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MEMBER
A.B.C.

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The Highway Impasse

The statement of Minister of Public Works Anscomb in the Legislature at the end of the week detailing to some extent the provincial government's huge road building program carried little cheer for this part of the province. We had been hoping that, under the general heading of maintenance, the figure for which is placed at \$5,000,000, there might have been generous provision for the Prince Rupert-Hazelton Highway. Possibly, when the apportionments become more clarified, there may be something for us but the minister's contention that the federal government should be responsible for this road as a military highway like the Alaska Highway offers little, if any, assurance. In fact, it would, to the contrary, look like denial of any responsibility, notwithstanding the fact that the provincial department may have in recent months been doing a certain amount of maintenance, inadequate as it may have been.

As against Mr. Anscomb's contention that he regards the road as a federal responsibility, we have the direct statement from Ottawa that the need for the highway for military purposes has passed and that it is being offered to the provincial government. So we now have the spectacle of neither Ottawa or Victoria wanting to assume responsibility for the road.

Meantime, due to fall floods and winter snows, it has fallen into a state of impassability. If it is to continue to be kicked back and forth between the two governments, to say nothing of the complications due to the Canadian National right-of-way jurisdiction, it will soon become permanently unuseable and we will not be much better off than before it was built.

Mr. Anscomb likened the Prince Rupert-Hazelton Highway to the Alaska Highway since it was built for military purposes as was the Alaska Highway. However, the Prince Rupert-Hazelton Highway lies entirely within the province of British Columbia and is, indeed, a natural extension of a transprovincial highway, even if it does have the misfortune of lying in the west central part of the province instead of the favored south.

We have been having our battles over the railway service, over the matter of federal aid for war damage to the city, over the civic centre. We are indeed getting injured to the fact that we must battle for everything we get. Now the road must be added in real earnest to the list.

One Problem Remaining

The Socialist Party, under Mr. Coldwell, said a man in the smoker, is reactionary, the Liberals under Mr. King are opportunists, the Progressives under Mr. Bracken are indecisive, and Social-Crediters under Mr. Low are too theoretical. There should be a fifth party to sweep the country.

He'll call it the Common-sense Party, or maybe the anti-tommyrot party after something he'd read in

Wellington Jeffers' column in the Toronto Globe and Mail.

As for platform, he had a few planks:

1. He'd reverse Ottawa thinking by passing a law declaring that a man's income is his own, subject to taxation, instead of a man's income belonging to the Government, subject to discount for living expenses, as at present.

2. He'd forthwith reduce income taxation by 30 percent so that citizens could provide their own baby bonuses.

3. He'd abolish the baby bonus and substitute therefor (at less expense) equality of educational opportunity for children living in rural areas.

These three planks, said the man in the smoker, would appeal strongly to 80 percent of the voters; no party so far ever had received that many votes though they all, in these days of decadent political thinking, sought 100 percent support.

Leadership? Well, he hadn't got around to that problem.

* * *

The Patronage Dividend

In their struggle to retain their exemption from taxes, which gives them an advantage over competing business, the co-operatives argue that the patronage dividend, through which they distribute their untaxed profits to members, is in reality the same as a discount on purchases, and should still be free from tax, even if taxes should be imposed on their undistributed profits.

If this argument were accepted, it would be a simple matter for the co-operatives to continue enjoyment of their special privilege. They could distribute all their profits as patronage dividends and then get their members to resubscribe such amounts as were needed for expansion and improvement. Nothing would remain for the tax collector.

If the patronage dividend were the same as a trade discount, it would be a clumsy device. The co-operatives could save a lot of book-keeping by merely reducing their prices to the point where there would be sufficient only to cover the cost of goods, selling expense and overhead. Or they could give discount to their members at the time they made their purchases and sell goods to others at the full price.

The difference lies in the fact that the trade discount allowed to a customer by an ordinary, taxpaying company, is a fixed percentage usually available to all purchasers of the same goods under the same conditions. There can be a discount without profit, but not a patronage dividend without profit. The net price after discount is what goes through the company's books. The patronage dividend is a share of the co-operative's profits, calculated after the earnings for the year are known, and distributed according to the decision of the co-operative's board of directors. The only difference between the patronage dividend and the dividend paid by a limited company is that one is paid to customers, in proportion to the business they have done with the co-operative, while the other is paid to shareholders in proportion to their share in the ownership of the company. Each represents a division of profits.

There is much to be said for exempting all dividends from taxation until they are in the hands of the ultimate receiver; but until that reform of our taxing system is made, it should be recognized that all profits are taxable on the same basis.



JEEP IS CASUALTY IN RIOTS SWEEPING CALCUTTA—This blazing jeep was a casualty in the rioting in Calcutta, India, when 500 Indian seamen started a strike in sympathy with the revolt of Indian seamen in Bombay. The jeep is shown after rioters had set it afire on Chittaranjan Ave. in Calcutta. In Bombay, heavy armed British Tommies and Indian troops went into action when the seamen, who had been staging a hunger strike in the castle barracks, attempted to break out into the streets from which they had been banned after demonstrations earlier this week. The seamen responded with rifle and machine-gun fire.

WHAT

Prince Rupert Needs

(The third of a series of suggestions by readers of the Daily News for the betterment of this city)

Our city suffers from "distant fields" psychosis. "Make all the money you can while here but enjoy it elsewhere" is not a slogan which builds prosperous cities. To many who come here positions are not of a permanent nature and it is not human nature to become deeply attached to that which is ephemeral. The maintaining of the Civic Centre will foster goodwill and co-operation among the city's various organizations for all are needed to make it the success

we want it to be. This will enable us to cater to the physical and cultural sides of life as never before.

