred to Prince Rupert being two days sailing nearer to Oriental ports than is Vancouver. Just let us suppose our new system has become a reality. It is now a full fledged railway between Prince George and Vancouver. Let us also suppose that our federal government has made the awful blunder to allow a Trans-Pacific

mail boat sail into the harbor of Prince Rupert, and the CNR has a standard train to meet that boat, take on mail and passengers, and make the flight to Prince George where our new system takes over this train and rushes it into Vancouver. Now let someone take a pencil and figure it out as to just how many hours of the two days extra sailing has been saved and what would this mean to Prince Rupert, Prince George and the municipalities along the line. Yet this same thing is done on the St. Lawrence River when fast trains meet the mail boats and rush the mail into Montreal. But the same government powers persist in holding Trans-Pacific mail on board boat two days in order to dock it at CPR piers and load that mail on to CPR trains.

When this new system becomes a reality all freight from up in the interior destined to eastern points would be turned over to the CP and CN Railways at Lillooet. Thus it could be a way out on the Prairies before it would reach North Vancouver, across the Second Narrows Bridge, and clear the bottleneck and get started East.

Arrangements might be completed with the CNR for running rights over their bridge across the Thompson River, and their line between Lillooet and Chilliwack in consideration of having all the freight from the interior turned over to the CNR for the long haul east. But if this arrangement cannot be made, the millions that are to be spent on the works between Squamish and North Vancouver would build the connecting rail line and put the entire system into first-class shape. Thus William Mott's efforts merit the earnest consideration of the people of British Columbia. But if the combined powers of governments, cabinets, councils and municipalities are determined on piling everything up in Vancouver, and making that spot our Babylon on the Pacific, then it is of no use to think or talk about anything. While on the other hand if that terrible earthquake should occur and add the townsites of Vancouver to the harbor, it would be then that the Royal City on the lower Fraser, the two Prince cities up in the interior would have their chance to come into their own, and with the vast country they serve could develop in their own right.

New Church At Aiyansh

AIIANSH — The Anglican Church committee here has been increased from seven to 52 members and is busy on completing the building of a new church, the sidings now being in process of erection.

The committee now consists of the following:

P. A. Mercer (chairman), Clarence McMillan (vice-chairman), Anthony Adams, Walter McMillan, Stephen Clayton, Henry McMillan, Frank B. Tait, Jas. M. Adams (general secretary), Stephen Eli (chief carpenter), Dennis Morven (mechanic), Titus Mineasqu, Humphrey Davies, Abel Derrick, Hubert McMillan, Abraham Williams, Kenneth Grandison, Reuben Munroe, Gregory Russ, Ephraim Johnson, Basil Wright, Chris. Johnson, Abel Russ, George Robinson, Gus Guno, Herbert Morven, Samuel Peal, Daniel Guno, Joshua G. Ondison, Richard Guno, Samuel Halzimsqu, Cedric Scodane, Leonard C. Mercer, Roy Adams, Jacob Davies, Godfrey Adams, Felix Davies, Fred Brown, Adam S. Nisyok, Leslie Woods, Pat. McMillan, Percy Tait, Stephen Bright, Chris. Munroe, B. A. Munroe, Guy Davies, Harold Wright, Reggie Percival, Samuel Guno, Roger A. Mercer (clerk), Ernest Morven (clerk), Percy Adams (clerk), John Mowen, Cuthbert Mowen, James Woods.

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"I don't like the way they do business," said Mayor G. W. Rudderham, referring to the hospital.

"They start out on a big building program without consulting us, then when they fall down they practically demand aid." The mayor was referring to a letter from D. C. Stevenson, hospital administrator, which asked for financial aid in completing the nurses' home, furnishing and equipping a wing and for installation of a new boiler unit.

Total aid required, said the letter, was \$130,000, approximately one-third of which would be borne by the provincial government and \$30,000 would be supplied by federal aid.

Main item in the hospital's requirement was a new boiler installation.

"How old is the boiler?" asked Ald. T. B. Black.

"It is about 30 years old, and a new unit is needed badly," answered Ald. H. S. Whalen, who represents the council on the hospital board.

"But I don't think the hospital should come to us for help," he said. "I think it's the government's responsibility and they are just passing the buck."

"I don't understand their operating loss," said Ald. George Casey. "I don't like the set-up at all," he asserted. "They are spending money too freely and not using the proper caution that good business management would use."

Mayor: "And they should have known the boiler wouldn't last before they started."

Ald. Black: "Can the hospital rates be raised? Will the present operating deficit have to be met by the city as well?"

