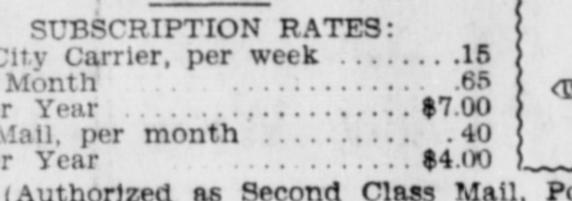
MEMBER

A.B.C.

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NEW TRANSPORTATION PICTURE

MIE rather imagine that the possi-W bility of a pulp and paper mill ing established in Ketchikan has ar ed considerable talk in Seattle hipping circles already, says the Ketchikan (Alaska) Chronicle. The carriers won't want any development occurring that tends to divert cargo from their established coastal operations. Yet it is well known that the U. S. forest service in its years of surveying and planning for pulppaper production has figured on using the Canadian National Railways railhead at Prince Rupert as the spearhead into the rich midwest newsprint and paper market.

The advantage, of course, is that under equalized freight rates now governing, the midwest market can buy from or ship to Rupert for the same rail tariff as to or from Seattle. That means that the establishment of a car ferry between Rupert and Ketchikan would give us close to terminal rates, which Seattle cannot hope to offer. Then most of our fresh and frozen fish would go out through Rupert and a large part of the wholesale business of Alaska would come in through Rupert, with warehouses probably being established in Ketchikan instead of, as at present, Seattle. That would mean much to the First City.

We don't pretend to know the shipping game but if its operators are smart turkeys, they had better set up some highly attractive rates for transporting paper out of Alaska. Not that we want to see the car ferry project, which has been a dream for so long, face an early death. We simply are weary of Seattle being shortsighted in its dealings with Alaska.

Officials of the Alcoa Mining Company, which now has about 50 persons at work at Edna Bay, plan to contract with Foss Tug and Barge or a similar barge operator to carry limestone rock from the Edna Bay quarry, which is being developed rapidly, to markets in Oregon and Washington. Yet the three existing carriers need the return load such things as limestone and paper would provide. It should be possible for them to create a rate structure to handle this cargo and make a little on it. If they can't, of course, they may open the way to creation of new shipping facilities such as the car ferry to Rupert that will revolutionize the entire Alaskan transportation picture.

This revolution not only would bring railroad cars into Alaskan ports for unloading and reloading but it also would let tourists drive

Theft, Damage to

Gov't's Gardens

to Rupert or Haines and take the ferry from one port to the other, truckers pick up perishables at Haines for hauling into interior towns, and would make Ketchikan a major distributing point. Better yet, it might help the First city sell its ores, shingles and lumber in the midwest market.

DECISIVE ACTION PAYS OFF

NECISIVE action had at least de-I ferred another serious industrial tie-up in the United States at the end of the week when the Brotherhood of Railway Trainmen, at the eleventh hour, postponed their nationwide walkout. President Truman had taken over the railways of the nation and called on the Army to assist in operating them after the railway managements and the unions had failed to compose their differences.

Meanwhile the truce in the soft coal miners' strike has entered the second of its scheduled two weeks and the coal miners are due to walk off their jobs again this week-end unless an agreement is reached. No doubt, if such an agreement is not reached, the President will take action on the mines similar to that which staved off the railway strike.

Similarly, there are signs that government action in connection with the British Columbia timber workers' strike, most serious current industrial tie-up in Canada today, may likewise lead to an arrangement for ending the now five-dayold strike.

The week thus opens with a much more pleasant outlook as far as the industrial picture is concerned unless we are inclined to worry about the implications that may be involved by the failure of the two sides to industrial disputes to be able to settle their differences, thus paving the way for the virtual nationalization of industry in order to keep it going. We seem to be getting nearer to socialization all the time whether we like it or not.

COMMUNICATION MILESTONE

TOMORROW will be one of the most important days in the history of civil communication services in this part of the country for it will mark the opening between Vancouver at one end and Prince Rupert on the other of all-land line long distance commercial telephone service through central British Columbia. This is the day set for the actual putting into operation of the peacetime service of Pacific Communications System from Prince Rupert through Prince George to Vancouver. The service to such intermediate points as Terrace, Hazelton, Smithers, Burns Lake, etc., will soon, no doubt, be actually effected as well.

The benefits of the service will become more apparent as it comes fully into use. Meanwhile, we are making progress with the times in another important way.

