

An independent daily newspaper devoted to the upbuilding of Prince Rupert and all the communities comprising northern and central British Columbia.

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WE KNOW THE WORST

IT LOOKS LIKE A PLOT to sabotage the Prince Rupert dry dock and shipyard by its own policy makers is complete. Some of our more realistic friends whom we might have thought then were a little unduly suspicious expressed the opinion last fall that the intention of the authorities in charge was really to permit the plant to get into a position where it could not or would not be used for peacetime ship construction. The suspicion was confirmed with unequivocal bluntness yesterday when the Minister of Transport, without any attempt to mince matters, coolly informed Parliament that the new Canadian National steamer for this coast would not be built at Prince Rupert as the plant could not economically be maintained on a wartime footing so had been reduced to a peacetime basis. He did not, apparently, go into details as to what process of estimation had actuated this finally admitted policy in regard to the yard.

Nothing, apparently, could be more plain now than that the deliberate intention of the present authorities at least—the transport department and the Canadian National Railways—is not to foster the use of the local dry dock in shipbuilding. Now that they have openly said that it is not economical to build their own ship in their own yard, it is, of course, useless to hope they would attempt to obtain the work of others for the establishment.

We may think we have been betrayed and we may protest as vigorously as we like but at this late date it all seems rather futile. We can be realistic about the situation, however. Assuming the fact that we may have been sold down the river by those who we might well have hoped would be our friends but who it seems now are no friends at all, we must now consider what can be done to rid ourselves of the reactionary antipathy.

What little faith we may still have had in them has been rudely shaken and we can hardly but be pardoned if we sadly feel that we want no further part of it. They have a lot to answer for every citizen of Prince Rupert must feel and, if we mistrust their every word now, we can hardly be blamed. We can still hope, of course, that things may not be as bad as they seem and that government or railway company may still mean well by us.

Even the more persistent of the old friends of the policy makers of the railway company here—be they government or company—can hardly ignore a sense of realism that their confidence and their hopes have been misplaced.

We can only wonder, as we see the sad pass to which things at the dry dock have come now, what more we may have to endure. Now that the dry dock has been sabotaged, what next?

YOUTH RESPONSIBILITY

TRUTH WAS SPOKEN before the Prince Rupert Gyro Club yesterday when F. E. Anfield declared that the youth of the country was the nation's greatest asset and that, if permitted to go misdirected if not undirected, the future of the nation would be a sorry one, all its material advantages notwithstanding. He also spoke truth when he said that on the home and the parents devolved the prime responsibility for the welfare of the youth and, therefore, the future welfare of the nation. It was a responsibility, he said, that could not be relegated to church, school or welfare organizations which, at best, were but ancillary.

There is no doubt of the worthiness of the speaker's admonition that there should be a greater, much greater, modicum of realization of the importance of youth and more definite action on the part of the authorities to its nurturing and development along fitting lines. He suggested a department of youth welfare in government. Such legislative organization might have more extensive mandatory powers in seeing that those who have the direct responsibility for the youth and the children assumed and maintained that responsibility. Of course, the ideal situation would be where there was the voluntary and understood assumption and exercise of that responsibility. It must be agreed that there most certainly has been an inclination on the part of parents to not only relegate but to carelessly ignore it.

OVERDUE ACTION

IT IS ENCOURAGING that the moribund industrial relations committee of federal Parliament should move into action, a move that is long enough overdue. It is a wonder, indeed, that somebody had not thought of it before a crisis, such as that involved in the steel strike, should have arisen. At long last, there is some realization of the fact that industrial relations are a vital thing in the whole fabric of the nation's social and economic existence and as such are worthy of a large measure of attention from government. No one can say that government has been particularly active in the way of assisting in maintaining equilibrium between the factions of industry—starting from management on the one hand and labor on the other. There is a big job to be done and it is satisfactory to see that, overdue as it may be, some action is being taken towards tackling it.

POLAND AGAIN

POLAND, BREEDING PLACE of more than one European conflict and the kindling point of the last and most terrific world war, is again the seat of baffling events and circumstances that might well lead to further international explosion. Intrigue and propaganda are, no doubt, at work there today. Certainly, none of us at this distance can fathom the significance and implications of the events that we hear are transpiring in that troubled buffer territory. It is all very perplexing, something upon which it is difficult to pass judgment. But we know it is only one of the many situations in Europe and Asia which can only be solved by mutual understanding of the great fundamental issues and their determined resolve to take courageous and unselfish international action in the light thereof.

Scene of Canada's Worst Air Disaster Which Brought Death to 24 Canadians



Here is a photo of the wrecked wings of the R.C.A.F. Liberator which crashed in the Laurentians, 10 miles from St. Donat, Que., carrying 24 Canadian airmen to death. The 24 airmen were flying to Montreal on leave following service in Newfoundland. Experts believe the gasoline tanks of the plane

exploded when it crashed into a huge granite boulder. They say the 24 airmen probably never knew what happened. Both Protestant and Roman Catholic padres journeyed to the scene next week for burial services of the airmen.

