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MEMBER A.B.C.

Your newspaper is an accelerator of the whole world's progress, speeding the ends of political freedom and national education. It prepares the mental soil of all civilized men and women for the fairer "fruits and flowers" of the coming age. It fights always for and not against the beauty, truth and goodness which spring eternal in the human breast.

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Side-Tracking Prince Rupert

The bare-faced proposal of the Canadian National Railways to reduce the coastal end of its northern line from Jasper to Prince Rupert to the status of the lowest form of a branch line by cutting the service to three mixed trains a week in either direction is worthy of the strongest protest. It is poor treatment for a line which, during the war boom, provided the system with traffic at times exceeding that of the Vancouver line.

We had thought that the railway would not revert to the old policy of cutting down to the very minimum to carry the traffic of the moment but would, instead, maintain at least a respectable service and the facilities to encourage rather than discourage traffic. While it is to be realized that two wrongs do not make a right and that it would not be helping Prince Rupert any to drag the Vancouver service down to the level that it has been suggested might be Prince Rupert's lot, we wonder if the company has any intention to cut the southern line from Jasper to the coast, which now enjoys two crack trains a day in either direction, to meet the minimum of a reduced traffic there as well.

There is also inconsistency in the move of the government-owned railway to reduce employment of its personnel at a time like this when the government itself is urging all businesses and industries to maintain employment at the highest possible level. It is not much of an example for private businesses and services nor is it much of an encouragement for interests which are trying to assume their responsibility in keeping up employment at this critical time.

The railway will, undoubtedly, say and possibly may be able to show that traffic has dropped to a level warranting no better a train service than it proposed to give. If every business and industry in the country reacted similarly now that the pressure of war effort is over it would indeed be a dismal prospect.

The move would appear to be entirely unjustifiable and we should leave no stone unturned in endeavouring to prevent its being put into effect.

Agreement In Levant . . .

The Anglo-French agreement on the Levant extracts an irritating thorn from the flesh of Anglo-French relations. It further provides working basis for close Anglo-French co-operation in the Middle East for the economic advantage of the Middle East peoples.

In the wording of the Anglo-French communique "the two governments have recognized that it is to their joint interest to encourage within the frame-work of international collaboration the economic well-being and security of the peoples of the Middle East."

Stress is laid on security, for without peace there can be no prosperity.

By their emphasis on international collaboration the two governments indicate that their joint policies will not be exclusive and that they look forward to the approaching time when security in the Middle East, as elsewhere, will be in charge of the United Nations.

U.S. GOODS TO AFRICA

American and British Manufacturers Show Keen Interest in Furthering Trade with Union

CAPE TOWN, (AP)— American goods are pouring into South Africa on a scale almost as large as in pre-war days. Clothing and other items ranging from cosmetics to radio parts are appearing on ships' manifests and will be on sale shortly.

British manufacturers also are showing a keen interest in the South African market. During the first six months of 1945 Britain's exports to the Union totalled £18,000,000 ($81,000,000) in value, compared with £19,000,00 for the first half of 1938.

South Africa will suffer no post-war slump, S. F. Waterson, minister of economic development, said recently. The Union had planned its post-war economy and never before had been in such a strong economic position. The present shortage of consumer goods would go far to avoid a boom, provided prices were kept at reasonable levels.

He said that although it is policy of the government to encourage private enterprise and abolish controls, the price of scarce goods will be controlled to avoid inflation.

Not so encouraging are the latest figures showing the rise in the cost of living. The October figure of 32.4 per cent is .5 higher than the previous month's figures. The constant increase in the price of food has been mainly responsible for the steady upward climb.

The South African government does not favor immigration until all South Africans abroad have returned and been settled in employment, Interior Minister C. F. Clarkson said at Pretoria. Although the government was anxious to bring people from England adequate shipping was not available at present and at this stage it would be premature to reach a decision on the matter.

Also speaking at Pretoria, Prime Minister Smuts was strongly in favor of a large-scale immigration policy, saying the Union must open its doors to people who can enrich the country. If industry was to be built up a large increase in the European population was necessary.

