

Election in Newfoundland . . .

In 1933 the Newfoundland Parliament voluntarily renounced its Dominion status in favor of government by a commission appointed by the King. Now the island is once more to be given the opportunity to decide what form its administration will take. This promise by Premier Clement Attlee carries out the policy stated by the Coalition Government in December, 1943, now endorsed by the Labor Government.

Newfoundland, which previously was a fully self-governing Dominion, experienced financial difficulties during the depression. After borrowing heavily for some years, she found herself unable to pay interest on her debts. A financial crisis developed in 1933, leading to the appointment of a Royal Commission of Inquiry. It was after this investigation that the Newfoundland Parliament asked Britain to take responsibility for her administrative and financial problems until she could herself develop financial stability. Since that time the island has been administered by a governor and six commissioners, three of them Newfoundlanders and three from the United Kingdom, appointed by the King.

During the war the island assumed importance as a naval and air base, with consequent improvement in economic conditions. In 1941 she balanced her budget without a grant-in-aid from Britain for the first time since 1933, and in 1942 she had a surplus of \$7,000,000 from a total revenue of \$23,000,000. It may be, of course, that this wartime prosperity is only temporary.

As early in 1946 as the Newfoundland climate permits, a convention is to be elected, with all adults voting. The convention is to consider and discuss changes that have occurred in the financial and economic situation of the island since 1934, bearing in mind the extent to which the high revenues of recent years have been due to wartime conditions. It is also to make recommendations as to possible forms of future government which should be put before the people of Newfoundland at a national referendum.

Timber and Prince Rupert . . .

Fishing has long been regarded as Prince Rupert's sheet anchor as far as permanent industry is concerned. When all else failed, it remained active. With war over and returning normal conditions making it once again possible to restore the facilities and multifarious services which go with a fishing port, no doubt fishing will again become an economic mainstay for the community. Even war did not eclipse the increasing interest and plans for development along modern lines of the fishing industry contiguous to and centralizing on the port.

In view of the new scientific developments and innovations in respect to the use of the woods for commercial products, notably in the textile and plastic field, the timber of the northern and central British Columbia coast and islands east, west, south and north of Prince Rupert, once more or less despised when compared with the south coast's and Vancouver Island's preferred Douglas fir, in the immediately coming years will, no doubt, come into its own as a potential natural resource.

The move that is on foot looking to the more scientific and thrifty development of the forest resources of British Columbia, culminating in that admirable and comprehensive document, the report of the Sloan

Commission, just issued, may be expected to play a part in bringing into fruition the long-awaited and inevitable development of the forest resources centering upon Prince Rupert as a manufacturing and shipping centre.

Indeed, it may not be long now before the manufacture and shipping of timber products provide a permanent industrial activity here comparable with that which has contributed so largely to the growth and development of such ports as Vancouver, Victoria, New Westminster, Seattle and Portland.

Action Not Words Needed . . .

Examination of the directorate of the Canadian Pacific and Canadian National Railways may furnish a clue to the neglect by these companies of their coastwise passenger fleets, says a Vancouver Sun editorial.

The C.N.R. hasn't got a western director at all on its seven-man board. The C.P.R. has one—Hon. Eric W. Hamber—by comparison with ten from Montreal and five from other cities in Canada, England and the United States.

Perhaps these outsiders have little appreciation of the situation in British Columbia. Maybe they don't understand that the province has already lost its entire aircraft manufacturing industry, that its shipbuilding industry is down from 28,000 employees to 6,000 and is shrinking rapidly, and that its tourist trade may almost collapse from want of vessels and hotel accommodation.

These would be important factors to them if they had any regard for the welfare and prosperity for their one million customers served by rail lines west of the Rockies.

Instead of holding off their shipbuilding programs until the yards of Great Britain are ready, they would be glad to order the vessels from the idle yards of their own country. They would not wish to see their own fellow-Canadians without jobs, nor would they care to think of large numbers of free-spending tourists taking their patronage to other playgrounds.

But that is not the way the matter stands. Neither of the railway companies has adopted such a policy. The best statement of their views was given by R. C. Vaughan, chairman and president of the C.N.R. He said by telegram:

"Transportation, which played such an important part in the (war) emergency, will continue to be vital, and the C.N.R. may be counted upon to carry on its responsibilities efficiently."

