

MINISTER ASKED
Continued from page 1

be realistic in their
There were many
public funds. He, for
money became avail-
public works and less
purposes. But that
of government pol-
and his department
all, governed by the
which were made

minister spoke of the
costs of highway con-
Government work
to all contractors in
who were financially
and had the equip-
ment reasonably cer-
getting into trouble.
ministry, the minister
not a major problem
Columbia today. The
problem was that of
building on which the
system depended. There
miles of bridges in the
today and fifty miles
would have to be re-
five years, Mr. Carson
would take \$50,000,000

son contended that the
the in British Colum-
reasonable one, lower,
many of the prov-
minister dealt with the
costs of snow removal
crossing.

we were mounting, the
pointed out, and, in
that, fast and heavy
made it apparent that
level road would no
Strongly based roads
permanent hard surface
the order of the day,
that the policy was to
first the most heavily
and essential roads,
son told of work that
being carried on in the
part of the province.
work on other roads in
nearing completion,
son saw hope for more
being expended on the
the northern part in
immediately ahead.
repeated his statement of
the day that it would

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section of Highway 16 in the
lower Skeena Valley from the
C.N.R. right-of-way. In view of
the necessity of servicing grow-
ing industry and employment in
this section, this was a "first
priority job."

The minister also expressed
his desire of extending the north-
ern transprovincial highway
eastward from Prince George to
Yellowhead Pass as soon as pos-
sible.

UNUSUAL SEASON

British Columbia had once
again experienced what might
be called an unusual summer,
said the minister. It had been, so
far as weather is concerned, all
that the vacationist could want.
Greatly increased numbers of
home and visiting travelling
motorists had enjoyed the new
paved sections of the highway
system. "I also know," the min-
ister admitted, "that a great
many who travelled farther
afield—up the Cariboo—on the
Northern Trans-Provincial—the
Big Bend and the Southern
Trans-Provincial, suffered some
discomfort from dust and rough
gravelled roads.

The long dry spell added to
the difficulty of adequately
maintaining this mentioned type
of road. Many recommendations
from interested motorists had
been made as to how to economi-
cally better these road surfaces.
One recommendation was more
frequent use of graders. This
does give some very temporary
improvement on extremely dry
roads. However, over such a dry
spell as this season, it had the
effect of further loosening the
surface and, with heavy and fast
moving traffic, it had the ten-
dency of having such finish as
may remain either being blown
off the roadway or being blown
away as dust, the result being
a surface rougher than was
started with. The only satis-
factory and economical way to
cure this problem was to build
the type of modern highways
that we have been building dur-
ing the years since World War
Two.

"The above would appear to be
a simple solution and, if given
the additional technical person-
nel to make surveys and draw
up the plans—the materials for
bridges, culverts, etc.—and the
cat-drivers, steel erectors, etc., it
would be. However, the vital
need is money. Just where are
the additional funds to come
from?

"We have for the past several
years been investing approxi-
mately twenty million dollars
per year in new construction, re-

construction, building bridges
and culverts and in modern as-
phalt paving. These rebuilt pav-
ed roads are, when minor defects
are repaired, good for over 20
years, with moderate mainte-
nance costs, or good until such
times as it is necessary to expand
from two to four lanes to meet
traffic requirements.

"Before the present year is
ended, we will have committed
on capital highway works the
amount authorized by the govern-
ment, namely approximately
seventeen million dollars—four-
teen million to be provided by
the provincial government from
loans and the balance of three
million dollars by the federal
government as their contribution
to this year's program of work
on the Trans-Canada Highway.

"The above seventeen million
is for new capital work on main
and essential secondary high-
ways and is in addition to—and
I repeat—is in addition to—the
nine million, three hundred and
fifty thousand voted by the leg-
islature for maintenance pur-
poses. Adding these two amounts
together, we are spending on
purely maintenance and invest-
ing in new capital works the ap-
proximate amount of twenty-
seven million during the cur-
rent fiscal year."

Relating these figures to popu-
lation, which was approximately
1,300,000, Mr. Carson pointed out
that for this phase of govern-
ment service there is being pro-
vided and expended twenty dol-
lars for every man, woman and
child of population. Looking at
this picture from another angle
—and having in mind there are
about 265,000 registered motor
vehicles operating in the province
today, and relating the expendi-
ture to the number of motor ve-
hicles, the minister said that the
expenditure per motor vehicle
amounted to over \$100.

