

An independent daily newspaper devoted to the upbuilding of Prince Rupert and all communities comprising northern and central British Columbia. (Authorized as Second Class Mail, Post Office Department, Ottawa) Published every afternoon except Sunday by Prince Rupert Daily News Ltd., 3rd Avenue, Prince Rupert, British Columbia.

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Prince Rupert's Chance

MHEN the Grand Trunk Pacific Railway steel reached the west coast some 30-odd years ago high hopes were entertained that Prince Rupert, the terminus, would become a port of some importance, says an editorial in the Winnipeg Tribune. It was the closest large harbor to Alaska and it was thought by many that much of the traffic to the north would go via the new port. These hopes, however, were soon dashed for Seattle, 500 miles to the south, had captured the northern trade and retained it. Prince Rupert, after a short boom, settled back into three decades of somnolence.

Now, it would seem, Prince Rupert's great chance has arrived as a direct result of the maritime strike at Seattle in 1946 which cut Alaska off from shipping connections for 127 days and caused hardship and great loss to the northerners.

According to Business Week Alaskans are now convinced that it is folly to depend on one transportation link and they are seeking trade connections with Canada and, via Canada, with the American mid-west. This publication says that Prince Rupert has been chosen as one new transhipment point for Alaska-bound goods. The proposal is to ship food, merchandise and machinery by Canadian National Railways to that port and there transfer them to small ships and barges. These then can move up the sheltered passages of the Alaskan panhandle to Skagway and Haines or throughout the entire Gulf of Alaska area, even to the Bering Sea.

Alaskans have another grievance against Seattle, says Business Week. They claim that for years jobbers of that city have collected as much as 30 to 40 percent on merchandise moving to Alaska which the jobbers never saw. It is also allegell that emergency aid to Alaska during the shipping strike was curtailed when striking union men discovered jobbers had slipped been and whiskey into the "vital foodsuffs" the government had arranged to ship.

For these reasons it appears probable that Prince Rupert and the Canadian National Railways are going to profit at the expense of Seattle. Normally millions of dollars of goods flow annually to and from Alaska from the latter port.

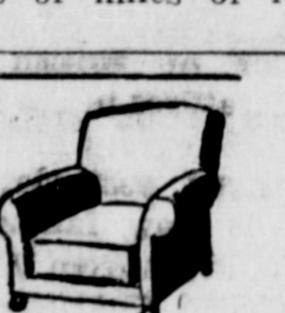
Better Roads

THE much disparaged gravel road will have its face lift-Remarkable improvements in its durability and surface smoothness have been found possible through controlling the composition of the

raw material. At the request of the B.C. Department of Public Wirks, P. M. Cook of the Engineering Division of the British Columgravel roads and developing gravel testing procedures.

changes in composition worked out. The addition of carefully controlled quantities of various binding material such as clays are usually required to make a firm, coherent road surface. The road builder can be provided with complete information on how the best results can be achieved in his partidular location.

Although the expenditures AIR SERVICES; on road paving and construction are to be much greater than in pre-war years, the gravel road will still remain pre-eminent in areas where there; is little traffic. The large size of our province demands the construction of thousands of miles of roads



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over exceedingly difficult country, yet, with our small population, traffic density is low. The new gravel construction techniques developed through engineering research

TRADE TO SWEDEN UP

tenance costs.

should provide good roads at

low construction and main-

STOCKHOLM (P) — Canada's export to Sweden now is worth bia Research Council has been labout twice as much as before studying the structure of the war and in 1946 probably reached a sum of 30,000,000 kronen, Per Wijkman, Swedish Samples of gravel from all minister to Canada, said recentover the province are being ly. Sweden's export to Canada examined and necessary was valued at some 18,000,000



W. D. LAMBIE

W. D. Lambie, Supervisor for Northern British Columbia for the Monarch Life Assurance Company has again achieved an outstanding record of new production in 1946, according to an announcement made by R. F. R. Boreham, Branch Manager of the Company at Vancouver, British Columbia Mr. Lambie has been a member of the Company's Honor Club for the past seven years. The Monarch Life reports that 1946 was a record year and one of greatly expanded service to the Canadian people.

FOG BAFFLES THE EXPERTS

Three-Year Survey Fails To Discover Method of Prevention.

LONDON (P - No method of preventing fog has been discovered despite a three-year survey by the Atmospheric Pollution Research Committee, it was reported by Dr. G. M. B. Dobson, committee chairman.

However, much useful knowledge was gained, he said. It was learned that the frequency of fogs was not increased by the presence of smoke, although smoke made them denser.

There were three requirements for the presence of fog: nuclei on which water vapor might condense; stagnant atmosphere and the cooling of air near the

The two latter conditions arose most frequently when there was an anti-cyclone or area of high pressure. Weather experts had found that from November to January Britain's air supply, coming from the Atlantic or North Sea, arrived nearly 90 per cent saturated with water vapor.

E. L. Hawke, secretary of the Royal Meteorological Society, said that since the beginning of the century there had been a marked decrease in the number of fogs in Britain. He said he believed this was due to an increase in the number of builtup areas which lessened the quantity of moisture rising from the ground.

> INCOME TAX Returns Prepared — See

R. E. MORTIMER 324 2nd Ave. — Phone 88

AIR TRANSPORT BOARD NOTICE OF HEARING

APPLICATION BY CANADIAN PACIFIC AIR LINES LIMITED FOR A LICENCE TO OPERATE A SCHEDULED COMMERCIAL AIR SERVICE SERVING THE POINTS VANCOUVER - PORT HARDY - SANDSPIT - PRINCE RUPERT, BRITISH COLUMBIA

APPLICATIONS BY QUEEN CHARLOTTE AIRLINES LIMITED FOR LICENCES TO OPERATE THE FOLLOWING COMMERCIAL

SCHEDULED COMMERCIAL AIR SERVICES (1) Vancouver (base) to Sullivan Bay (O'Brien Bay), Sandspit (Alliford Bay), Prince Rupert, returning Prince Rupert to Sullivan Bay (O'Brien Bay), Vancouver.

(2) Vancouver (base) to Powell River (Westview), Minstrel Island (Cracroft), Alert Bay (Simoon), Sullivan Bay (O'Brien Bay), returning to Vancouver (base). (3) Vancouver Airport (base) to Comox Airport, returning

to Vancouver (base) (B) NON-SCHEDULED COMMERCIAL AIR SERVICES (1) Vancouver (base) to Muchalat Arm, Nootka, Ceepeecee, Tahsis, Zeballos, Chamis Bay, returning to Vancouver

(2) Vancouver (base) to Lund, Refuge Cove, Stuart Island, Thurlow (Shoal Bay) Hayden Bay, Glendale, Cracroft, Minstrel Island, Simoon Sound, Sullivan Bay (O'Brien Bay), Belize Inlet (Dumaresq Camp), Goose Bay (Duncanby), Namu, Bella Bella, Ocean Falls, Klemtu, Butedale, Prince Rupert, Anyox, Alice Arm, Stewart, Massett, Justkatla, Sandspit (Alliford Bay), Cumshewa, Pacofi. Atli Inlet, Burnaby Island and return.

(3) Vancouver (base) to Atla Lake, Shalalth, Seton Lake. (Lillooet), Gunn Lake and return. The Air Transport Board has set Tuesday, 25th February, 1947, at 10:00 a.m. for the taking of evidence and hearing repre-

Court of Appeals Chamber in the Court House, Vancouver, British By Order No. 41 dated 21st January, 1947, the Board has directed that the application of Canadian Pacific Air Lines Limited and the applications of Queen Charlotte Air Lines Limited

sentations on the above applications at a public hearing in the

set out in (A) (1), (2) and (3) above be heard together. At the hearing the Board will receive evidence from and on behalf of the applicants, such persons as may have filed submissions in pursuance of the notices published in regard to the said applications and from such other persons as may be author-

ized by the Board to intervene. When an applicant, or other person entitled to be heard, intends to file written memoranda or data by way of exhibits, he should in all cases where it would appear to facilitate the expeditious conduct of the proceedings, prepare seven additional copies for the use of the Board, with further copies for use by

other parties. Ottawa, January 21st, 1947.

AIR TRANSPORT BOARD, C. S. Booth, Secretary.

. . . Adopted a board of works | municipal telephone system prereport authorizing the city en- pared by the B.C. Telephone Co. gineer to make temporary re- The report, and recommendapairs to a sewer at Fifth Avenue tions arising from it, will be presented to council in the near and Dunsmuir Street.

