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Political Storm Signals

PROGRESSIVE CONSERVATIVES can be excused if they are exuberant over the results of four by-elections this week in various parts of Canada—one in Prince Edward Island, one in Ontario and two in Manitoba. The Liberal government has equally good reason to be thoughtful. There is no use trying to deny that these elections indicate a trend in public opinion today.

The government, one may reasonably conjecture, is beginning to react to the effects of its overwhelming parliamentary strength. Secure in its position, it should not let itself get out of touch with public opinion or, if it is not out of touch or unkindful, is getting inclined to flout that public opinion.

The Progressive Conservatives are getting unkindful, become inclined to flout that public imaginative and aggressive leadership and it appears to be proving popular with the people.

The results of the by-elections should impress upon the Liberals the necessity of getting down to the grass roots and keeping their political fences mended. What happened in those by-elections, three of which turned over from the Liberal to the Progressive Conservative column, could happen on a national scale if the trend gets well started. The government would be well advised to heed the signals and govern themselves accordingly.

Better Streets

ALDERMEN who pointed out that the summer is passing and urged in the city council Monday night that it is high time to get going on street improvements reflected a feeling that is very general among the public.

No doubt, the city is plagued by the difficulty of obtaining men to work in the present bull market as far as labor is concerned. It was also pointed out that there had been difficulty in getting materials.

Fact of the matter is that the public is not so interested about why things are not being done. What is wanted is action—not excuses. The difficulties about which the board talked in explanation do not make the public any less impatient. If there are difficulties, the thing is to surmount them. There can be no such thing as surrender in these expanding times.

Indeed, some means of getting things done must be found unless the city, from a municipal public works standpoint, is not to fall to pieces. In many ways today Prince Rupert is getting unhabitable for some people. We talk about the growth of the city's population. There is no doubt that the potential population is only too anxious to come here. It is the time for expanding services in real earnest so that Prince Rupert may be able to take full advantage and derive the most benefits to the fullest measure from the new era of industrial development. The city has a big problem which will require all its talents and resources and all the constructive help it can get.

LETIZIA HOTEL

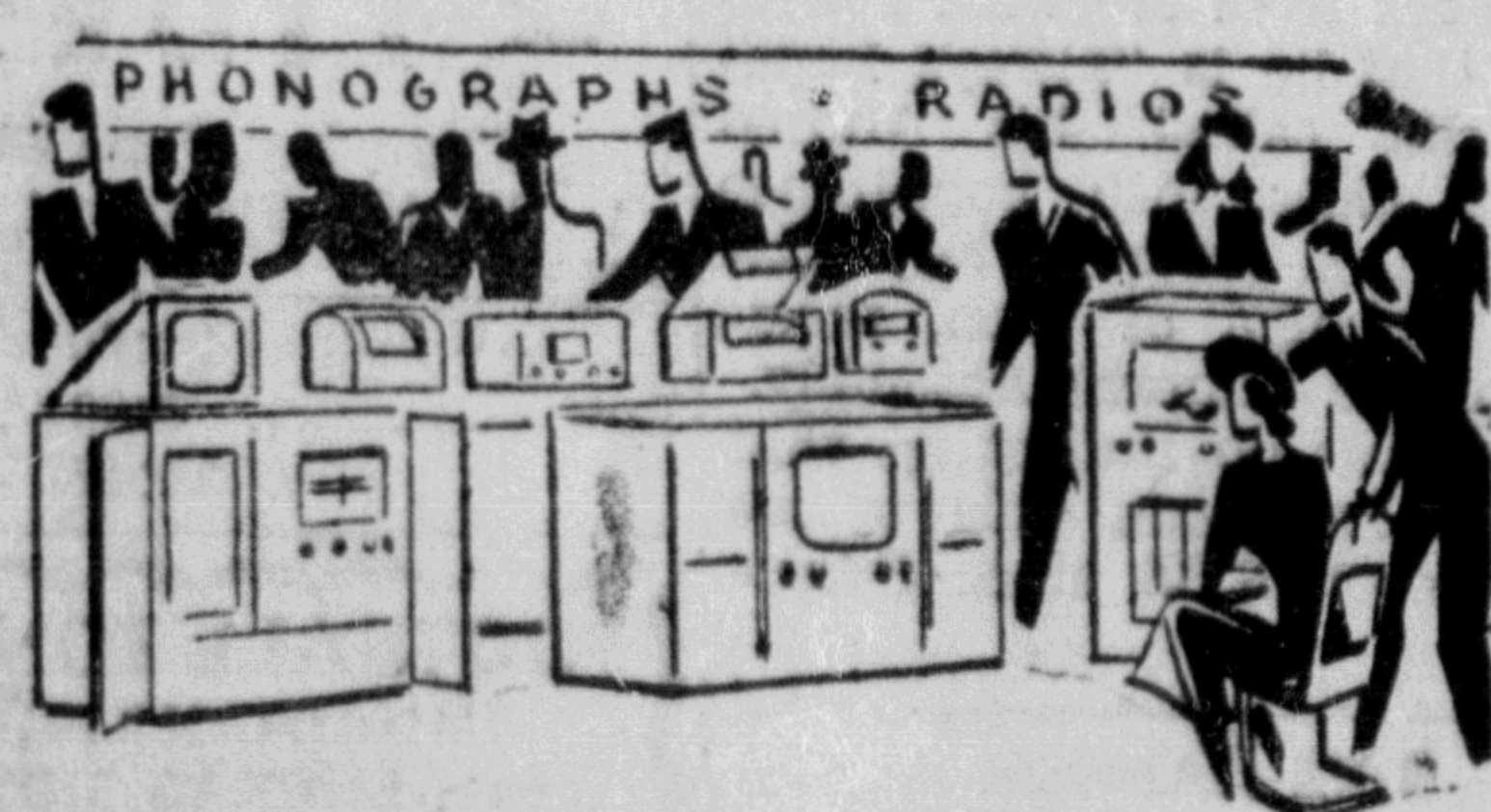
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As I See It