"I have given you this infor-
mation to advise you of what
is being provided to improve
our highway system and fur-
ther to say that while I could
personally wish for greater
amounts of funds being made
available to this department,
I do not feel that your Coali-
tion government has given this
phase of government service
great consideration. I believe
I would be correct in saying
that on our roads on a per
capita basis we would compare
favorably with any province in
Canada.

Let us consider for a moment
the direct revenue derived from
the motorist, including buses,
trucks, motorcycles, etc. From
this source this year there will
be available, after taking care of
old and current borrowings for
road purposes and after provid-
ing from this same source an
estimated one million, nine
hundred and seventy-five thou-
sand dollars to the municipali-
ties the amount of nine and one
half million. We are inclined to
criticize the maintenance of
roads, but we should be prepared
to offer constructive suggestions
for improvement.

"Modern highway construction
in this province, because of the
physical characteristics, was a
very costly business," said the
minister, who went on to detail
costs of various projects.

"On the Cariboo Road leading
north to Prince George and the
John Hart Highway to Dawson
Creek in the Peace River coun-
try, we have completed and paved
the section between Cache
Creek, where this highway leaves
the Trans-Canada, to Lac La
Hache," the minister stated. "We
will soon be calling a further
section from the end of the
present pavement at Lac La
Hache. When completed this
will remove one of the roughest
sections of our main travel
roads.

"While the remaining sections
of the John Hart Highway be-
tween Prince George and Com-
motion Creek will be broken
through this year, I doubt at
this time, that it will be possible
or wise to open this route on the
eve of winter. There will still
remain the Parsnip Bridge to
construct and several miles of
surfacing to be completed. We
did earlier in the year call for
tenders on the substructure for
the Parsnip Bridge, but owing to
the difficulty of access or for
other reasons we felt that then
tenders were too high, and hence
they were not accepted. This
gap can be quickly bridged by a
temporary pile structure when
the need arises. Farther east on
this same route a further project
is being carried out and also the
remainder of the connection be-
tween Pouce Coupe and the Al-
berta boundary is under recon-
struction.

"On the Northern Trans-
Provincial Highway construc-

tion of the important section
between Prince Rupert and the
new Columbia Cellulose plant
at Port Edward has been com-
pleted and hard surface is pro-
ceeding. A number of smaller
jobs along this northern route
have been undertaken or com-
pleted. Here again we have a
vast empire which is now com-
ing into its own industrially.
Having this development a
reality it will now be necessary
to give this section of our vast
province increased attention in
the way of maintenance and
reconstruction. As a part of
this increased program we
have already provided for
snow service between Prince
Rupert and Terrace.

"The keeping of this section
of the highway open for the first
time during the winter months
will enable the motorists to
travel from the Coast or the
Interior of the province to
Prince Rupert by motor all the
year round except in those per-
iods of extreme storm when one
could possibly be held up for a
short period of time." Mr. Car-
son expressed hope that, now the
highway was to be kept open
during the winter, it would be
used.

DISTURBING

Opening the discussion period
following Mr. Carson's address,
T. Norton Youngs informed Mr.
Carson of the perturbation
which was felt at the proposal
of rerouting the portion of the
Skeena River Highway away
from the C.N.R. right-of-way.
Now it looked that blacktop-
ping would be deferred to the
distant future. Mr. Youngs re-
called a promise of Premier
Johnson that this road would
be blacktopped by 1953. Even
the Hart Highway would prob-
ably be paved first.

"Here in this part of the prov-
ince," Mr. Youngs said, "we
have some rights. We feel
we have pioneered it long
enough, that we are justified
not only in asking but in de-
manding some attention as well
as in the south.

Mr. Carson said he did not
mean to suggest that relocating
of the Skeena River Highway
would involve years of delay. He
recognized the important indus-
trial developments in the Ter-
race, Kitimat, Prince Rupert tri-
angle and hoped that the perma-
nent road would come "very
soon."

