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## Industry's Record

THE wartime record of Canada's manufacturing industries is both familiar and impressive. With purpose, muscle, and a free-wheeling resourcefulness, Canadians built new plants, developed new processes, turned out new products and opened up new communities. Between 1939 and 1945, industry doubled its output.

With this performance, Canada came of age as an industrial nation.

But at the end of the fighting, a lot of people wondered what was going to happen to all those new war-born factories and to the men and women who worked in them. How difficult was "reconversion" going to be?

As things turned out, the period of readjustment was surprisingly brief and painless. Industry, instead of slowing down, kept right on expanding.

Since 1945, more than 1000 new manufacturing firms have come into operation in Canada. Industry has now entered a new and equally significant phase of development, the keynote of which is a more diversified economic activity.

The reasons for the postwar expansion are many. The high levels of employment and income that have prevailed in this country are an important factor. Advances in technology and the introduction of new skills during and since the war have helped. Development of natural resources and the need to conserve foreign exchange have also contributed to the unprecedented demand for manufactured goods.

In response to these needs, Canada's manufacturing industries have grown in size and become better integrated. And one of the most important aspects of this postwar development has been the establishment of new companies.

These companies have, of course, created new jobs—tens of thousands of them. But their overall impact on the Canadian economy goes much further.

They have produced goods which otherwise would not have been available to Canadians due to currency restrictions. They have also contributed a substantial saving in foreign exchange. Above all, they have served to round out the national economy by introducing products that were not made in Canada up to 1946—jet aircraft, diesel locomotives, roller bearings, new kinds of electronic equipment and so on—and by providing local markets for raw materials.

Canada needs to enlarge the domestic market for Canadian-made products. In the past, in our role as third-ranking world trader, we have been too content to sell raw materials (the bulk of our exports) and import finished goods.

The more we are able to process our own natural resources and the greater variety of domestic merchandise we can manufacture at home, the more stable and healthy our economy will be.

## Scripture Passage for Today

"Ye cannot serve God and Mammon."—St. Matt. 6:24



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## Those Holy Cows

A COUPLE of anonymous gentlemen have written to the Vancouver Sun with an easy and ready-made solution to the Indian food problem.

There are scores of millions of "holy cows" wandering about India, these gentry say. All that the hungry Hindus have to do is go out, kill the holy cows, cut them up and eat them.

Then, they say, there would be no problem of hunger or famine. If the Indians weren't so polite they might borrow from the Canadian slang and answer, Bull.

THE LAST official figures show that Canada, with a population of about 14 million people, keeps just over nine million cattle.

India, with a population of 357 million people, keeps 136,739,000 cattle and 40,732,000 buffaloes—that is, a total of about 179 million.

So you could say that there is 9/14 of a cow for every Canadian, and about 179/357 of a cow for every Indian.

Or if you like simpler figures, you could say that every Canadian depends for part of his food on three-quarters of a cow, while every Indian has a similar claim on half a cow.

I am using "cow" to include both sexes of cattle, and also to include buffaloes in India, for their milk is used along with cows' milk.

India, of course, needs many more and new fewer cattle than she has.

Here are the latest official figures which show food consumption in a few countries. They are ounces per person per day.

	Milk	Butter	Eggs	Meat
Canada	35	1.12	1.54	5.51
U.S.A.	35	0.45	2.00	7.44
Britain	39	0.48	0.93	4.93
India	5	0.18	0.11	???

The average Indian gets as much milk for a whole week as the average Canadian, American or Briton gets for just one day—and about the same percentage of butter (including ghee).

IT IS a fact that many Indians look upon any kind of killing of cattle as just as hideous a crime as we regard the killing of human beings (except with atom bombs, etc.).

The week I left India 30,000 textile workers were on strike in Ahmedabad, not for higher pay, but to force passage of a law prohibiting cow slaughter under any circumstances.

But don't let anybody run away with the idea that just because many Indians are non-eaters of some or all kinds of animal flesh that they can't support as large a population as they could if they were all beef-eaters.