by
Elmore
Philpott

GOOD OLD CPR

HERE WE ARE aboard the good old CPR rolling into Vancouver. We are so anxious to get home that we hounded the passenger agent in Toronto to get us any kind of sleeping space—lower berths, bedroom or compartment.

He fixed us up—but only after a three-way switch—we had one bedroom to Winnipeg, another one to Calgary, and finally a compartment for the last lap home.

Incidentally, berths for the whole four-night trip cost us less than did berths for the one-night trip on the Orient Express—and on the Orient Express we were travelling second class, from Belgrade to Milan.

IT TAKES A LONG TRIP abroad to make you appreciate what we have right here in Canada.

Take train service. On this trip I visited thirteen countries. But I can not only honestly but fervently say that in not a single one of them is there train service which compares—job for job and price for price—with what we have right here in Canada.

Maybe it is just the glow of home-coming that makes me feel so much that way. For it surely is nice to get aboard the good old CPR out of Toronto for the west coast and meet so many old friends. Especially as our train nears Calgary and more and more B.C. folks come aboard. It's nice to have the train crew tell you what they thought of what you wrote from such and such a place—and to tell you also about what your newspaper sidekicks are doing these days.

THERE WAS HEAVY RAIN in the Rockies and our train was delayed a couple of hours. The trackmen repaired a slight mud slide. Once again I marvelled at the organization which keeps these wheels rolling in all sorts of weather, year in and year out. And once again, as we cross these mountains we ask ourselves, "Is there any country on all the earth so naturally blessed as our own?"

ON OUR TRAIN ARE MANY Americans and we note with quiet satisfaction that Canadian travellers do not engage in such free and easy conversation as do our cousins from the south. It takes us a little longer to open up to casual acquaintances and when we do we are not so likely to "tell all" at first sight.

Maybe that big shot advertising man was right when he complained that Canadians never get very enthusiastic about anything and their most characteristic phrase was "Not Too Bad."

I for one hope that I never live to see the day when we take it

blowing our own horn as that misguided advertising man was urging.

Yet, at the end of a tour which stretched in distance more than 'round the world I cannot help but know, and tell my sons and daughters, how downright lucky we are to be living in Canada.

WHEN YOU SEE THE COUNTRIES of Europe and Asia and quietly study their basic facts, you realize how lucky Canada is right now. Most other nations have such terrible problems, just to keep their people alive, that they would almost need archangels as statesmen to do the job with success.

On the other hand we here in Canada have been blessed by such a rich natural heritage that we can actually afford the "not too bad" kind of governments that we have always had—and still we are better off than the people of almost any other land.

THIS MORNING I WATCHED the boys who wait on table in the dining car. I noticed how nice they were to women travelling with small kids—the mothers who simply can't leave big kids for extra services rendered. Yet no multi-millionaire gets better treatment.

