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MEMBER A.B.C.

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Onward and Upward

If the recent criticism of lack of policy on the part of the railway company as a part of the federal government organization has done nothing more than to stir the company to looking more aggressively to the possibilities of the development of this part of the country as a matter of national policy we have that much to be thankful for. While there may not have been much concrete accomplishment as yet, there are indications that a new measure of interest is being taken. That is all to the good and we are hopeful that it will be productive of real results in the ends to which we are all striving or should be. We are not satisfied that there is not still a considerable amount of apathy toward this part of the country on the part of both federal and railway authorities. However, there are, no doubt, some who are fully cognizant and earnest of the possibilities which exist and which, we believe, will lead to development and utilization if taken hold of in the proper spirit and with the adequate vision.

It is something that will need the fullest co-operation of all parties along unselfish lines. There is no room for lethargy or evasion of responsibility. Canada has not been built thus far that way and it will not progress until we all realize its possibilities and strive towards their accomplishment.

True greatness may not come in our day; our hopes and endeavors may not mean a great deal of direct benefit for many of us personally, but it is our duty to ever strive onward and upward. If we do not go forward, we go backward. There is no standing still.

Too Much Power

In a recent editorial the Vancouver Sun courageously denounced the autocratic powers invested in and exercised by officials administering the Income Tax Act and the Excess Profits Act.

The Sun quoted copiously from an editorial in The Prince George Citizen of November 29, 1945, which is out of print owing to the demand for copies from all over Canada.

It is fortunate for the freedom

of Canadians there are newspapers who dare to challenge the powers that be and are not afraid of reprisals in their fight for the right, as are so many of the unfortunate victims of omnipotent officials.

Bureaucracy has taken over the functions and powers of the courts in many matters. The reign of justice under the rule of law, as interpreted by judges after deliberating upon evidence, no longer prevails. The situation has gone so far now that even those in the highest seats of governmental authority are pawns in the hands of officials, who have persuaded them to discard the elementary right of British citizenship—to be innocent until proven guilty after trial by one's peers—as indicated in the inquisitorial powers given to a commission on alleged spies held in detention and examined without charges being made and with counsel denied them. This is fascism, not democracy, and the ends do not justify the means.

It is time the people aroused parliament, which has slumbered too long, to assert its authority and demand a repeal of all the despotic powers granted and exercised by government employees.

Not only has the Dominion parliament abdicated its own authority to departmental proctors but it has invested them with statutory powers that superede the courts of law and make these agents of the government more powerful than monarchs.

British Columbia, too, has many statutes that need overhauling to remove therefrom those despotic powers granted to officials that give them total authority over the welfare and livelihood of the people who are denied any right of appeal.

Immigration Policy

The Dominion minister of agriculture, Hon. J. G. Gardiner, made the suggestion the other day that we should bring European immigrants to Canada instead of sending them food over there. There is something in the idea, although a lot of people are opposed to immigration at present. Yet the fact remains that with our population of 12,000,000 we cannot achieve the greatness that Sir Wilfrid Laurier predicted for us in the twentieth century. There must be no immigration until every person in Canada who wants a job has got one, but after that, selective immigration should be encouraged to develop our stupendous and incalculable resources.

We have untapped resources that we and many millions of people elsewhere can use, and it will take twice our present population to develop as much as we and they can consume or translate into manufactured goods.

NOW THE LID IS OFF



The battle of the Atlantic was on. German submarines were infesting the Atlantic, trying to choke off the vital flow of Allied war supplies going overseas. It was a life and death struggle. But the Allies were not leaving anything to chance. Even if the sea battle were lost, essential war materials would continue to stream overseas. How this was to be done was a secret until now. A secret shared by government leaders and high-ranking officers of the Allied Nations with no one but top officers of the Canadian National Railways, which was to play a very important part in the plan. The planes and munitions were to be flown across the roof of the world from the United States and Canada. Air bases for the service were established along the route at Winnipeg, The Pas and Churchill in Manitoba; Southampton Island, in the mouth of the Hudson Bay; Frobisher Bay, in Baffin Land; and Greenland and Ireland. To construct them, millions of tons of building materials and equipment and foodstuffs to feed the workers on the multi-million dollar project, and millions of gallons of fuel and supplies were carried as far as Churchill, the most northerly point on the C.N.R. system, 1,000 miles from Winnipeg. Several Churchill they were flown to. The service was ready.