Many of the world's best food experts say that you can feed five or six times as many human beings from the same land if they give up meat altogether, and live entirely on cereals, vegetables, nuts, eggs and milk.

I ASKED the manager of a model farm settlement what they did with the bull calves which they did not want to keep for breeding.

"Turn them loose," he said. "In the old days, before partition, some poor Muslim family would have taken the unbranded calf, killed it and eaten it. Now there are too few Muslims left in many parts to do this. The short range answer is obvious."

NO, THE INDIANS could not feed more people, in the long run, if they turned beef-eaters. But they certainly could produce more food if they used the cow manure on the land, rather than dried and burned it for fuel, as they mostly do now.

In fact some demonstration centres are proving that with a few such simple changes, such as that, production per acre could be doubled.

A classified will buy, sell or find it.

JOHN H.

BULGER

Optometrist

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NEW PRESIDENT—Mayor Horace Boivin of Granby, Que., right, retiring president of the Canadian Federation of Mayors and Municipalities, congratulates president-elect Mayor P. E. George of Victoria, following the closing session of the annual convention. (CP PHOTO)

## Handsome Yacht Hides Out Across Pr. Rupert Harbor

One of the finest yachts to visit Prince Rupert this year did not bother coming alongside a wharf or float on this side of the harbor but found an interesting, secluded nook just behind Wolf Island and remained there for a couple of days.

It was the Canadian-built 100-foot ketch-rigged motor-sailer Nautilus, out of San Francisco and with James Ottley, sea-beaten retired New York City investment counsel, and party of friends on board. On a leisurely cruise from California to Alaska, the Nautilus headed northward today to Ketchikan and will be back in a couple of weeks southbound.

"I've kept myself nearly broke yachting," confessed Ottley who crossed over to the city in Nautilus' motor tender yesterday to go through customs formalities and drop off his son, Granger, who is returning to the United States to report for duty as a second lieutenant with the United States Air Force after having just finished college.

It is Ottley's first trip to this area—indeed the first long, leisurely cruise he has made in many a year although his voyaging has taken him at various times to South America, the Caribbean Sea and Bermuda. That was in the New York days before he acquired Nautilus and moved to San Francisco.

A little over a year ago, Ottley left New York with the Nautilus, having in mind a world cruise, but the war with Korea intervened—his two sons were called up for service—so he came through the Panama Canal to San Francisco instead. Now the Nautilus flies the flag of the St. Francis Yacht Club of San Francisco.

## FROM 'FRISCO

On this cruise, departure was made June 15 from San Francisco, sailing straight for Seattle. Then Victoria was visited for the international regatta at Cadboro Bay and two weeks ago the fishing and sightseeing cruise up the British Columbia coast commenced. Due back here August 14, the Nautilus will pick up a party of friends flying north to join the yacht here for the homebound trip.

Nautilus was built in 1939 during the depression in the maritime fisheries at Shelburne, Nova Scotia, for Drayton Cochrane, a wealthy young New Yorker. She was requisitioned

during the war by the United States Navy and used as a sounding vessel off Boston. After the war she was acquired by Ottley.

Of handsome lines and appointments with her main and mizzen masts of the ketch type, Nautilus has twin General Motors 160-h.p. diesel engines. "We sail whenever we can," Ottley says, "but, of course, used our engines in coming up your magnificent scenic Inside Passage."

Aboard the Nautilus are Mr. and Mrs. Nottley; P. S. Thornton, retired Chrysler-Plymouth dealer of Philadelphia, and Mrs. Thornton and son, Sam, and daughter, Mary Alice, and two college students, Secundo Garcon and Barclay Nally, who came along as members of the crew.

## LETTERBOX

## DIEFENBAKER PLEASED

Editor, Daily News:

I wish to thank you for having forwarded me the special 1951 edition of the Prince Rupert Daily News marking the opening of Columbia Cellulose. It is a most impressive edition and one that I have read with much interest and benefit and, if I may be permitted to do so, I wish to congratulate your magazine for having turned out so magnificent an issue.