I suddenly stopped to think of all the years I myself have travelled on Canadian trains—and of all the thousands of kindnesses I have received from the train people. In wars they give medals to soldiers who render "Service Beyond the Call of Duty."

This isn't a medal—but just my two bits' worth of saying, thanks.

Water Line to Fairview Bay

A bylaw to authorize expending \$9,000 of trust funds for purchase of pipe and fittings for a new line to Fairview Bay was adopted at city council meeting Monday night.

The new water line is being planned at request of Prince Rupert Fishermen's Co-operative Association. Ald. T. B. Black advised, and suggested the association be asked to assist in defraying expenses of this work.

"They will be the only ones using the water supply," Ald. Black said.

Mayor G. W. Rudderham said the association already had offered assistance but that a detailed agreement would be made before work on the new line commenced.

Low Fares to Edmonton Fair

WINNIPEG.—Low rail fares to the Edmonton Exhibition July 13 to 21 from all stations in Saskatchewan, Alberta and in British Columbia—Vancouver, Prince Rupert and east—are announced by R. H. Powers, vice-chairman, Canadian Passenger Association.

Tickets at the reduced rate will be on sale from July 14 to 20 and on July 21 for trains which will arrive at Edmonton not later than 5 p.m. Standard Time. Returning, passengers may leave Edmonton up to midnight of July 23. However, if there is no train service on the

ray..

Reflects and
Reminiscences

Roy Brown, veteran newspaperman, has been writing about the time it was thought the Grand Trunk Pacific Railway would be abandoned at Red Pass Junction. This may be news today. Doubtless to the young it would seem real news. It is indeed a fact that a Parliamentary committee was named to look into the proposal.

Somewhere around twenty years ago, or longer, there seemed less promise than ever that the new transcontinental was destined to be a money maker. How long could Canada stand the uninterrupted drain?

HAD THE PRICE

The situation could not be denied. It had been brewing for years. There seemed to be a conspiracy to play down Prince Rupert, not only at home but everywhere else. Some few citizens were dauntless and declined to leave town even though possessing the price.

Abandonment was not advised and the idea was dropped. But, "was a close enough shave. Little change of a cheering character, speaking financially, was noticed. Prince Rupert grumbled along and became used to disappointments. What was wanted here, above all else was a permanent payroll, and the bigger the better.

JUST SUPPOSING!

Suppose the Grand Trunk Pacific had been abandoned at Red Pass Junction? It's hard to imagine and, coming right down to it, more than probable that such would never have transpired. Nevertheless, the story of its construction, from the very start bristles with criticism. Perusal of Hansard, when the Bill was before the House, makes informative reading today. But then, the CPR had also a stormy birth.

LOOK WHAT'S HERE!

Well, the permanent payrolls, surpassing fondest hopes, are here. While it's true enough that most of us came forty years too early, it's also a fact hundreds were young enough to stop to bet on a dog-fight, and given a fair break still had a long way to go.

The GTP, instead of being abandoned, is making money, and old timers are beginning to wonder, seeing so many strange faces, how soon it will be before it will be necessary to inquire the way around town. Most of us never heard of Uncle Jerry. He sold real estate here long ago. His daily list of lots made snappy reading. Now and then he would give advice. Sometimes it would exclusively concern this city, and he liked to write "Watch Prince Rupert, The San Francisco of Canada."

Monday, tickets will be honored on the first available train. The low fare will be good in all classes of accommodation—day coach, tourist and standard sleeping cars.

Prairies Busy For Defence

JASPER PARK.—Approximately 40 per cent of the defence construction program, is being carried out in the prairie provinces," Richard Johnson, president of Defence Construction Limited, yesterday told members of the Canadian Construction Association now at Jasper Park Lodge for a four-day conference.

Mr. Johnson said that the current emphasis placed on the RCAF program due to NATO commitments was the principal reason for the prairie provinces' volume of defence construction work which exceeds that being carried out in Ontario and Quebec combined.

About 37 per cent of the defence construction program is located in the central provinces, 12 per cent in the Maritimes and 11 per cent in British Columbia," the head of the crown company administering all construction work for the armed services said.

Mr. Johnson also reported that considerable progress had been made during the past six months in the prosecution of the defence construction program. Contracts are now being let at the rate of about five million dollars a week and it is hoped that \$175,000,000 of work would be completed by the end of the year.

