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CANADIAN DAILY NEWSPAPER ASSOCIATION

THE P.G.E. RAILWAY

ACCORDING to a news story in the Victoria Times, Hon. H. Anscomb, Minister of Finance, speaking to an Oak Bay audience, stated that "Americans were definitely interested in buying the railway, as a connection with Alaska."

OF CANADIAN PRESS

This is an important announcement coming from a minister of the Crown who is also a director of the P.G.E. railway.

Accepting this as a factual condition, there need be no further delay in the provincial government getting down to a positive and definite policy regarding the extension

and disposition of the Pacific Great

Eastern Railway.

Since around 1924 the P.G.E. has been left dormant at its dead end at Quesnel. In the meantime the people of Peace River have become disgusted at the frustration they have experienced at the lack of a positive policy by the provincial government regarding the extension of the P.G.E. to their part of the province - something promised to them since 1914.

The provincial government, or the majority therein, have been adopting the Micawber-like attitude of hoping that something would turn up that would have them from investing more money in the railway.

Notwithstanding the eloquent pleas made at every session for a courageous policy that, if effected, would have brought the P.G.E. out of the red, the governments of the day have never been seized with the vision of the magnificent opportunities that lay in the North if rail transportation were provided.

It should have been obvious to the governments, as it was to those who studied all the reports and surveys made, that the Canadian National Railways was not interested in taking over the P.G.E. and extending it north to the Peace River. Long ago their engineers favored the Brule cut-off and succeeded in getting the support of the Vancouver Board of Trade for that line, though later that was rescinded following representation made by a representative from Prince George Board of Trade.

As to the C.P.R., the government should have taken cognizance of the joint report made by the C.P.R. and C.N.R. engineers in 1925 for the Dominion government. That report analyzed every proposed route for a coast connection to the Peace River. Its recommendation, however, was for the Obed route.

Both the Brule route and the Obed route lay in Alberta and either would take all the traffic to Vancouver without any regard for the P.G.E. or Prince Rupert routes.

Later, of course, the C.N.R. and C.P.R. jointly took over the Edmonton & Dunvegan Railway and continue to operate the same today.

To the credit of the present Coalition government and especially to Premier Hart, a highway has been put under construction to the Peace River. A committee was also appointed to consider the projection of the P.G.E. to the Peace River.

But that committee was comprised of an equal number of members of the C.P.R., of the C.N.R. and of the provincial government staff.

Their report in brief was to suggest that conditional upon a million

tons of freight being available an investment of \$20,000,000 might be justified to extend the P.G.E. from Quesnel to Hudson Hope. They further suggested that a survey might be made of a connection from Hudson Hope down to Dawson Creek, the present end of the E.D. & B.C. (that carries all the traffic from Peace River to Edmonton and onward).

AUDIT BUREAU OF CIRCULATIONS

Now if the government adopts that policy what will it mean? It will mean that the only freight the Hudson Hope-Quesnel line will carry will be the million tons of coal that IS NOT YET OPENED UP FOR DEVELOPMENT. And the E.D. & B.C., owned by the C.P.R. and the C.N.R. will continue to enjoy all the traffic that currently exists from the great farming areas in the Peace River, none of which will be available for the P.G.E., which will merely change its present dead end at Quesnel to another dead end at Hudson Hope, until the coal mines are brought into production. It will then be just a coal hauling railway far distant from the vast grain and livestock area already under production both on the south and north sides of the Peace River.

Should a connection be made from Hudson Hope down to Dawson Creek it is unlikely that freight from Dawson Creek and surrounding territory in B.C. and Alberta will ever be shipped north-west to Hudson Hope then south over the P.G.E., for it would traverse two sides of a triangle and be unable to compete with the E.D. & B.C. via Edmonton.