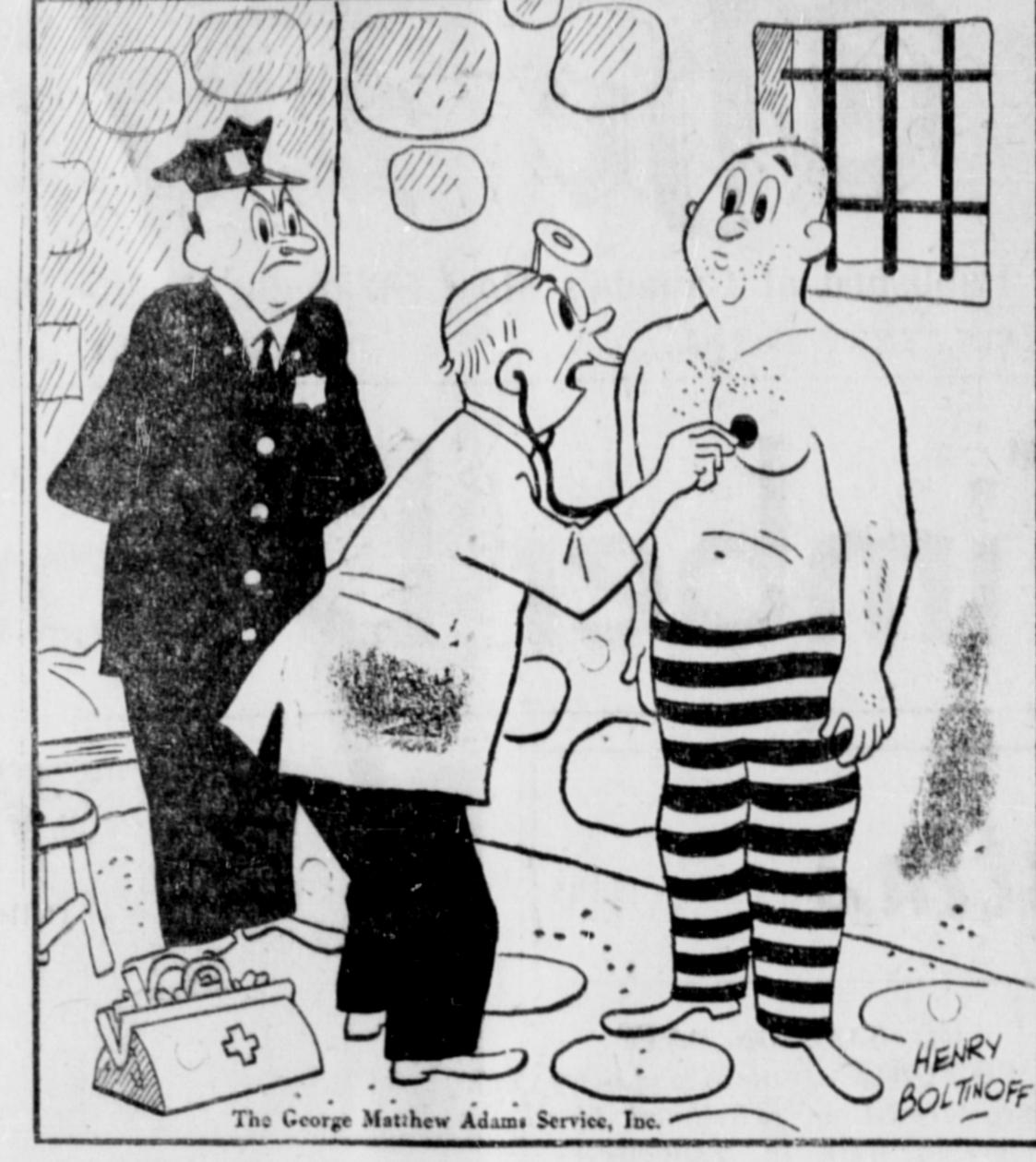
the grounds. "Keep off the grass" signs were also moved from the lawns and scattered Arabia was rejected for front Court House Gardener Arthur about.

Bayne reports theft and damage "There is no particular obat his gardens. One night last jection to outdoor recreation, week some 20-odd fine tulips particularly since we are so close were lifted. There has also been to the Civic Centre, but we do damage to fine plants such as think the young people should grow—the first printing press weeks details of the Vocational snapdragons by recreational ac- be careful about the gardens," was brought to what is now Can- Schools' Assistance Agreement. tivities such as ball playing on says Mr. Bayne.

NOT GOOD ENOUGH Britain's famed Lawrence line service in the First Great War because of anemia and short

Great oaks from little acorns boards within the next two ada from Boston in 1751.

THIS AND THAT



"What I usually prescribe for a case like this is plenty of fresh air and sunshine!"