Again thanking you for having included me on your mailing list, I am,

Yours sincerely,  
J. G. DIFENBAKER, M.P.  
Prince Albert.

## SHOULD RESPECT CENOTAPH

Editor, Daily News:

May I have a few lines in your paper for the following comment: The Band concert held on the Court House lawn was enjoyed by many citizens. However I was very disgusted with the lack of respect, shown by so many people, for the cenotaph in using it for a seat. I would suggest that if this continues the concert be held elsewhere.

"LEGION MEMBER"

## ray ..

## Reflects and Reminisces

An Edmonton purse snatcher has been given a stiff enough jail term. If he ever thought he was stealing trash, he was certainly in error.

## LET'S LIVE IN HOPE

A noted naturalist-artist, Charles E. Knight of Boston says it is probable mankind will not survive another 1,000,000 years. And so, about 950,000 years hence we shall have a world peace plan that really works.

A little verbal dueling took place in Parliament this year but the other kind has been unknown for generations. The last challenge heard of was when Henry Wettersen, Kentucky editor, put it up to Senator Ben Tillman of South Carolina, who was not interested. This was in the nineties. Years later, Tourist Tillman, cruising north, paused in Prince Rupert and sat for a while in the CNR ticket office, resting and quietly observing people and affairs. He had only one eye. The same was true of Watterson.

Then there was the man who built an outdoor grill, in the back yard, and found it came to \$12 less than he estimated. Thus he was able to make the first down payment on a steak. Edmonton Journal.

## YET IT'S A DANGER

An iron drainage, spanning the concrete sidewalk on Sixth Street between Second and Third Avenues, gave an elderly tourist a severe fall Wednesday. Drainage was not flush with the concrete, consequently forming a slope, entrapping the toe of the tourist's shoe and pitching her forward. But for her escort's quick action in grasping her sleeve, the woman would have been hurled flat. Here is a continued menace that could mean a law suit.

A local resident, holidaying in New Westminster, was taken for a drive and noticed, in particular, three imposing buildings. Curious, he inquired what use they were put to, and was told they were a distillery, a penitentiary and mental hospital.

"Don't suppose it's strange," he commented at once. "I could not help thinking of cause and effect."

## UP NORTH TODAY

If you have not been at Burns Lake for years, now is a grand time to go. And if you enjoy contrast, it's a "must." Until the Aluminum excitement broke, Burns Lake, it seems only yesterday, was a drowsy spot—calm and reflective, and where the occasional stranger would arouse curiosity, as to identity and business. But today! A recent visitor writes about "streets crowded with tanned and bearded men, cars and planes coming and going, any kind of accommodation snapped up, and a live camp getting more that way."