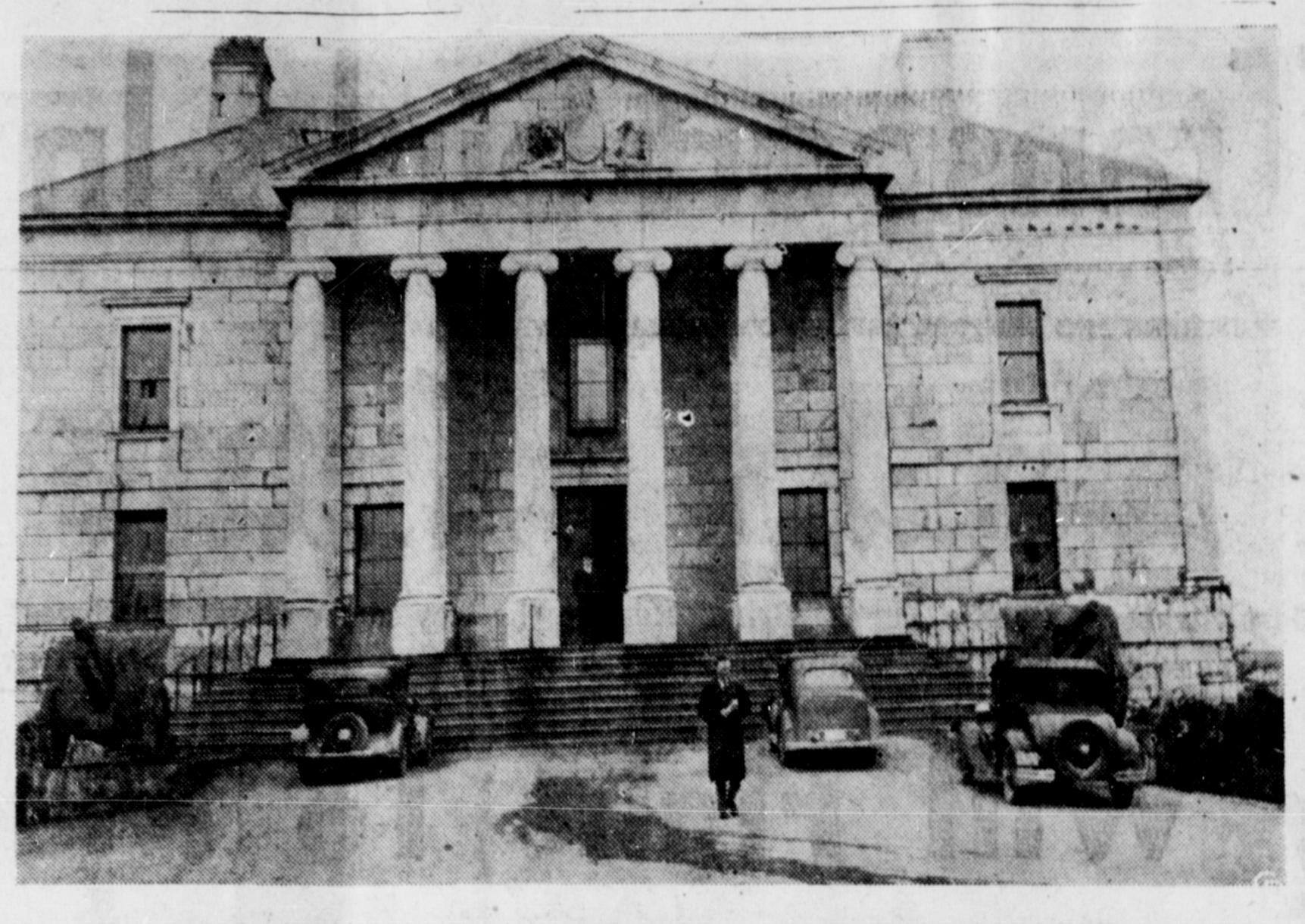
The recommendations of the committee are useless except to demonstrate the interest the two Canadian railways have in their own lines and their smartness in leaving the provincial government to finance a relatively unproductive part of a northern railway system.

The provincial government should now decide, first as to whether it will embark itself on a big undertaking of extending the P.G.E., not only to Hudson Hope (where there necessarily must be a parallel development of the coal fields in order to provide traffic) but its extension to Fort St. John and beyond, and also a direct connection via the Pine Pass to Dawson Creek to tap the traffic already there and beyond.

Or the provincial government should take into consideration at once those proposals that Mr. Anscomb indicates are under advisement by the Americans, Mr. Anscomb is a responsible minister not given to extravagant statements on government affairs, but he has either said too little or too much about Americans being definitely interested.

The public are entitled to know what that interest really is. If it is genuine and official then the government should consider it and weigh its merits in the balance against the policy of the government itself undertaking the comprehensive railway development of the Peace River by the extension of the P.G.E.