More grain must come here for shipment to the Orient and pressure must be brought to bear on the government to get this and also to have the local elevator modernized to handle the grain quickly and efficiently.

With all the forests around us lumber and articles manufactured from it such as portable houses might be shipped to China and Japan. Surely the third best harbor in the world is not to be kept as "idle as a painted ship upon a painted ocean?"

Air service to connect with Alaska Prince George and southern points is now beyond the

dream stage. And what a boost it will be to the tourist trade!

Auto camps are needed. Why not utilize some of the army buildings before they have been neglected or vandalized?

But an auto road, and a good one, must come before any appreciable benefit from the tourist trade will be noticed.

Beauty is a sellable commodity to tourists, the world over. Few cities have more diverse natural scenery, and our indescribable sunsets should be as widely publicized as Alaska's midnight sun.

The care of private homes rests with the owners. A well-kept lawn, however small, adds greatly to the morale of the city.

The garbage bylaw should be revised and rigidly enforced. Settlement of our vast hinterland will come, slowly perhaps, and its rich natural resources will be explored and developed to our benefit.

Finally let our wise men look both East and West for the trade that we so earnestly desire.

NELLIE C. MOSES.

TODAY'S STOCKS

Courtesy S. D. Johnston Co., Ltd.

VANCOUVER

Bralorne	16.75
B.R. Con.	18 3/4
B.R.X.	17
Cariboo Quartz	3.05
Dentonia	50 1/2
Gruhl Wilksne	20
Hedley Mascot	2.66
Minto	.08
Pend Oreille	3.70
Pioneer	7.00
Premier Border	10 1/2
Premier Gold	2.65
Privateer	.70
Reeves McDonald	1.40
Reno	.13
Salmon Gold	.23
Sheep Creek	1.64
Taylor Bridge	.99
Whitewater	.04
Vananda	.48
Congress	12 1/2
Pacific Eastern	.15
Hedley Amalgamated	.15
Spud Valley	.26
Central Zeballos	.20

Oils—

A.P. Con.	14
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Footfills	1.75
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Elder	1.15
Giant Yellowknife	7.85
Hardrock	1.04
Jackknife	.28
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Moneta	.72
Omega	.31

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AUCTION SALE
TIMBER SALE X28857
There will be offered for sale at Public Auction, at 11 o'clock in the forenoon on the 1st day of April, 1946 in the office of the District Forester at Prince Rupert, B.C., the Licence X28857, to cut 11,385,000 f.b.m. of Spruce, Cedar, Hemlock and Balsam on part of Surveyed Timber Licence 356P and 2368P and adjoining Vacant Crown land near the South end of Kumeleon Lake, Grenville Channel, Range 4, Coast Land District.
Three (3) years will be allowed for removal of timber.
"Provided anyone unable to attend the auction in person may submit tender to be opened at the hour of auction and treated as an 'bid'."
Further particulars may be obtained from the Deputy Minister of Forests, Victoria, B.C., or the District Forester at Prince Rupert, B.C.

AIRCRAFT ARE DIMINUTIVE

BAD ZWISCHENAHN, Germany, 9.—A flying unit in the Canadian Army of Occupation is No. 664 Air Observation Post Squadron, commanded by Maj. D. W. Blyth of Regina.

Operating out of tiny Auster Mark V aircraft, the squadron makes routine flights throughout 30 corps area and controls all passenger flights leaving Rostrop, airfield for Paris and the United Kingdom. Size of the diminutive observation craft is suggested by the comment of the pilots:

"You don't fly them — you wear 'em."

The squadron, formed in January, 1945, consists of both R.C.A.F. and army personnel, but the pilots are army men—skilled gunnery officers drawn from heavy and medium field artillery units. They get their army wings in Tiger Moths at No. 25 Elementary Flying Training School at Cambridge, England.

In action, they were attached to artillery units to spot and direct shellfire and perform reconnaissance.

NOTICE

To All Local Airmen
In future any person applying for any institute of the Reserve 1st. (R) Bn. Prince Rupert Regt. (M.G.) must have authority of Military Board Form-86. This must be signed by an officer.

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A COLD EASED
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GENUINE ASPIRIN IS
MARKED THIS WAY**

WHAT DOES RUPERT NEED? WILL YOU GIVE YOUR VIEWS?

There is much discussion these days of problems and difficulties which face Prince Rupert in its postwar development and prosperity and what solutions might be devised towards solving these problems.

Many of these problems have been discussed in the Daily News from time to time but this newspaper is anxious to obtain some new and constructive ideas and, therefore, we are inviting our readers to express their views on the subject of

WHAT PRINCE RUPERT NEEDS TODAY

You are invited to enunciate what you consider Prince Rupert's needs and to write a concise answer as to how best that need might be solved.

The articles will be published (with or without the names of the authors, according to wish of the writers). They will be judged impartially on the primary basis of value of subject matter although conciseness, style and legibility will also count.

Mayor H. M. Daggett and W. M. Watts have consented to assist the Daily News in the judging.

There will be six prizes:

- First, \$10 in cash.
 - Second, \$5 in cash.
 - Third, \$2.50 in cash.
 - And three six-month subscriptions to the Daily News.
- The contest will close March 15. Old and young alike are asked to submit articles.

The primary purpose is, of course, not to win prizes but to bring forward suggestions which may prove useful in forwarding the development of Prince Rupert.

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