## PLUMBING and HEATING

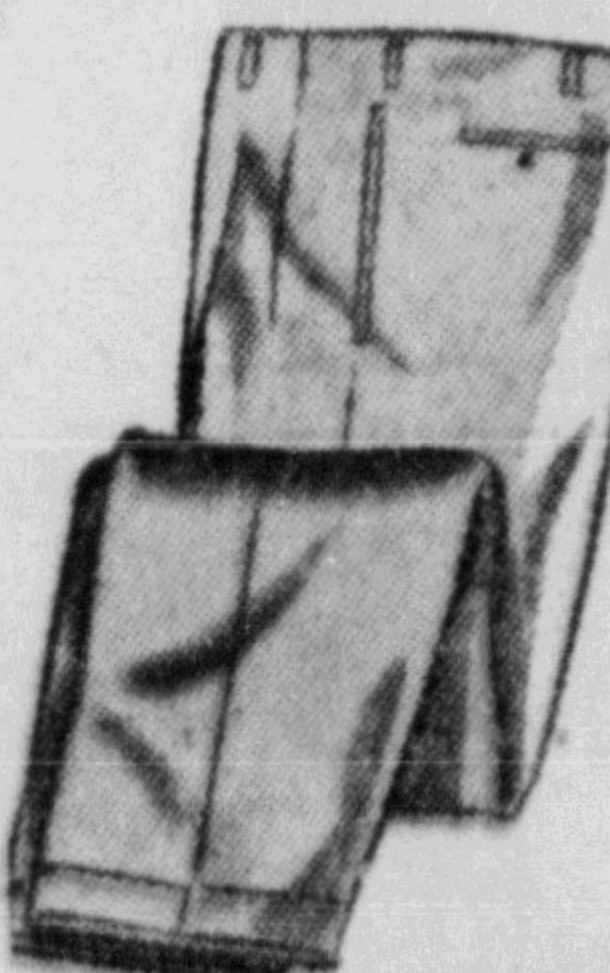
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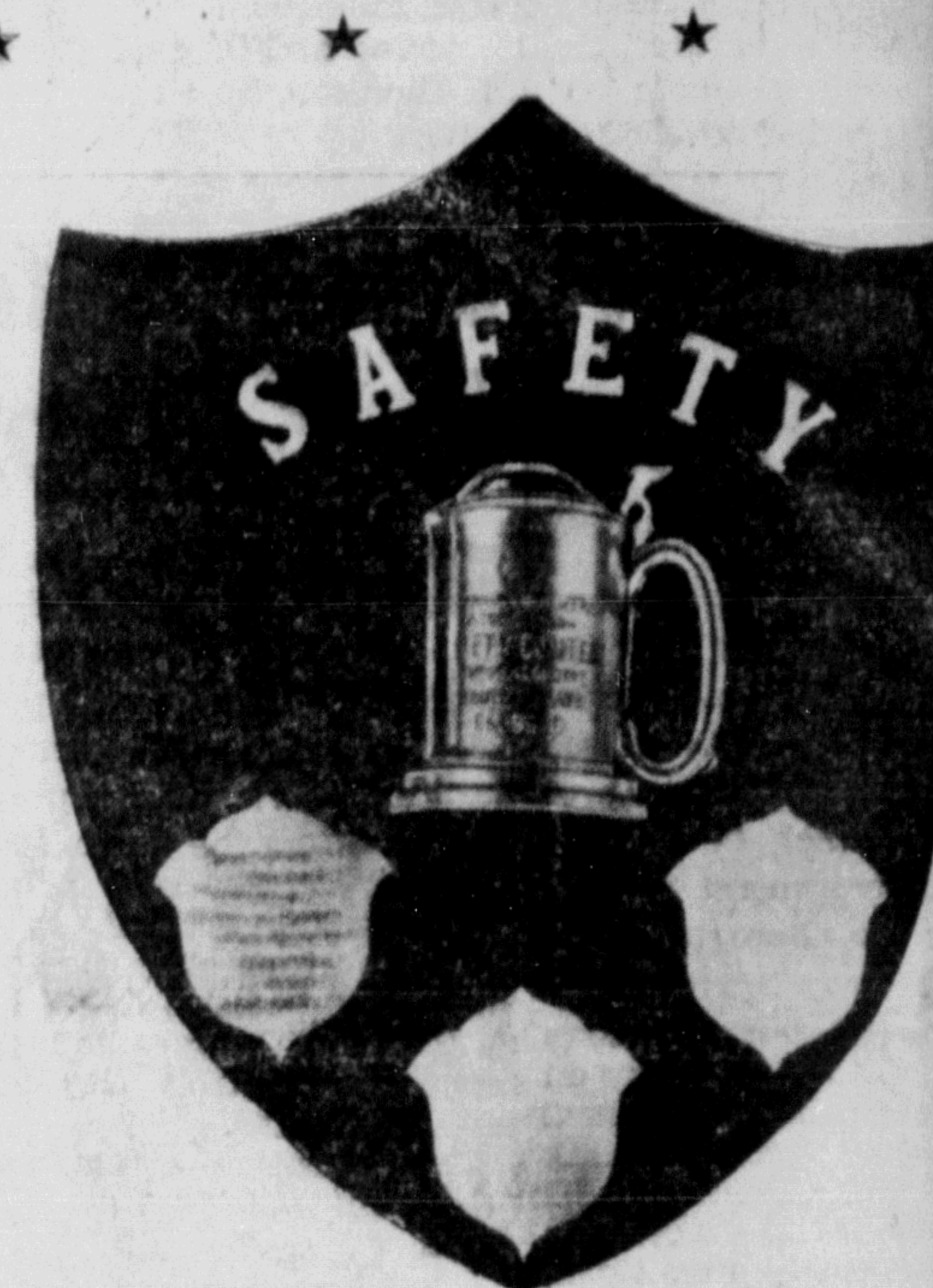