For it would appear an utter waste of time to expect the C.P.R. or C.N.R. to initiate a railway policy that will be of any benefit to the P.G.E. provincially owned railway which has cost the people of this province by its neglect nearly one hundred million dollars.



45-MAN CONVENTION OPENS HISTORIC SESSION TO RECOMMEND FUTURE GOVERN-MENT OF NEWFOUNDLAND - The Colonial Building in St. John's, Newfoundland, is the meeting place of the 45-man convention which is being held to recommend the future government of the British Empire's oldest colony. The building is built of grey stone which came from Cork, Ireland.

Council, if necessary.

Bill Honoring Social Credit Certificates Before Courts

EDMONTON (P)—The Alberta government's "bill of rights" went before the appelate division of the Alberta Supreme Court today for its first test of validity.

The bill by which Social Credit institutions would issue Alberta credit certificates and pay Alberta social security, pensions, medical, educational and other benefits is being heard by five judges headed by Chief Justice

TODAY'S STOCKS

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Minto	.051
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Reeves McDonald	1.05
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Sheep Creek	1.08
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	.021
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Congress	.10
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Tribute Paid Retiring Chief Of Meteorology

OTTAWA-Tribute to Dr. John Patterson, 74, retiring controller of Canada's meteorological service, was paid at a dinner in his honor by Transport Minister Hon. C. D. Howe on Sunday

Mr. Howe said that Canada's weather forecasting has been second to none in the world, and that it was due to Dr. Patterson that Canada assumed leadership at international weather confer-

ences. Canada's progressive condition in weather forecasting facilitated the progress of the Commonwealth Air Training Scheme during the war, the minister said.

Trustees Honor

PRINCE GEORGE-Frank Wil-Should the bill be ruled ultra Trustees' Association at vires, Attorney General Lucien Supreme Court and the Privy George.

Harry G. Perry

son of Chilliwack was elected President of the B.C. School Maynard said he would appeal conclusion of that organization's signally honored by the associasuccessively to the Canadian three-day convention in Prince tion which conferred upon him Harrison Hot Springs near vote of delegates.

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Chilliwack will be the venue of the 1947 convention Harry G Perry, former minister of education and publisher of

the Prince Rupert Daily News and Prince George Citizen, was Nettie Dean is a c a life membership by unanimous Lossiemouth, which

HIGHLAND LOSSIEMOUTH Although 26 of have been spent in land dancer and h to prove it. She he left 26 years ago.

The Minister of Finance announces

ANEW BOND ISSU FOR PEACETIME SAVING

Canadians are thrifty people. Their record in war financing will stand for many years to come.

Through six years, millions saved and invested in Victory Bonds and War Savings Certificates in a way no one thought possible. Many thousands learned the convenience of regular, systematic saving, whether in small monthly amounts or by larger cash investment. As a result they have accumulated substantial personal reserves with all that means in increased future security and satisfaction.

Because suggestions and requests have come to me from all parts of the country that facilities for this kind of saving be continued in peacetime, the Canada Savings Bond has been created.

The issue of War Savings Certificates and Stamps to the general public will be discontinued on September 30th, and final instalments on the last Victory Bond issue will have been completed in the near future. Canada Savings Bonds, therefore, will provide an opportune means for citizens to carry on their regular savings habits without interruption.

The general public should note that this time there will be fewer salesmen than in the case of Victory Bonds. Although the new Canada Savings Bonds will be sold through banks, authorized investment dealers, stock brokers and trust or loan companies, these agencies will not be able to approach every individual Canadian. This means that for the most part it will be left to Canadians to assume the responsibility for their own purchases of Canada Savings Bonds. If they wish to grasp this opportunity, they should act for themselves without delay.

Canada Savings Bonds are designed to be the finest investment available to the public today. I recommend them to you as a safe, profitable and convenient investment for personal savings.

I now announce the terms of the new Canada Savings Bonds, which will be offered commencing October 15th.

... Features of the new Canada Savings Bonds



Interest 23/4% by annual coupon. Purchase price 100%. Accrued interest will be charged if payment is made after November 15th. Issued in denominations of \$50. \$100, \$500, and \$1000.



Dated November 1, 1946, maturing in ten years. Noncallable by the Government, but redeemable by the owner at any time at full face value plus interest at coupon rate at any branch in Canada of any chartered bank. Non-tran ferable and non-assignable.



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