APPRENTICES ARE NEEDED

Both Employers and Youth Should Show More Interest, It is Felt

Neither employers of labor or the youth themselves are showing sufficient interest in trade apprenticeship possibilities in meeting on Friday evening of trade thoroughly. The matter of ship problem.

employees of the city have not given as the lad showed imkept themselves up-to-date in provement and increased interregard to apprenticeship devel- est in the work. opments and are still depending J. S. Black, for organized laon the hit-or-miss policy of bor, also emphasized the need keeping their industries supplied for skilled men. The matter of with skilled help. It was also apprenticeship training had felt that the youth of the city been frequently before the should realize the value of the unions. They would be glad to apprenticeship system. It pro- co-operate in any move to envided a sound basis for an as- sure the training of competent sured future. The lack of skilled workers for the different indusjourneymen in many industries tries. Naturally wages would is very apparent and the lad who have to be made attractive but serves an apprenticeship and be- the learning of a trade was one comes a skilled workman would of the best investments a young always be in demand. Copies of man could make. the Apprenticeship Act are being ordered by the committee and will be available for em- | employment Insurance for the ployers desiring them. There are province, C. Cole, was present many advantages for the em and expressed his pleasure at ployers in the regulations in being able to be in attendance. which both the provincial and | Speaking from experience in the Dominion governments are other centres Mr. Cole felt that

modern tests, the aptitude of tee on its activities. individuals could be established. were best suited. The success of S. Wilson was in the chair. the scheme was being more and more widely recognized by returning veterans who, by reason of their four or five years away from civilian activities, were in a splendid position to know its value. It was agreed by the committee that the place for much of this counselling was in the High Schools. Trained counsellors familiar with local conditions, industries and possibilities could be of inestimable benefit to the boys and girls of the High Schools.

In reply to an enquiry from the local committee, H. A. Jones, Director of Technical Education for the Provincial Department of Education, stated that it was hoped to send to all school an announcement by the Min-

ister of Education was expected soon and the matter of expan- Oh moon! How beautiful you sion of Vocational Training in the Prince Rupert High School As you look over the silver bar, would be indicated.

A. M. Crawley of the local boat firm of Crawley and Didricksen was present in response to the invitation of the committee. He said he was very definitely interested in the matter of training apprentices. There was a worthwhile future for the lad Prince Rupert, it was felt at a who was willing to learn the the Prince Rupert Local Employ. wages paid was certainly an imment Advisory Committee which portant consideration but for devoted considerable time to the the early part of the training consideration of the apprentice- the lad should not expect the wages of an improver or jour Opinion was expressed that neyman. Increases would be

The office supervisor of Un-

interested. value of experienced counsel-The value of counselling was ling in the schools by persons also stressed. Col. Hamilton familiar with practical condi-Grant of the Department of Vet- tions of the various industries erans' Affairs quoted specific could hardly be exaggerated. He examples where, by the use of congratulated the local commit-

E. Victor Whiting, manager of They could then be directed to the local employment, and H. the kind of work for which they J. Whiffin were also present. J.



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STRIKE-BOUND TERRACE QUIET

It is Open Secret That Married Men and Wives Did Not Want Strike

TERRACE-It appears to be an open secret that the married loggers and mill workers at Terrace did not want to go on strike and their wives were 100 per cent against it which leaves the responsibility up to the single men. Not all the workers here are union men but the nonunion men evidently felt they should go out with the crowd.

Camps are all closed, so are the mills. The town is quiet and, although small groups of loggers stand about on the streets. everything is orderly.

About 300 men are affected by the strike here.

OH, MOON!

Oh, moon! How beautiful you

You lock pust like a shining star. Oh moon! With your light so bright,

Won't you come out and shine

tonight?

You shine like a polished spoon; Won't you come out again soon?

> -Theresa Johnston, 1 Grade 6, Terrace.



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PORATION, Box 969, Prince Rupert, B. C. Tenders will close at 12 o'clock noon, Pacific Standard Time, May 23rd, 1946.

The tenderer must state the use to which the building or buildings, or materials contained therein, will be put, as this will be a determining factor in deciding the acceptance of any tender.

Tenders received after closing time cannot be consid. ered. The highest or any tender may not necessarily be accepted. Cheques or bank drafts will be returned to unsuccessful tenderers.

The successful tenderer will, when notified of accept. ance of his or her tender, be required to furnish a certified cheque or bank draft for the remaining 90% of his or her tender, and in addition, a certified cheque or bank draft for an amount equal to the estimated cost of restoring the site or sites as a guarantee that he will comply with all the terms and conditions of the tender. This cheque or bank draft guaranteeing restoration will not carry interest and will be returned upon the satisfactory completion of the terms of the tender.

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