

**THE DAILY NEWS**  
 PRINCE RUPERT, BRITISH COLUMBIA  
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 G. A. HUNTER, MANAGING EDITOR

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DAILY EDITION Monday, May 29, 1944

**The Local Highway ...**

In spite of the great to do that was raised around the city on Saturday as an outcome of the discussion in Ottawa in which the Minister of Natural Resources appeared hesitant about spending a sum of \$500,000 which he estimated would be required to bring a 23-mile link of the Prince Rupert-Hazelton Highway up to standard of the rest of the through road which is now being up the Skeena River from Prince Rupert, there is actually no change in the road completion situation. Apparently, however, although we ourselves have mentioned it before, there are many people who did not realize that there was still the weak link of 23 miles between Hazelton and Kitwanga—a provincial government road, really an extension of the old northern transprovincial highway with which the new Skeena River road joins up—which never was properly finished and, as a result of the passage of time and to some extent the ravages of flood waters, is in poor condition now and far below the standard of the roads eastward and westward which it links. This section was never included as part of the federal government Skeena River war road program which is now nearing completion. Nevertheless, the point is well taken that it should not be permitted to in any way block the new highway connection of Prince Rupert, Terrace and the lower Skeena Valley with the outside world.

So, while the situation is by no means new and there has been no change in the original project with no intention to stop or delay presently-planned construction, it will not hurt for the public to fully realize the road picture as it actually exists. It would seem unreasonable, after the millions that have been spent thus far, that, for a mere \$100,000 or at the most \$500,000, the Prince Rupert Highway should continue to have a weak section to hamper its complete usefulness. While we will fully appreciate the connection with the Terrace district, we naturally will not be satisfied until we have a good road all the way through to Hazelton and thence on to the outside world. An immediate local campaign to see that this is assured will be well justified.

**Peace River Railway Outlet ...**

Years ago when the two major transcontinental railway lines acquired the Northern Alberta Railway line which leads northward from Edmonton to the Peace River district, the undertaking was made that, when that district produced ten million bushels of wheat annually, a railway outlet to the Pacific coast would be provided. That minimum of wheat tonnage has been long since exceeded but the question of the Pacific Coast railway outlet, apparently, remains a dead issue as it has this long time now.

Because we have been disappointed so long about the Peace River railway outlet is no reason why we should give up the fight which even here in Prince Rupert we carried on with such vigor for many years.

The member for Peace River, Mr. Sissons, has now suggested that, if the major railway lines do not implement the outlet pledge, the Northern Alberta railway line should be taken away from them. It may be a good deal easier for Mr. Sissons to talk that way than it is to actually do it. Nevertheless, his remarks bring the Peace River-Pacific Coast railway outlet matter to the fore again and it might not be a bad idea to get the campaign with that end in view actively going again.

We may not be able to anticipate the construction of a new railway outlet like this as long as the war continues but it is a project which we might well expect to go on the priority list of postwar reconstruction projects, particularly since it will be a large factor in the development of a rich hinterland which many other nations would be happy to have and which they would probably use it to better advantage than we do if they did possess it.

Prince Rupert is much interested in this project and it is well that we should commence making our case.

**Sport Bill This Week**

**SOFTBALL**

The undefeated Hospital Alumnæ team is slated to meet the C.W.A.C. girls in an Area Women's Softball League game tonight at Gyro Park. On the completion of this engagement the Air Force W.D.'s, who are also undefeated, will clash with Bo-Me-Hi. In the third girls' softball game the Wrens tangle

with Allies on Acropolis Hill. So far the tilts in this circuit have been extremely wide open, the only real battle being the C.W.A.C.'s 10 to 9 victory over the Allies last week.

On Tuesday evening the Service Softball League takes over at Gyro Park with the Engineers playing the Ack-Acks and Coast Regiment scheduled to collide with the Port Edward nine later.

**SOCCER**

In the Area Soccer League the same night, the Air Force Flyers and Signals are brought together. Both of these clubs dropped their opening games so this

**Baseball Standings**

The league standings to date:

National League			
	W	L	Pct.
St. Louis	24	10	.706
Pittsburg	18	12	.600
Cincinnati	19	14	.576