DREAM SMASHED

Hugo Kraupner feared that
the announcement of the plan
to relocate the Skeena River
Highway had smashed the
dream of hard surfacing. He
felt envious of the people of the
south of the province with their
fine highways. After one passed
Lac la Hache it seemed like be-
ing in a new country. Why
should there not be some black-
topping of stretches of Highway
16 that were already prepared
with base for such work? Why
not look after Highway 16 just
for a change? Why not start at
the Prince Rupert end? There
should at least be a show of ef-
fort, Mr. Kraupner felt.

Told by Mr. Carson that his
department would be glad to
spend all the money which the
Legislature allowed, Mr. Kraup-
ner commented that "we will look
forward to our local member,
Jack McRae, pressing for the
funds for the program of reloca-
tion and permanent recon-
struction from this end of the
highway." He spoke of the ad-
visability of dealing with dan-
gerous curves between Galloway
Rapids and Prudhomme Lake
and saw no reason why there
should not be early blacktopping
toward Prudhomme Lake and on
to Tye and then from Kwinitsa
to Terrace. There should be no
further delay in clearing out
dangerous washouts in the Ans-
bury area.

APPEALS FOR NORTH

H. G. Perry, who Mr. Carson
had expressed pleasure earlier
at seeing, paid tribute to Mr.
Carson as a minister who was sincere
in his endeavor to do his job
faithfully and well. He felt that
the audience tonight had shown
a degree of calm and restraint
which might not at all times be

so marked. Possibly Mr. Carson
had missed the point of com-
plaint in the hearts of the people.
There was no particular envy of
other parts of the province—
some as sparsely populated as
this—which today enjoyed paved
highways.

"But," continued Mr. Perry,
"many of us who have spent the
best years of our lives here feel
that we have been sadly ne-
glected."

Speaking of the policy of de-
veloping permanent highways
gradually northward from the
centre of population, Mr. Perry
suggested that Mr. Carson might
take into consideration "the
human point of view" as well
as listening only to the views of
the technical men of the depart-
ment who wanted a continuous
uninterrupted highway all the
way from the south.

"How many years was it going
to take to complete such a fine
highway to this part of the
country?" Mr. Perry asked.

There were many points which
could be tackled today with per-
manent reconstruction and hard
surfacing, Mr. Perry contended.
"Why not modify the claims of
the technical men and listen to
the voice of the people?" he ex-
horted the minister. Why not
get down to a more moderate
plan? Instead of taking forty or
fifty years to push northward,
why not put a little black top
here and there and give us
something to make life a little
happier in this generation?

Mrs. J. T. Harvey spoke appre-
ciatively of the work Mr. Carson
was doing. She felt that money
made available to him would be
well spent and that he had in-
terests of the whole of the pro-
vince at heart.

Toward the end of the discus-
sion, T. Norton Youngs raised
the point as to whether there
would be gravel available for the
program of hard surfacing the
arterial highway leading into the
city to Seventh Avenue. Mr. Car-
son replied that this matter was
being taken up with the district
engineer with a view to making
the material available.

Mr. Youngs, as the meeting
closed, felt that, while criticism
had been voiced, credit should
also be given where credit was
due. He wished to acknowledge
the co-operation that was being
received from the division en-
gineer.

Council Gives Gravel Order

Contract for delivery of \$63,000
worth of gravel to city stock
piles by Wood & McClay was ap-
proved last night by city council.
Delivery is to be made by Decem-
ber 31.

Cost, said Ald. George Casey,
was cheap, running at \$3.20 a
yard for pit run, \$3.73 for minus
two, and \$4.26 for minus one, for
the roadbuilding gravel.

This year's estimates of \$17,000
for paving will be used to pay
for the gravel. Balance of \$46,000
will be responsibility of next
year's council.

Ald. George Hills, dissenting
in the vote to approve the ac-

tion, said he did not see "why
council should plan for more
than three times as much" road
work next year or for three years
in advance.

"How can we possibly know if
we can finish the job? We should
operate on a year to year basis,"
he declared.

However, most aldermen were
of the opinion that, because of
the uncertainty of obtaining
gravel in this area, and because
of the cost—the same as paid for
gravel four years ago—this was
an "opportunity that we can't
afford to miss."

Ald. T. B. Black said he saw no
reason why there should be any
shortage of binding material, a

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