LIFE SAVING RECORD SET

Pete Shepherd Is Lifeguard At Regina's Wascana Lake

REGINA ©—Mile-long Wascana Lake which fronts Saskatchewan's legislature here has taken 22 lives in the last 11 years—but Pete Shepherd has pulled more than 200 drowning people from its grasp in the last 21 years.

Life saving director and bath house attendant at the artificial beach, Mr. Shepherd says people will continue to drown in the tiny lake as long as they fail to realize that one can drown in six feet of water as easily as six fathoms. In the past years he saved an average of 10 persons a year but the figure has dropped recently.

The bath house is equipped with the latest life-saving devices including inhalators and oxygen to emergency use. The newest piece of equipment is a "teeter," similar to those in children's playparks on which the drowning victim is placed face down and the movement of the "teeter" forces air into the lungs and water out of the stomach.

But despite all equipment and vigilant lifeguards, Mr. Shepherd believes that the unpredictable human factor can still make a "sucker" out of science.

Train Schedule

For the East—
Monday, Wednesday, Friday—
8 p.m.
From the East—
Tuesday, Thursday, Saturday—
10:45 p.m.

6,000-MILE BUS TRIP
MELBOURNE, Australia ©—An Australian bus line has resumed its service from Melbourne 6,000 miles to Darwin, in the tropical Northern Territory and return. The trip takes two months and the fare is about \$0

"Just as the newspapers sold federation to the 13 quarrelling states of the Union, so also can the newspapers sell federation to the world," says Ada P. McCormick of the Magazine News-Letter.

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BLACK MARKET AFRICAN STYLE

JOHANNESBURG ©—A new form of black market was brought to notice recently. A large chain store, which operates a "natives only" counter once a week to help natives obtain goods which they might otherwise have to buy at black market prices in some location shops, discovered recently that natives queuing for a limited quota of tea were selling their places in the queue for 50 cents a time.

To save these at the tail of the queue from a long and fruitless wait the store had issued as many tickets as there were half-pound packets of tea, and the rest of the queue was told that there were no further supplies.

A number of those with tickets had promptly begun to bargain with the less fortunate customers and tickets were changing

Better English

By D. C. WILLIAMS

1. What is wrong with this sentence? "She doesn't go as often as she used to."
2. What is the correct pronunciation of "lenient"?
3. Which one of these words is misspelled? Granary, grafic, gratitious.
4. What does the word "deprecate" mean?
5. What is a word beginning with cu that means "eager desire for wealth"?

Answers

1. Say, "She doesn't go as often as she used to go."
2. Pronounce le-ni-ent, or len-yent, first e as in me.
3. Graphic.
4. To lower the value of. "The building has depreciated since he bought it."
5. Cupidity.

hands freely at 50 cents a time. The store now has stopped the ticket system, and customers queue till there are no more goods left.

LOCAL AIRMAN IN HALIFAX

Corporal J. Gibson of Prince Rupert was among 119 British Columbia Royal Canadian Air Force personnel who arrived in Halifax aboard a troop transport on Tuesday, being repatriated after overseas duty.

DECIMAL COINAGE SYSTEM

NEW DELHI ©—The government of India has prepared a bill for the introduction of a decimal system of coinage to achieve "speed and simplicity in the methods of computation." The bill, which will amend the Indian Coinage Act of 1906, seeks to make the rupee, half rupee and quarter rupee respectively, equivalent to \$1, 50 cents and 25 cents.

Dr. Alderman of the University of Virginia stated that under the guardianship of a free press: "Liberty is not a heritage but a conquest rather for each generation."

To the Employees of Prince Rupert Fish Plants

HERE ARE THE FACTS:

1. Efforts of the undersigned operators and the United Fishermen and Allied Workers' Union to conclude a uniform wage and hour contract for Prince Rupert fish plants have apparently ended in a deadlock.
2. The higher wage rates and hourly working conditions offered by the operators are identical to those contained in a recent agreement signed by your Union covering its membership in two large Vancouver and Victoria fish plants.
3. The effective date of the new wage rates would be January 15th, 1946 four and one-half months before the same rates were effective elsewhere and in the case of the employees of Edmunds & Walker Limited, six and one-half months before such employees are entitled to any wage revision in their present agreement. Under the operators' proposal all employees will be entitled to back pay for all hours worked from January 15th, 1946, to date.
4. Your Union has repeatedly stressed the desirability of uniformity in British Columbia fresh fish and cold storage agreements. Acceptance of the operators' proposal would institute essentially identical wages and working conditions for approximately 90% of the plants for which the Union is certified to bargain.
5. Government labour legislation provides a Regional Labour Board to which wage disputes must be referred for arbitration. The operators are willing to have this Board arbitrate the present deadlock.

TO THE FISHERMEN OF PRINCE RUPERT

There is a very real danger that the undersigned operators will be unable to continue to provide the services necessary to the Prince Rupert fishing fleet. Our efforts to avert a tie-up are continuing and we have proposed that the issue be referred to the Regional Labour Board for arbitration under the proper legal procedure. To date the United Fishermen and Allied Workers' Union has indicated no willingness to follow this course.

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