Private enterprise will be given an opportunity to take part in the development of the Union's internal air transport schemes. F. C. Sturrock, minister of transport, has invited private companies wishing to operate feeder services to apply for licenses before the end of March.

Addressing the Municipal Airports Conference in Kimberley, the minister said that the government owned South African Airways is prepared to operate such services but was making this offer so that the government should have no unfair advantage.

The conference passed a resolution that the state should pay for the upkeep and maintenance of airports of international and national class and the municipalities pay a fair share of the cost of intermediate airports.

Christmas Trees On Third Avenue

A Christmas atmosphere blossomed on Third Ave. on Sunday when members of the Junior Chamber of Commerce street decoration committee embellished downtown lamposts with Christmas trees. The decoration program was under direction of Committee Chairman Earl Gordon, assisted by Maurice Brydges, Sidney Elkins, William Bremner, Pierre Le Ross and Harold Rogers of the Prince Rupert Corps of Sea Cadets. A truck was donated by Philpott-Evitt Co. to bring the trees from the city outskirts.

MUCH HOLLY IS SHIPPED

VANCOUVER—British Columbia holly, with its prickly green leaves and bright red berries that add so much to the splendor of the general yuletide decorative scheme, will adorn more Canadian homes this season than ever before, according to the Canadian National Express Co. With a generous crop of good quality holly available from B.C. plantations, thousands of one and two-pound gift boxes, many complete with a sprig of mistletoe, are moving via express and parcel post addressed to individuals in all parts of the continent. Large, weighty cartons are being sent to florists throughout Canada for the commercial trade.

The C.N.R. express department report a big increase in holly traffic compared with previous years and estimate they will handle some 12,000 individual shipments weighing more than 32,000 pounds. The steady increase in Christmas holly shipments from B.C. indicates that past year's recipients in various parts of the country are reordering for personal use and as gifts, also that their relatives and friends are repeating the process. It is also believed the large increase in volume this year is possibly due to the lack of some types of merchandise formerly presented as gifts.

Are you entertaining out-of-town house guests? You will be doing them an honor by having us publish a personal note about their visit.

ENTERTAINING THE N
NAIROBI, Kenya, (AP) — are indications that Keny play an important part Royal Navy's recuperation scheme. A warm welcome given the battleship Howe cently. Various sports tea Howe were matched agai cal cricket, hockey, socce tennis clubs.

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LETTERBOX

NOT ENCOURAGING YOUTH

Editor, Daily News:

One of the comments of the members of the Western Bush Rangers at a recent meeting was "We've spent over $70 on this place but it still does not look like anything." Yes, the boys in the West End have spent that much trying to repair and paint the Westview School but it is still a dank, dirty health-defying place.

Meetings of the boys are losing all their vigor because the school is cold, because they are out of fuel and scrap building material.

The parents seem to lack ambition to even see what their children are doing up in the school. If the meeting place were to close down, it would be the parents' fault in part at least.

Yours for more co-operation in helping city youths to become better citizens.

DAVID MULRONEY
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CHRISTMAS GREETINGS

Pipes, Cigars, Cigarettes, Tobaccos and Smokers' Accessories
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SHOP EARLY FOR BEST SELECTION IN CHRISTMAS GIFTS

He paved the way for the Electric Age

The son of a blacksmith, Michael Faraday (1791-1867) went to work at thirteen. As an apprentice in a book bindery he read scores of volumes, especially those on scientific subjects. He attended some lectures given by Sir Humphry Davy, and wrote to him and asked for—and obtained—a job in his laboratory. He carried on research in chemistry, investigated the alloys of steel, and produced several new kinds of optical glass. His most important research work was in electricity and magnetism. His discoveries paved the way for the development of electro-plating and the widespread use of electric power today.

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BECAUSE of Faraday's discoveries, the great electrical industry has grown up in modern times. Because of discoveries about Nickel made in research laboratories, the Canadian Nickel industry has grown into one of the world's great industries.

Well equipped Nickel research laboratories in Canada, United States and Great Britain will continue to co-operate with scientists everywhere in developing new uses and markets for Nickel.

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