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Mr. Hart's Budget

Marking an end of the era of large surpluses which had been recorded during the latter years of the war largely because scarcity of men and materials made it difficult to carry out normal undertakings, Premier John Hart introduced his budget in the Legislature at Victoria yesterday. The expenditures which the budget outlined are of interest even though there might be little, if anything, of direct concern to Prince Rupert. Notable are the new lines of expenditure which are suggested including increased social services, educational expansion and branching out in the field of public works.

The budget sets the stage definitely for the long-discussed extension of the Pacific Great Eastern Railway through Prince George to the Peace River, disclosure being made that this was now justified as a result of the findings of a special committee of investigation. No doubt, we shall be hearing soon of specific plans for this extension.

Prosperous Britain Essential

Britain's export drive holds first place in public interest. The disclosure that the volume of exports is already well past the half-way mark to the pre-war level—by the end of January they had reached 75 percent-has encouraged the general public which, while fully aware of the gigantic scale of the production drive, has been uncertain as to the measure of progress achieved. In a broadcast appeal to the nation, the prime minister, Mr. Attlee, made it clear that the increase in production for export is of vital importance to the prosperity of Britain. What is not perhaps always recognized overseas is that the success of failure of

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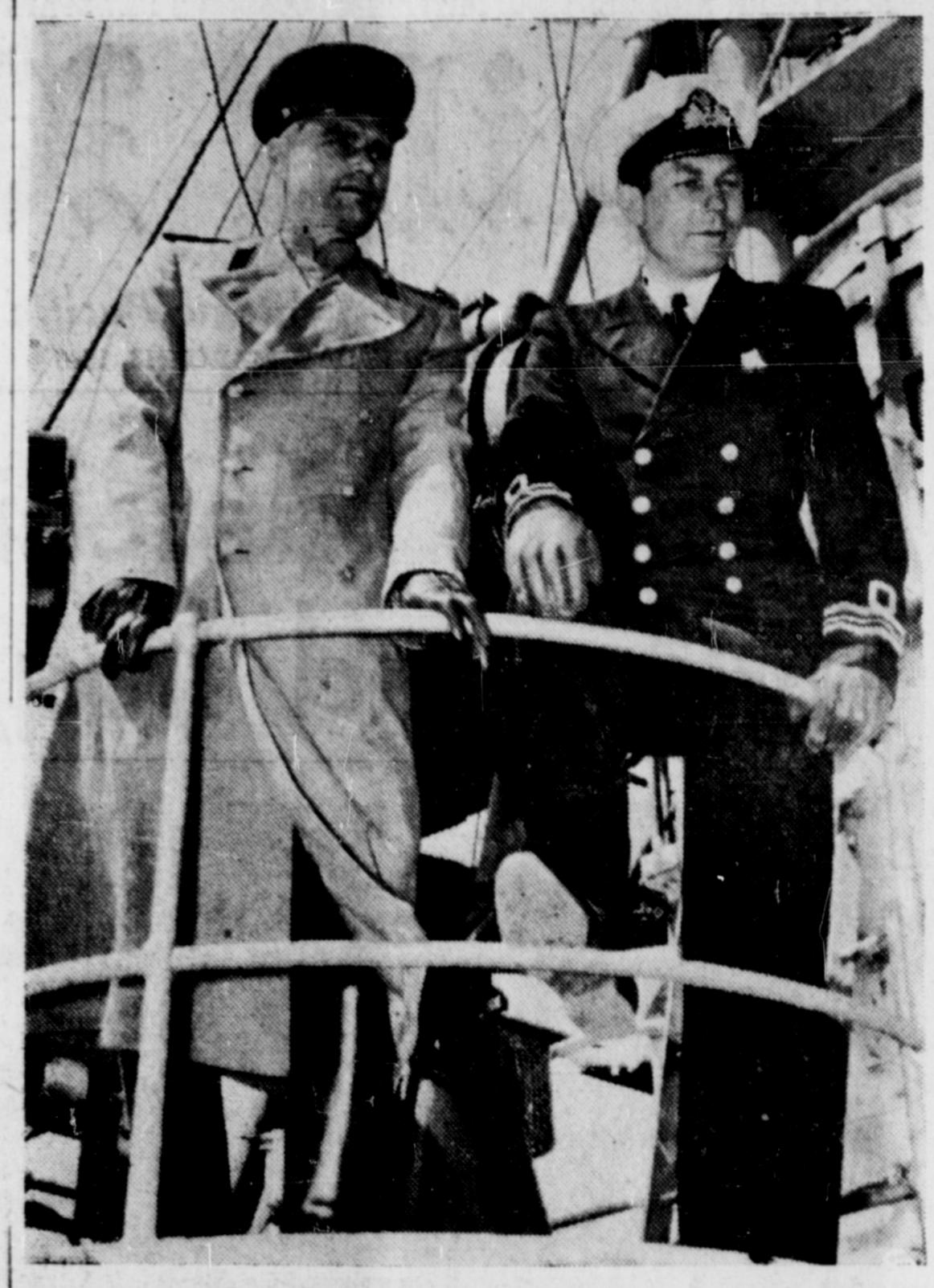
this national drive is equally significant to the rest of the world.

