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### Prince Rupert and P.G.E.

NATURALLY from a purely sectional standpoint, Prince Rupert is interested in seeing a railway outlet for the Peace River district have its jumping-off point as far west as possible on the Smithers division of the Canadian National Railways. We have kept pounding along these lines for years but seemingly with little in the way of definite results. There has even been delay which has irritated us considerably in the implementing of a pledge made two or three years ago by Premier John Hart that a survey would be undertaken of the Hazelton route for a connection with the Alaska Highway.

The latest to come out definitely in support of the policy of extending the Pacific Great Eastern Railway through Prince George into the Peace River country is no less a person than Hon. E. T. Kenney, minister of lands and forests and Member of the Legislature for Skeena. Of course, Mr. Kenney could hardly be expected not to support the government-accepted policy on this matter. At the same time he has to govern himself as a minister of the crown and consider all questions in the provincial perspective, compatible, of course, with the reasonably due interests of his own riding.

As far as we Prince Rupert people are concerned, we may not enthuse unduly over the extension of the Pacific Great Eastern Railway into the Peace River, thereby dividing outlet honors and opportunities equally between Vancouver and Prince Rupert. On the other hand, it is difficult to oppose the said extension. The government is committed to it so we might as well accept the situation and feel at least some satisfaction that an outlet tapping our railway at Prince George will be a good deal better than what we have at present and is bound to be of some benefit to us.

Prince George is more than half again as close as Edmonton even if it is about equidistant from Vancouver and Prince Rupert. It is difficult to ignore or refute the logic of extending the Pacific Great Eastern in the interests of British Columbia in general and the central and northern interior in particular.

All this, of course, should not deter us in the campaign for connections with the north country to Prince Rupert from the railway and highway which have their termini here.

### PRICES HERE AND IN U.S.

SINCE there has been much discussion of prices in the United States, some comparisons made in several cities across Canada and in nearby American cities in mid-January may be of interest. Prices of some 50 representative food, clothing and household goods items were compared. In addition to providing data on current prices in the two countries for items reasonably comparable in identity, quality, style, the survey yielded information on price developments in the United States since the end of price control there.

The comparisons clearly showed that food costs, on the average, were lower in Canada. There seemed to be no wide differential in clothing prices, and Canadian prices were, with one or two exceptions, the same or lower than those for comparable lines in the United States. In some cases, especially in woollens, the Canadian garment was of superior quality. Normally, U.S. prices, particularly for cottons, are well below our own. In the field of home furnishings, prices in Canada were generally lower. On both sides of the border, supplies at the stated prices were not always adequate. This was perhaps more true of Canada, especially for some clothing lines.

Here are a few of the price comparisons as between neighboring Canadian and United States cities at mid-January:

Milk—Toronto, 16c per quart; Detroit, 24c (in terms of our Imperial quart).

Bread—Winnipeg, 8c-11c; Minneapolis, 15c (in terms of our 24-oz. loaf).

Butter—Vancouver, 42c-45c per pound; Seattle, 78c-86c.

Cheese—Ottawa, 35c per pound; Syracuse, 69c.

Flour in the Canadian cities ranged from 69c to 93c per 24-lb. bag, while in the United States its price was from \$1.65 to \$2.13 per 25-lb. bag; potatoes in Canada, 23c-32c per 10-lb. bag and 29c-39c in the United States; sirloin steak in Canada 41c-54c per pound, and in the U.S. 48c-72c; leg of lamb, 38c-51c in Canada, 49c-65c in the U.S.; vegetable shortening, 17c-27c in Canada, 39c-53c in the U.S.

Prices in the United States were lower than in Canada on only two of the 25-odd food commodities compared—coffee and cocoa.

Men's work shorts were \$1.50-\$2.00 in the Canadian cities and in the United States cities \$1.35-\$2.25. