

CURLING IS UNDER WAY

Hanson Cup is Won by Kenney Rink—Another Trophy Still Undecided

SMITHERS, March 5—With favorable conditions during the last two weeks, the game of curling has been resumed by the Smithers Curling Club. The ice came through the mild spell in good shape and required only a little surfacing to put it in excellent condition again.

As play for the Hanson Cup and the E. T. Kenney Cup had not been completed, these games were continued and the fate of the Hanson Cup was decided on Tuesday evening when the rink skippered by L. H. Kenney won over the rink skippered by Wiggs O'Neill in the finals. Four rinks lined up on Tuesday evening in the semi-finals, these being O'Neill vs. Newbery, which was won by O'Neill with a score of 10 to 4, and Simpson vs. Kenney which was won by Kenney with a score of 9 to 8. The winning rinks then went right into the finals the same evening with the result that the Kenney rink won with the last rock thrown and a score of 10 to 8. One coincidence in the finals was that coming home for the last end the score was tied at 8 to 8 in both games played by the Kenney rink. The members of the winning rink were Don Fullerton, Tony West, Smithy Arnold (vice skip) and L. H. Kenney, skip.

It is hoped that the weather will continue fairly cold so that play for the E. T. Kenney cup can be continued and completed.

As the ice in the hockey rink was destroyed by the hot rays of the sun during the mild spell no effort was made to restore it at this late date and hockey for the season has been completed with, probably the shortest and most unsatisfactory season it has ever had in Smithers.

Banker Discusses Beveridge Plan

Head of Bank of Montreal, in Letter to Chamber of Commerce, Questions Efficacy

A communication from Huntley R. Drummond, chairman of the board of directors of the Bank of Montreal discussing the Beveridge Plan for taking care of social security after the war, was read at Wednesday evening's meeting of Prince Rupert Chamber of Commerce.

Mr. Drummond expressed doubts as to the effectiveness of the plan. Personal effort and enterprise, he felt, would always be needed if there was to be progress. It was a fatal fallacy for any person to think that he was going to get something for nothing. As a matter of fact most people were capitalists. People who owned homes, insurance policies or bonds—all were capitalists. Mr. Drummond contended that there would have to be removal of many restrictions after the war and reduction of income tax.

No action was taken in connection with the communication.

Suggestions For Post-war Work

A communication from the Financial Post stating that it was to run a series of articles suggesting undertakings which might take up unemployment slack after the war was received at the meeting of the Prince Rupert Chamber of Commerce Wednesday night. Suggestions for such articles being asked, Arnold Flaten brought up the matter of the local shipbuilding plant and its possible conversion to some other use than

ANTICIPATE TREK NORTH AFTER WAR

Optimists Talk of Buenos Aires To Moscow Highway—Inquiries About Coming Settlement

By HERB JONES
Canadian Press Staff Writer
EDMONTON, March 5 — The vast and storied Canadian Northwest and Alaska will attract thousands of tourists and potential settlers when the peace throws open the great Alaska road lifeline to the north.

That is the opinion of government and publicity officials and tourist bureaus here as they watch a daily-mounting pile of enquiries about the northern snow-clad "wonderland," abounding richly in furs, oil and precious metals. Letters come from all parts of the North and South America and even from other continents. They seek information regarding possible settlement, development and just travel through the country storied in tales of gold rush days of '98. All such enquiries are answered. But officials are quick to point out that it will be at least a year after the war, perhaps two, before facilities will be available to handle tourist traffic in the north. Any settler hardy enough to take a chance will have to "rough it."

In its present wartime state, the Alaska Highway is a tough and treacherous thread winding through Alberta, northern British Columbia, the Yukon and on to Alaska. Big truck convoys with experienced drivers are rolling supplies northward now, but the road will have to be improved to be safe for the ordinary motorist. Hotels, restaurants, tourist camps and fuel facilities will have to be established. Undoubtedly settlements will spring up, but not overnight.

Peace Prospects
But despite this, Dan Campbell, publicity director for the Alberta government to whom many of the letters have come, predicts "a big influx both of tourist and settler after the war."