was won. But the experience gained in flying the route was invaluable. There is no doubt peacetime aviation will benefit much from the pioneering done in 1942 to keep the life-line of civilization open. In the upper photograph a string of tank cars carrying high grade fuel oil to the far northern airports is shown leaving Winnipeg. Inset, equipment is being unloaded from a C.N.R. freight car by United States Army personnel at

EUROPE BETTER OFF THAN BRITAIN

Sgt. "Bud" Skattebol Did Not See Much Hardship in Germany and Holland

The long-suffering and patient people of England are worse off for food than those of the continent as far as it was his opportunity to observe, says Sgt. "Bud" Skattebol, son of Mr. and Mrs. H. Skattebol, who returned home recently after three years overseas with the Royal Canadian Engineers. He spent considerable time in Holland and in Germany. In the Dutch restaurants one could buy almost anything one wanted even if the charges might be high. "That was more than one could do in England," Bud said as he recalled pheasant, partridge and chicken dinners in Arnhem. In Germany, the people whom he encountered seemed well fed and well clothed. Abandoned homes, for instance, had attics full of cured hams. Of course, this was in the country where people raised their own produce. The Germans were short of tea, coffee and cigarettes and went to every length to obtain these commodities from the Canadians.

Enlisting in November 1942, Bud landed in England September 1, 1943, and spent 10 months there before crossing to France one month after D-Day, landing on a beach near Vernier-sur-Mer with his unit, the Second Field Company, a Toronto outfit with the Second Division. They were assault engineers and their job, front line duty, was to clear mines and otherwise prepare for the advance of the main forces. They were in Oldenburg on V-E Day and the local soldier remained on the continent until February of this year.

Speaking of the German soldiers who were used to clear up the mine fields and engage in other work under the direction of the Royal Canadian Engineers following the armistice, Bud says they were good and willing workers, their only resentment, apparently being at being fenced in.

Skattebol did not remain for long in Germany but was sent back with his outfit to Arnhem in Holland where four or five months was spent dispatching Army equipment back to Canada or sending what was needed in connection with the occupation of Germany. Some of the material was being sold to the Dutch under machinery of disposal something like that of War Assets Corporation in Canada. The thousands of vehicles parked in Holland presented an almost unbelievable quantity. It was from Arnhem that "Bud" came home to Canada with a brief stay in England, crossing the Atlantic on the Ile de France. He will proceed to Vancouver after this month to receive his final discharge and then expects to resume his pre-war duties with the B. and N. Department of Canadian National Railways here.

Among Prince Rupert men Sgt. Skattebol met while overseas were Lieut. William Tobey, with the Sixth Field Company R.C.E. (Third Division), who took over in Holland from the company with which Skattebol was serving, and Sgt. Darrow Gomez whom he encountered in his historic Utrecht. Gomez has since returned to Prince Rupert and is now with the Hyde Transfer here.

GRANTHAM, Kent, Eng., 6.—Joe Bland, 71, claims to be the first British subject to go to Nice as a tourist since the war.

CLOSING DOWN PRINCE GEORGE PRICES OFFICE

The Prince George office of the Wartime Prices and Trade Board is to be closed May 31 after which time the area now served by that office will be shared between Prince Rupert and Kamloops offices. The Prince Rupert office will look after the northern line of the Canadian National Railways and Kamloops will cover the area northward to Prince George.

District Air Force Men on 'De France

Air Force personnel returning from overseas to this district who landed at Halifax from the Ile de France at the end of the week included Col. T. W. Crozier of Sandspit, Queen Charlotte Islands, and Leading Aircraftman B. O. Sandberg of Prince George.

TWENTY-FIVE YEARS AGO

April 8, 1921
In spite of opposition, Minister of Lands Hon. T. D. Pattullo succeeded in having an appropriation passed in the Legislature for \$200,000 for the court house building at Prince Rupert. The appropriation was for the year only, the ultimate cost of the building being set at \$450,000.

A big halibut schooner, the Zilla May, was a complete loss after running on Strait Island reef. Capt. Hans Aarvold and his crew of 13 were rescued.

A resolution presented in the House of Commons by Col. Cy Peck, M.P., favoring the secession from British Columbia of the northern areas of the province, met with a cold response at a public meeting in Prince Rupert. While the speakers admitted that the north was "shabbily treated," they saw many difficulties in the way of secession.