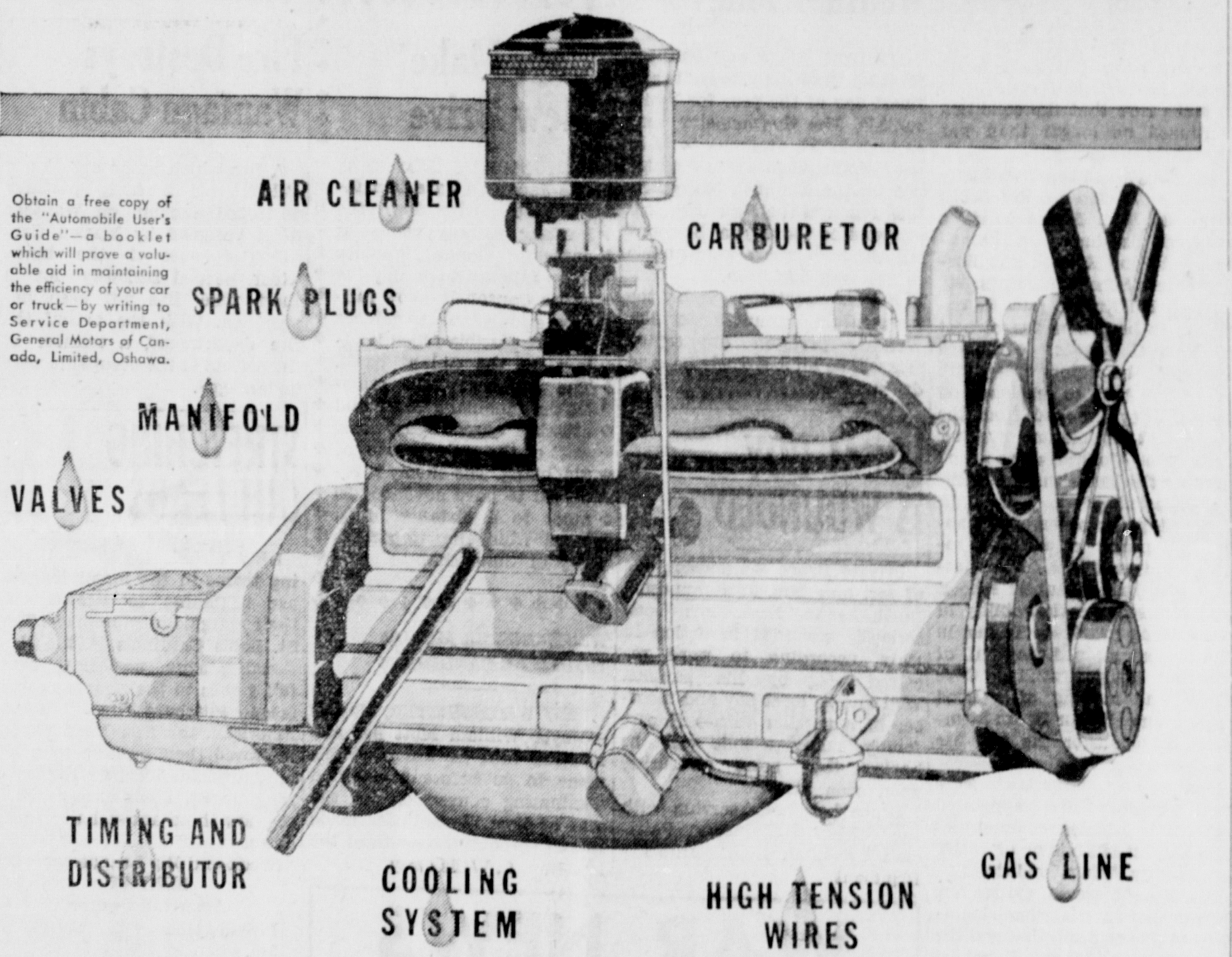
Philadelphia	14	16	.467
New York	14	20	.412
Brooklyn	15	19	.441
Boston	17	21	.447
Chicago	11	20	.355

American League			
	W	L	Pct.
New York	20	11	.645
St. Louis	20	18	.526
Washington	17	16	.515
Detroit	18	19	.486
Philadelphia	17	18	.486
Boston	17	17	.500
Cleveland	16	20	.444
Chicago	14	20	.412

will be an opportunity for one of them to even up their record Wednesday night, Navy and Air Force and Signals and Ack-Acks are the rivals at Gyro Park, while at Seal Cove the Soo Suds will try to win their fourth straight game at the expense of the Harbor Squad and Dry Dock will play Ordnance.

The cod is one of the most prolific of fish, a female 39 or 40 inches long producing 3,000,000 eggs.

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 — Regular inspection of wheel alignment and balance  
 —brakes and shock absorbers.

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 —Repairing and refinishing damaged or chipped surfaces.  
 —Washing body as required to preserve the finish and to keep drain holes open as a protection against costly rust damage.

**Extend the Life of Your Car or Truck by:**  
 —Regular lubrication (at least every 50 days).  
 —Minor inspection and adjustment (every 1,000 miles).

DEPARTMENT OF THE SECRETARY OF STATE FOR CANADA  
 OFFICE OF THE CUSTODIAN  
**BUILDINGS FOR SALE BY TENDER**

The Secretary of State of Canada, acting in his capacity as Custodian under or by virtue of the Revised Regulations Respecting Trading With The Enemy (1943) hereby offers for sale by public tender such interests as are vested in him in the following:

**PARCEL A:** A boat building shop erected on property leased to the City of Prince Rupert, having a frontage of approximately 84 feet on Cow Bay, together with boat building equipment now upon the premises, well as equipment now in storage.

**PARCEL B:** A building, formerly used as Barber Shop and located on land leased from the City of Prince Rupert on the Corner of Third Avenue and Cow Bay Road.

**PARCEL C:** A building, formerly used as Store and living quarters erected on land leased from the City of Prince Rupert known as No. 3 Cow Bay Road.

Tenders for individual parcels should be addressed to the undersigned marked "Tender for Buildings" up to noon on the 17th of June, 1944, and must be accompanied by a certified check payable to The Custodian for ten percent (10%) of the amount tendered.

Arrangements for inspection of the above parcels will be made application to Messrs. H. G. Helgeson Limited, Prince Rupert.

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