Already people are anxious to go north. In the hundreds of letters received since completion of the Alaska road centred attention on the northwest, not a few reveal a desire to come immediately at least as far as Edmonton, and some further. One American wanted to know the best place to establish a hardware store. A man in Texas wrote asking the possibilities of establishing a dude ranch on the Alaska Highway. Another in Ceylon sought tourist information about "the great northwest" while a writer in far-off Elisabethville, Belgian Congo, revealed a life-long desire to visit Alberta and the north country.

Officials are asked to supply information about government, land, settlement, churches, climate, taxes. Wives of army men and civilian workers seek information about the country where their husbands are located. Many want to settle here after the war.

Part of Great Road
Looking farther ahead, others have pictured the Alaska Highway itself as part of a great Pan-American road system. At the formal opening of the pioneer road last November 20 in a ceremony at Kluska Lake, Y. T., Vice-President Henry Wallace of the United States in a message described the Alaska road as "part of an eventual highway serving the new world from South America to Siberia."

"In the not too distant future I believe it will be possible to drive from Buenos Aires to Moscow." The Trail of '98 may become the international highway of tomorrow.

shipbuilding after the war. The matter was referred to the civic committee with the name of Mr. Flaten being added. Theo Collart suggested that every member of the Chamber might well submit an idea.

ACTIVITIES OF Y.M.C.A. AND Y.W.C.A.

By DOROTHY GARBUTT
The Hostess

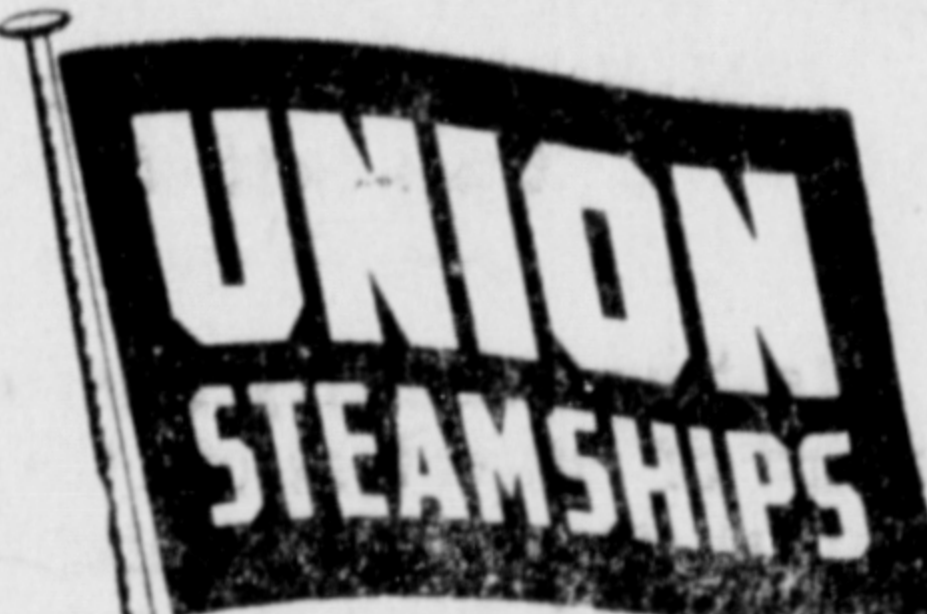
One of the most interesting meetings to be held by the Service Wives' Club took place yesterday afternoon in the ladies' lounge of the "Y." The attendance was most heartening seventeen members and eleven babies being present. The ladies decided to make a contribution to the Red Cross drive from the club and all the members took books of raffle tickets to be sold for the "Margaret Bishop Quilt." The story behind this quilt is of great interest. Mrs. Bishop, who belongs to the Royal Canadian Air Force Officers' Wives' Auxiliary in Ottawa, conceived the idea. Embroidered all over the quilt are autographs of famous people, over two thousand in all. In the centre is a large R. C. A. F. embroidered crest. It took a year and a half to make. Among the autographs are those of Eleanor Roosevelt, Walt Disney, Quentin Reynolds, Gertrude Lawrence, Carole Lombard, Ernest Lapointe, Princess Juliana and the Dionne Quintuplets. The quilt itself is to be displayed throughout Canada. The funds from this raffle are to be divided. The local auxiliary selling tickets for the quilt gets 25 percent of the proceeds to help with its own work and the remainder is to be used to aid R.C.A.F. service men throughout Canada. Mrs. Kimmell is in charge of ticket sales here. It is a generous double bed size quilt so you are getting your money's worth.