Pre-war trade statistics have given a clear picture of the interdependence of the prosperity of Britain and the rest of the world. Before the war she was the world's best customer-32 different countries sold more to the United Kingdom than to any other nation. Britain is determined to continue in that role. But her ability to do so depends on the resources available to purchase from overseas. The volume of raw materials and other goods which she can buy from abroad must depend on the volume of manufactured goods she is able to produce and sell overseas in payment for these imports.

The background to the picture must be seen as one of continued fighting against-and the overcoming of-difficulties. Shortage of labor, raw materials and shipping have been—and in numerous industries still are—the weightiest obstacles. Mr. Attlee likened the present situation to that of the Dunkerque period. During 1940, a factory making, for example, electric cookers, took many months to establish, say, a machine gun plant. Today, the switch is in the reverse direction and necessitates a corresponding time lag. Another handicap is the six-years gap in supplies of young, skilled labor. Thousands of demobilized men who are now taking up their first civilian jobs would in normal time already have six years industrial training behind them.

One of the most formidable problems has been the co-ordination and allocation of production to home and

export needs. The importance of supplying urgent home needs is fully appreciated. At the same time, the nation must continue on a severe "austerity" basis, with the rationing system as strict as—and in some cases stricter than—during the war. For though this is a peacetime drive it demands from the people of the United Kingdom the same energy and determination that they showed at the time of Dunkerque. Within less than two years Britain aims to increase the volume of her exports to twice the pre-war level. On the measure of success achieved depends her prosperity, and that of every country which takes part in the world's trade.



ZABOTIN KEY FIGURE IN RUSSIAN SPY ACTIVITIES IN CANADA-Col. Nikolai Zabotin stands on the bridge of the Canadian frigate Ste. Therese after completion of the official trial run. With him is Lieut.-Commander J. E. Mitchell, captain of the ship.

SAYS LABOR

Demands for Shorter Working Hours Hampering Production and Competition in Trade

of Grain Commissioners, said hour week."

here Monday that production in Canada would remain under, a heavy tax burden for years to come and that "cost of production will determine how Canada will be able to compete with world trade." He entimated that Labor was not assisting the problem by seeking a 40-hour VANCOUVER, O-D. G. Mc- week "while Labor in competing Kenzie, chairman of the Board countries works on a 48 to 60-

the youth off the streets. An in-

rink would help. Also a super-

vised hostel for native girls

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INTERESTED CITIZEN

WHAT Prince Rupert 1

(The fifth of a series of suggestions by readers of the Daily News for the betterment of this city)

Prince Rupert needs industry | get behind a 'Teen Town of our and should press hard for the ewn and boys clubs etc. to keep possible ones.

We should insist that a mill be door swimming pool and roller started by the Northern B. C. Power Co. before their franchise is extended—not necessarily a would help. pulp mill though. The pulp market is getting overcrowded and, with the war over, other countries are entering world markets. Sweden for instance! But they could put in a rayon and dense plastic plant. There is an unlimited market for both these products with a higher profit and of course, they are made from the self same wood pulp The Power Co. has the capital and wide experience in mills and it would be a far more stable

industry for Prince Rupert. The American Can Co. is rumored to be interested in the large American warehouse here. I would be an ideal location for them. We have railway and ship facilities and a large percentage of their market lies around Prince Rupert. There is also plenty of timber for boxes etc. Hammond Bros. of Vancouver

have shown an interest in establishing a furniture factory. While not a large payroll it would help the district as a whole. We have plenty of timber and certainly plenty of available space for this.

However, the city council must realize that very generous concessions are necessary to bring these or any other industry to Prince Rupert, with resulting beneficial payrolls. They should do everything possible to make it advantageous for the companies to come here.

The government should be pressed to bring work to the dry dock. They should at least build one coastwise vessel here at Prince Rupert. Otherwise private ownership seems the only solution to bring competitive work to the yard.

We should also press the government for coal bunkers. They are a vital need if Prince Rupert is to expand. Also of course, we | must have a free port. Vancouver received considerable subsidies a few years ago to interest shipping, so why can't Prince Rupert receive the same consideration. A free port, fuel bunkers and assurance of a full cargo will bring ships here. Why not try to have a shipping company open an office here to arrange

these things. For a smaller project, the Famous Players Corporation should now build the theatre they (as I understand it) promised. Materials are available now as other theatres are being built and t he present theatre is a disgrace to any city half the

size of Prince Rupert. For the social side we should INDUSTRIAL COMMITTEE (Continued from Page 1)

Ground Hog coalfield within a reasonable time.