"We owe a debt of gratitude to the shipping and travelling public for the understanding co-operation given us in the past and it will be our constant endeavor to merit its confidence in the future."

With these fair words Vancouver is expected to be content. But it is fair deeds that count. The C.N.R. will "merit the confidence" of the public, discharge its "debt of gratitude," and "carry on its responsibilities" when it puts some new boats into service and strives to remedy hotel space shortages.

The same kind of double-talk indulged in by Mr. Vaughan comes from D. C. Coleman, president of the C.P.R. He declares that his company "has every intention of restoring the first-class service . . . at the earliest possible date."

His words might seem to indicate that the ships would be built here at once because that is the quickest method of restoring the fleet. But his remark must be read in conjunction with the preceding sentence to the effect that the boats will be built "when and where (they) can be most expeditiously and economically supplied, taking into account all relevant factors." This could mean anything or nothing.

It is a slick method of avoiding a definite promise. The pious sentiments of the railway presidents don't meet British Columbia's demand for action commensurate with the country's need.

FIGHTS BERGS IN NORTHLAND FOR 42 YEARS

Danish Skipper Sails Arctic Bays But Never Ventures Into Atlantic

TIMMINS, Ont., — For 42 years grey-haired and be-speckled Captain Jens Ole Nielsen has plowed past the teeming icebergs of Hudson and James Bays. In all this 42 years of skimming salt water, the 61-year old skipper has never once ventured out into the Atlantic as master of an ocean-going vessel and expects to retire in four years without breaking his record.

Quite content to sail the northern bays and rivers during his nearly half a century in the north, he "wore out" four ships totalling 336 tons.

At present he is visiting his wife, Clementine, and his family in Timmins on winter vacation, from his Mooseonee post as master of the Hudson's Bay Company schooner Port Severn.

Skipper Nielsen is a Dane, measures "only" five feet 10 inches in height, but maintains that what he lacks in height, he makes up for in width. He wears size 52 suits with 20-inch shirt collars, and tips the scales at 247 pounds.

The skipper was only 14 years old when he took to the water as a cabin boy aboard Danish ships. When he was 19 he set sail for Canada as a crew member of the Hudson's Bay Company ship Lady Head, which he joined in England. That was in 1903, and his first Canadian winter was spent in Mooseonee. Next fall, he joined the Revillon Brothers and sailed for that firm for 22 years after which he returned to the Hudson's Bay Company.

Hazardous Life

"Sailing the bays and rivers of the North is a treacherous business," Nielsen says. "You never know what you'll run into next. He has been caught in ice-floes. He has been in ships when their propellers were knocked out by ice. One ship he was in had her bottom ripped out. He knows

Musicians Mourn Ace Violin Maker

MANCHESTER — Musicians the world over mourn the death of T. Earle Hesketh, 79-year-old violin maker who worked in a little shop on Oxford Road. He was known as the "aristocrat" of his trade and his violins won praise from Sir Thomas Beecham, Kubelik, Albert Sandler and other master musicians. Almost every instrument he made was a perfect copy of a Guarnerius or a Stradivarius. Swiss chalets were scoured yearly for wood 200 or 300 years old to provide the sound boards. He produced no more than 20 violins a year—and violins he made and sold for £25 (\$115) were sold years after for £100 and more. At one time as many as 23 Hesketh violins were in use in the Halle Orchestra of Manchester.

what it is to be out in thick fog with icebergs looming in the frozen waters.

Skipper Nielsen knows every bay and inlet in the northern waters. Along the route from Mooseonee to Charlton Island and Great Whale River are countless islands where fur traders have been carrying on business for 260 years. There, posts were established by the Hudson's Bay and Revillon trading rivals, to intercept the Indians bringing home their furs. The skipper remembers those days during the last war, when he himself trekked for miles with his dog teams in the bitter cold to get furs before his rivals could.