... Authorized the purchase of future. quantity of pre-fabricated wooden sidewalk formerly be- the utilities committee in inlonging to the Port Edward structing Fire Chief Lock that American Army camp from Tom all city firemen must train to Nolan of Port Edward at a cost be all-round firemen and that ability to drive a motor vehicle of 50 cents a foot.

. . . Gave the city engineer be made a requirement for proering the cost of constructing a higher grade. road to serve the eastern side of council was told by Board of catch basin, attend to the nec Kay, because it has no road out-

... Approved a motion by Alderman Youngs that a survey be made at the city limits to determine a new site for the city garbage dump in order to remove it from close proximity to the highway entrance to the city. Granted Crescent Shows per-

mission to show in Prince Ruper on the understanding that the fee payable to the city be \$50 a day and that the dates of the showing be after August 31. . . . Approved the issuance of

a trade licence to Miss Margaret Fraser to retail books on recommendation of the licencing com-

. . . Received annual estimates the Prince Rupert Dis-Board totalling \$155,640, of which \$84,648 must be paid by city taxation. The estimates were turned over to the finance committee for inclusion in the city's estimates.

... Tabled an application from George Rorie and Co: to be city auditors for 1947 until the city is ready to appoint an auditor for the current year. Present city auditors are Crehan and Meredith of Vancouver. .

. . . Appointed Alderman Clifford Ham to be a member of the Cliff Ford Trust Committee, a position held last year by former Mayor H. M. Daggett. Mayor Arnold and City Clerk Thain are the other members of the com-

Members of the utilities committee are studying a report a complete survey of the

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you need,

power to bring in estimates cov- motion to third class fireman or the Cow Bay area. Prospective works report authorizing the buyers are avoiding that area, city engineer to instal a concret

. . . Approved the action of

Works Chairman Robert Mc- essary diversion of sunface water and raise the sidewalk at Second Avenue near McBride Street at a total estimated cost of \$350.

. . . Authorized the city engin eer to repair a drain crossing a lane at the rear of the Roya Hotel and make other drainage and sidewalk repairs in that area at a cost estimated at \$260.

Key to the Great North-West

Of an isle way out at sea

After day is done and night has

Its act of eternity, Where the sea breezes drift

with a punget whiff Warmed with the day's good-

Sing out a lullaby,

And nature is at its best Prince Rupert's name with growing fame

"The key to the Great North-

BORROW \$75,000 AGAINST TAXES

Authority to prepare a bylaw authorizing the city to borrow up to \$75,000 to cover current civic expenditures in anticipabe similar to one approved last year when the city drammed its former scheme of raising money early in the year by discounting tax payments made prior to the tax receipt deadline in July.

MUST CLEAN UP BRITISH PLANTS

Work Necessary Before They Will Be Up to Pre-War Standard

LONDON (-British factories need a general spring cleaning to bring them back to pre-war standard but working conditions did not slip as much during the second World War as between 1914 and 1919, says H. E. Chasteney, chief inspector of factories for the Labor Ministry.

That is the conclusion he reached in his 1945 report, just issued--and so little repair work and refitting has been done since then that the finding still must

Chasteney reported a substantial drop in both fatal and factory deaths during 1945 were only a little more than half the 1,646 in 1941. Injuries at 239,802 were well below the peak of 313, 267 reached in 1942.

The chief inspector said the dirtiness and shabbiness of many factories was revealed "only when the blackout was removed." One firm stopped production for 10 days and put all its workers on cleaning up, 93 tons of dust, waste and rubbish was removed.

You saw it in The News

Prince Rupert's Civic Centre got a "break" at the hands of tion of 1947 taxes was approved the city council last night after by the city council last night, the aldermen agreed that its The money borrowed would be claim to having established itrepaid immediately out of this self as the focal point of comyear's tax receipts. The loan will | munity life had solid foundation

> A request by the Civic Centre Association for continuation of the \$100 monthly grant paid to it by the city was granted on a pro rata basis until council considers its 1947 estimates later in the year. The request was turned over to finance committee for inclusion in the estimates.

An application by Civic Centre General Secretary Don Forward that the Civic Centre be granted

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a flat rate of \$150 water was approve The council agreed in the building is a to the public. At n

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