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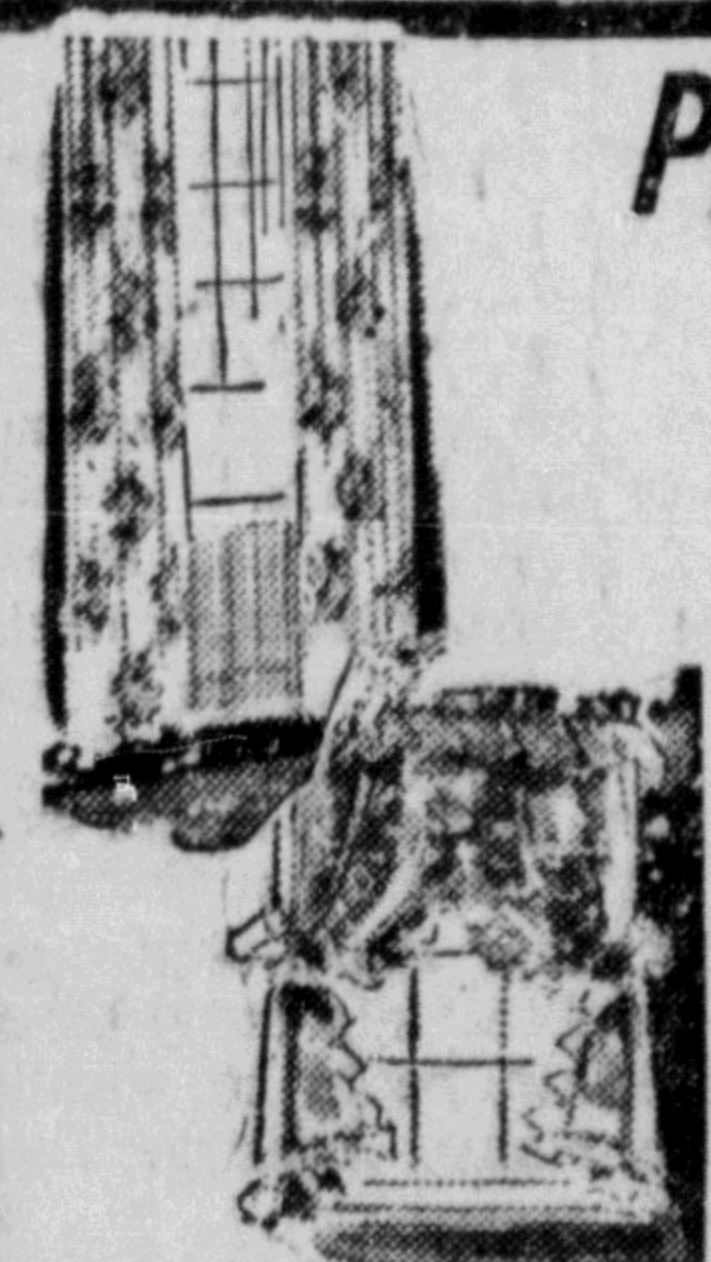
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