Ald. Whalen: "The hospital cannot raise rates without permission of the government, but I think there is a move to that end. I don't think the city will have to worry about the operating."

Mayor: "I'm not disapproving help to the hospital, but I certainly don't approve the way this is being handled."

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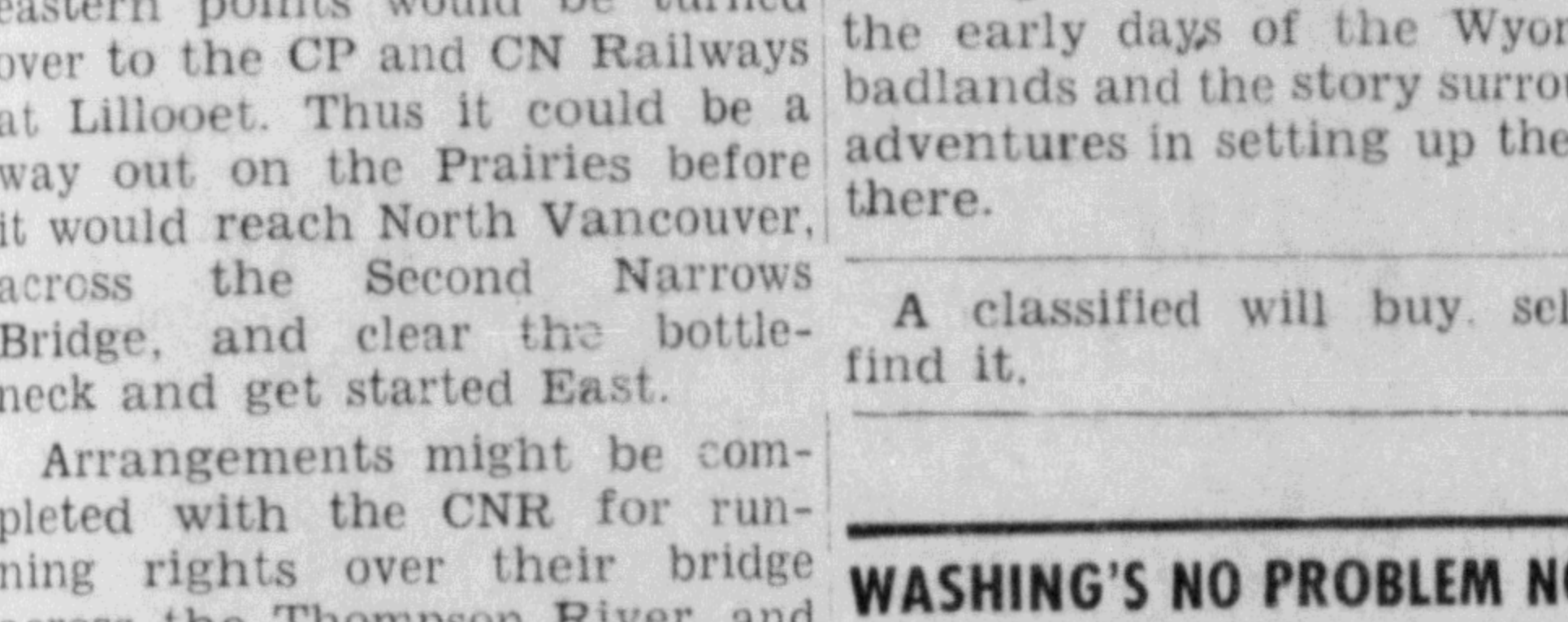
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"It takes seven colours to make true white," Auntie said. "One of them is blue. That's why you must use Blue in your wash. Just swish Reckitt's Blue through the rinse. It prevents that yellow tinge and you avoid taking chances with anything that may damage fabrics." Reckitt's Blue costs so little, mummy says, "and out of the blue comes the whitest wash."

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One Coat Washable INTERIOR FINISH WHITE

ONLY \$5.98 A GALLON

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For your Spring changeover needs, protect the investment you have in your car with Marvelube, the detergent motor oil that meets all car manufacturers' specifications for correct lubrication... and with Imperial Esso Specialized Lubrication which services every point by chart adaptation to manufacturer's requirements. Make a date this week for Spring changeover with your Imperial Esso dealer and his "Care Saves Wear" service.

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MORE balanced performance from your engine with Esso gasoline your tank with "up-to-date" Esso or Esso Extra. Take your car out on the road. See for yourself its better all-around performance. Esso and Esso Extra are continually being improved to give you the best balanced combination of fast starting, good acceleration, power mileage. Switch to Esso Gasolines and you're always ahead!

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MORE reserve capacity in power and life with Atlas Written Guarantee that's the most liberal offered anywhere.

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