SHIPPING-Request the support of the provincial government in our representations to Ottawa on:

a. Early establishment subsidized ocean steamer service Prince Rupert-United Kingdom and Prince Rupert-Orient.

b. Improved aids to naviga-

Equalization of the loadline regulations as between Prince Rupert (Dixon's Entrance) and Vancouver.

Urge provincial government to demand that Dominion government authorities remove the navigation hazard known as Ripple Rock, with suggestion that the Provincial Department of mines be consulted as to the best method of removal.

GRAIN EXPORT Request the Provincial Department of Trade and Industry to assist in having local terminal elevator facilities improved and in having grain shipments in volume routed through this port.

UTILIZATION OF SHIP-BUILDING FACILITIES - Ask provincial government assistance and support in obtaining a definite statement of policy from the Dominion government or C.N.R. as to future shipyard

HIGHWAY- Request provincial government:

a. To make effort to have jurisdiction settled on the portion of Prince Rupert-Prince George highway which encroaches on C.N.R. right-of-

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WHAT DOES RUPERT NEED? WILL YOU GIVE YOUR VIEWS?

There is much discussion these days of problems and difficulties which face Prince Rupert in its postwar development and prosperity and what solutions might be devised towards solving these problems.

Many of these problems have been discussed in the Daily News from time to time but this newspaper is anxious to obtain some new and constructive ideas and, therefore, we are inviting our readers to express their views on the subject of

WHAT PRINCE RUPERT NEEDS TODAY?

You are invited to enunciate what you consider Prince Rupert's needs and to write a concise answer as to how best that need might be solved.

The articles will be published (with or without the names of the authors, according to wish of the writers). They will be judged impartially on the primary basis of value of subject matter although conciseness, style and legibility will also count.

Mayor H. M. Daggett and W. M. Watts have consented to assist the Daily News in the judging.

There will be six prizes:

First, \$10 in cash. Second, \$5 in cash. Third, \$2.50 in cash.

And three six-month subscriptions to the Daily News. The contest will close March 15.

Old and young alike are asked to submit articles.

The primary purpose is, of course, not to win prizes but to bring forward suggestions which may prove useful in forwarding the development of Prince Rupert.

b. To keep open and maintain this highway all

c. To lay definite plans to progressively improve existing highway with the ultimate object of having a first class highway.

TRADE AND INDUSTRY-Request Provincial Government Department of Trade and Industry:

a. To make survey of local industrial facilities. b. To assist in obtaining industrial tenancy for large warehouse on C.N.R. lease now partially occupied by War Assets.

POWER AND INDUSTRIAL SITES-Request provincial government to completely survey all industrial and water-power sites in the area with a - w to development where practicable.

Highway and Port Development

Prince Rupert Chamber of Commerce has suggested that the following items be included in any submission made and they were approve.

That Premier Hart should be reminded of and asked to im-

an impartial survey to best route over which struct a highway core the central interior Alaska Highway. That the co-operate active assistance of the incial government ben ed in connection with s

velopment of markets

plement the pledge pin

Orient and Eastern Part the natural resources me larly processed timber ducts of Northern and British Columbia.

> GENUINE ASPIRINIS MARKED THIS WAY

FOR SALE BY SEALED TENDE

22 FRAME BUILDINGS, LOCATED AT THE CORNER AND TATLOW STREET, PRINCE RUPERT, BC. FORMERLY PART OF THE CIVILIAN HOUSING PRO OF THE U.S. ARMY.

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Buildings Nos. T-65; T-66; T-67; T-68; T-69; T-71; T-72; T-74; T-76; T-78; T-79; T-80; T-82; T-84; T-85; T-86; T-87; T-88; T-89; T-90. A certified cheque or bank draft to the value of

of the tender price for all or any of these building, payable to War Assets Corporation, must be forwarded the tenders in a sealed envelope plainly marked:

Tender No. 1 for 22 Buildings at C.N.R. Part Area, War Assets Corporation, Box 969, Prince Rupert, B.C.

Tender will close at Twelve noon Pacific St Time, Thursday, March 21, 1946.

The successful tender will, when notified of a tance of his or her tender, be required to furnish 16 fied cheque or a bank draft for the remaining 90% or her tender, and in addition, a certified cheque of draft for the amount equal to the estimated cost & storing the site or sites, as a guarantee that he will a with all the terms and conditions of the tender. This or bank draft promised as a guarantee of compliance conditions of tender, will be returned upon the satisfa completion of the terms of the tender.

Tenders received after closing time cannot be sidered. The highest or any tender may not necessari accepted. Cheques or bank drafts will be returned # successful tenders.

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