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BRITISH COLUMBIA AGRICULTURE, GREAT WAR, MUST BE GREATER STILL IN PEACE

No praise could be too high for the farmers and gardeners of British Columbia in regard to the successful efforts in increasing agricultural production during the war years. Now a new world-wide emergency has arisen and it becomes necessary make another appeal.

FOOD IS SHORT. PLANT A GARDEN

This appeal is made to everyone who can add our production of vegetables, fruits and other crops—from farmers and orchardists to the owner of the smallest home garden plot. The entire world tragically short of food. Canada, already exporting prodigious quantities of agricultural products, must send still more to those in dire need.

Canada's Government has already issued an appeal for more gardens. Householders throughout B.C. are urged to plant vegetable gardens this year on a scale equal to or even greater than wartime. You are asked to "dig against famine" as the people of Britain are doing. Buy British Columbia seed, which is unsurpassed in the world—plant your garden and produce all you can.

FOOD WON THE WAR... FOOD WILL WIN THE PEACE!

DEPARTMENT OF AGRICULTURE

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Honorable Frank Putnam, Minister.

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ALBERT AND McCAFFERY

TERRACE PARENT-TEACHER MEET

TERRACE—Regular monthly meeting of the Terrace Parent-Teachers Association was held in the Legion Hall on Thursday evening with a fair attendance of members present. Mrs. Floyd Frank, the president, in the chair.

A letter from Mrs. J. C. Gilker, secretary of the Prince Rupert P.T.A., contained information that Mrs. Earl Becker, who is to attend the meeting of the Provincial Federation of the Parent-Teacher Associations to be held in Vancouver during Easter week will be able to come to Terrace and present her report to this branch of the organization.

Mrs. R. de Kergommeaux read an interesting article from the "British Columbia Schools," a magazine issued to schools by the B. C. Department of Education. The article explained in detail the carrying out of an enterprise study on Holland in the primary department of the local school last year.

A discussion on the Cameron Report followed. Recent newspaper articles were read and the report itself passed from hand to hand. The discussion is to continue at the next meeting.

Plans were made for a tea which is to be held on Saturday afternoon, April 20.

Refreshments were served after the adjournment of the meeting.

In praising the role of the press in world affairs, Prime Minister Atlee stated, "The freedom of the press is a definite aid to the U.N.O."

TERRACE

Mrs. S. G. Mills will be the delegate representing Terrace at the regional convention of the Red Cross Society which is to be held in Prince George on April 10.

Mr. and Mrs. B. McCabe and family arrived back in Terrace on Thursday evening. Mr. McCabe has just received his discharge from the army.

Constable W. Richmond will be going to Stewart on April 14 for a while to relieve Constable J. Jones.

PRINCE GEORGE

Long deferred negotiations between the International Woodworkers of America (I.O.) Union and Central British Columbia timber operators are to be resumed in Vancouver on April 17 following the deadlock since February 8 over the Union demand for 40-hour week, 25c per hour wage increase and union dues check-off.

George W. Axen has been appointed successor to James E. Manning as district agriculturalist at Prince George.

The Prince George Citizen has been elected to membership in the Class "A" weeklies of Canada. This group, now numbering 44, comprises the leading weeklies in the Dominion.

Gordon William Dole, aged 61, a resident of this district since 1924, was found dead on a footpath in the South Fort George area last Tuesday. Missing for four days, he had evidently succumbed to a heart attack while carrying wood.

TERRACE C.W.I. IS ORGANIZED

Mrs. J. Spitzel President of Sacred Heart Catholic Women.

TERRACE—On Friday evening a meeting of the Catholic women of Terrace was held at the home of Mrs. E. Whalen, Park Avenue at which it was decided to form a subdivision of the Catholic Women's League of Canada. Present was the national president, Miss Ann McMaster of Vancouver, and Father Racette, the local parish priest. Miss McMaster addressed the group in an interesting manner and ably set forth reasons for the formation of a branch here. It was decided to call the branch the Sacred Heart Subdivision. Election of officers resulted as follows:

- President, Mrs. J. Spitzel.
- First Vice-President, Mrs. G. Hipp.
- Second Vice-President, Mrs. J. Normandeau.
- Third Vice-President, Mrs. E. Whalen.
- Secretary, Mrs. J. Gordon.
- Treasurer, Mrs. P. Bissonnette.
- Program Committee—Mrs. J. McConnell and Mrs. W. Christie.
- Leader of Junior Group, Miss Jean Desjardins.

Meetings are to be held the first Wednesday of every month in the homes of the members.

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