Very fond of the Eskimos, Skipper Nielsen believes they deserve a great deal of credit for the way they live. "They're wonderful, people and every time I see an Eskimo, I feel ashamed of myself for being white," he said. "Civilizing Eskimos has been responsible for their going astray. Once they became so-called civilized, they'd go ahead and steal and do all sorts of things and blame it all on the devil."

17-MILE ROUTE
TOWYN, North Wales, — D. D. Ellis, who once walked 17 miles a day in the Merioneth hills for 17s. (\$75) a week as a postman, retired on Christmas.

THIS AND THAT



"While you're in there, try and see what makes her tongue wag at both ends."

BACK TO 'CIVY' STREET

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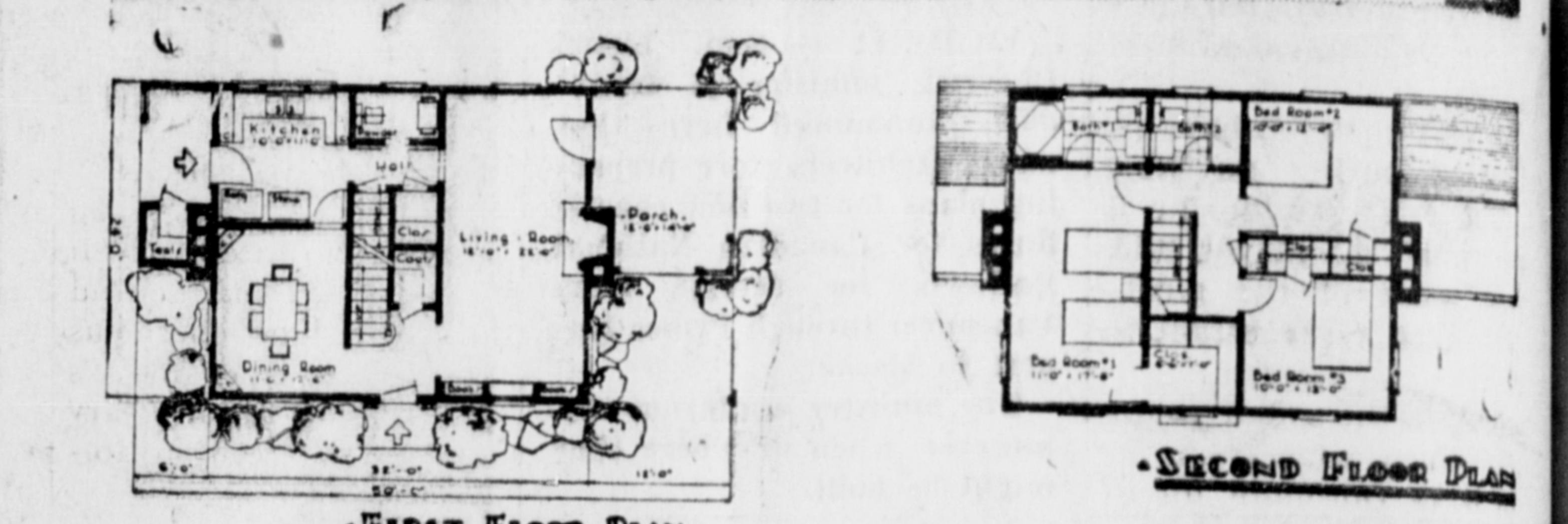
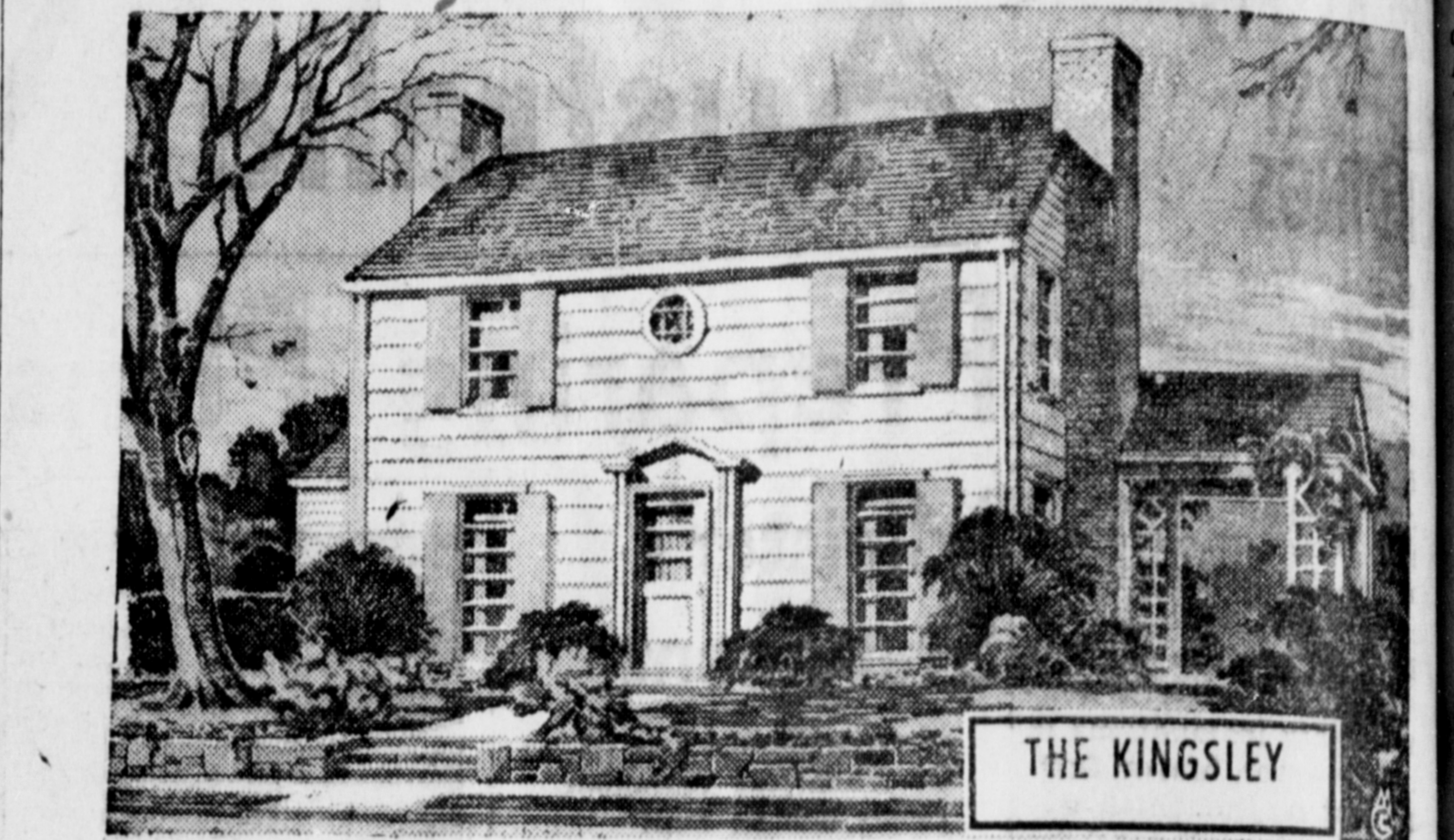
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* * * * * New Home Plans * * * * *

It should not be long now before it will be possible to build and own a home that will in every way live up to high standards, yet accommodate itself to modest means. Plans will appear in this paper regularly in a post-war series, and it is hoped they will prove of interest.



Georgian Colonial architecture lends its charm to this home. Centre 12 x 22 living room, covered porch, dining room, kitchen and powder room comprise the main floor plan. The second floor plan encompasses master room with private bath; and a second bath serving two more bedrooms; and exceptional closets.

Whifflets From The Waterfront

Making another exceptionally early arrival in port, Union steamer Catala, Capt. Ernest Shepherd, arrived in port at 3:45 yesterday afternoon from the south and sailed at 9 p.m. for Stewart and other northern ports whence she will return here late tonight and sail at 1:30 tomorrow afternoon on her return to Vancouver and way-points.

NAVAL SCHOOL
LONDON, — The United Kingdom's first permanent training school for naval air artificer apprentices, opening in January at Arbroath, Angus, Scotland, will be dealing with young men regarded as the future technical brains of the maintenance personnel of Britain's Naval Air Arm.

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