The raffle was donated by Mrs. Valen, a pyrex pie plate, and was won again by Mrs. Wilfred Garbutt and Marilyn, R.C.A.F. Mrs. Strand brought the lunch which was served by Mrs. Valen and Mrs. Long.

Don't forget, an army company dance at the Empress tonight. W. M. C. A. chaperones are Mrs. Love and Mrs. Keays of the Queen Mary Chapter I. O. D. E. Junior hostesses are cordially invited.

SMITHERS RED CROSS

SMITHERS, March 5 — Collections for the Red Cross drive are now being carried on and meeting with a good response from the citizens. It is hoped and expected the quota for the district will be achieved.



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AGREEMENT IS REACHED

(Continued from Page One)

per was 8.68 higher. Taking December, 1942, prices in Prince Rupert from the Labor Gazette in relation to current prices in Prince Rupert, we find a difference of one cent higher at this time. These figures are the average amounts taken from 28 items and, as your copy will show, they are the essential commodities which bears out our argument that our dollar buys less in Prince Rupert.

"Another unsatisfactory matter that has caused a great deal of dissatisfaction, is the amount of rent charged for our houses—much more than in Vancouver. Four-roomed houses in Vancouver rent for \$22, large four-roomed houses for \$24, and six-roomed houses for \$29. This includes water and garbage removal. In Prince Rupert, we pay \$25, as against \$22 in Vancouver. We have to pay \$2 for water and 35c for garbage removal. In proportion we pay \$5.35 each month more per house than in Vancouver. Our houses have no lawns. They are built over muskeg and water. During January and February this year some homes were 28 days without water and many homes suffered from frozen pipes because the mains were laid on the surface.

"This is brought to your attention to prove our point that our rents are entirely out of line with the service rendered.

"To offset the inequalities between the two districts a higher scale of pay should be paid in Prince Rupert.

"That a higher scale of pay is essential to hold men on account of the additional cost of living can be confirmed by the local contractors in Prince Rupert who pay higher wages than prevail in the shipyard here. When comparing the rate of pay, we find that steam and operating engineers can get 18c per hour more, working for contractors, pipefitters can get 15c more, welders and burners are paid \$1.22½ per hour as against 90c plus bonus in the shipyard; and electricians get 12c more per hour with free board provided. It can readily be seen that it means less money for these employees in the shipyard as against their more fortunate fellow workers employed outside the yard.

"The turnover of workmen in

the dry dock is enormous and, besides having a bad effect on men still employed there, it leaves a worse impression among prospective employees. This undoubtedly is one of the biggest factors impeding the building of ships in Prince Rupert and conditions as they now exist will not offer a remedy for this ill.

Reasons for Quitting
"For various reasons men quit work, and we endeavor to get an explanation from our members when they transfer from our local bodies elsewhere. The following are the reasons mostly given:

"Cost of living as against Vancouver.
"Lack of recreational facilities.
"Food served in the dining hall and poor service rendered.
"Illness developing because of climatic conditions.

"There are the usual cases of dismissal for failure to abide by the company rules but this is to be expected and we can say here that we find the company very reasonable and just in cases of dismissal.

"We are prepared to present witnesses from the various crafts—men appointed by their units to present their demands and will call these people to meet you here when you deem it advisable.

"Comparing our cost of living and the circumstances under which we are living, we ask you to recommend to the National Labor Board a flat increase to all employees of fifteen cents per hour as fair compensation for our labor."

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