WARNS ABOUT STEEL

Another speaker at the Jasper Park Lodge meeting, D. C.

Beam, senior official in the steel control office at Ottawa, warned that "private companies and government officials should first be absolutely sure of their steel supplies before commencing any construction project."

"While some increase has taken place in the amount of steel available to the construction industry, the bulk of it will be required for the defence construction program and allied projects. Even important projects such as hospitals and

MUSTARD

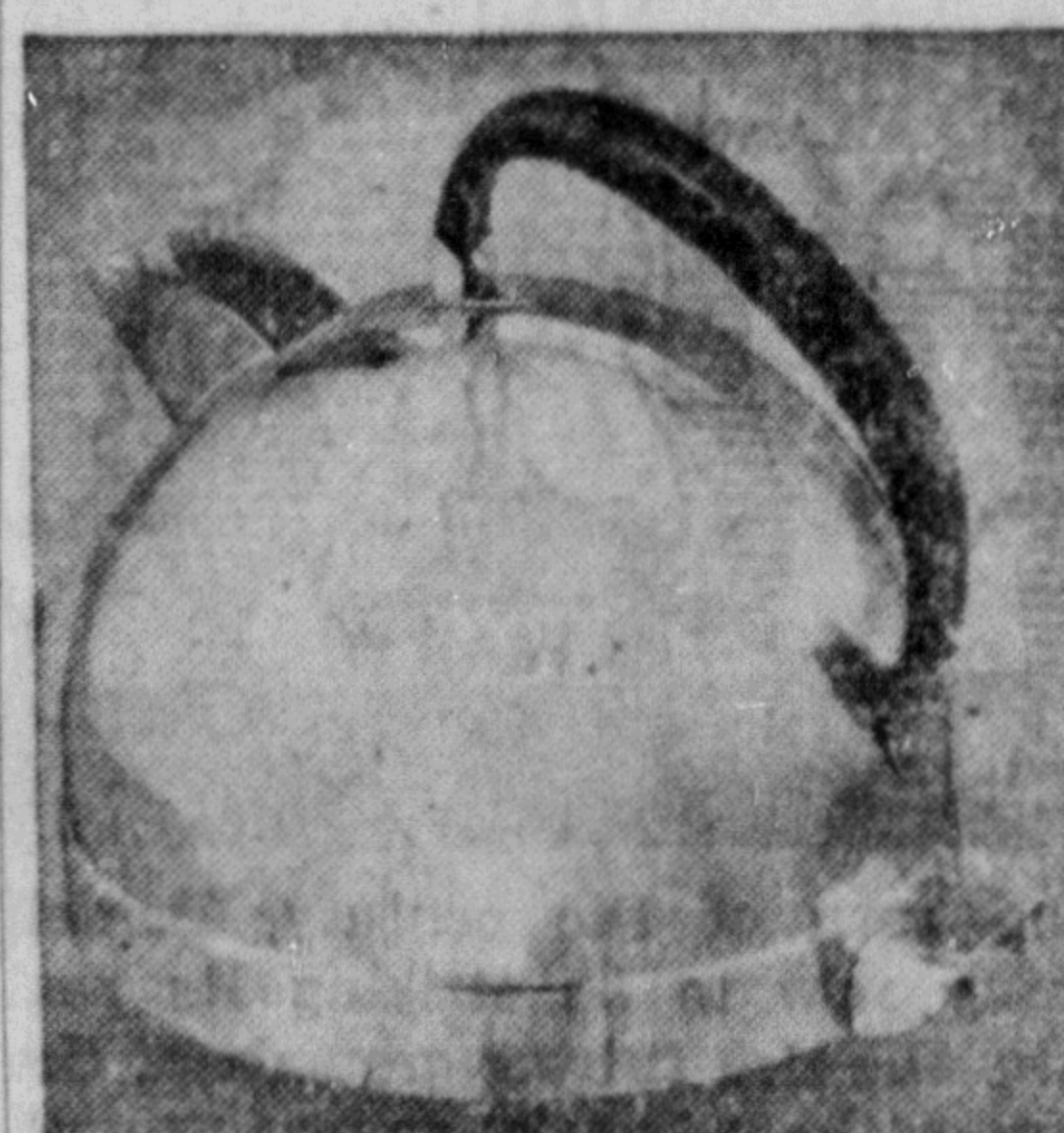
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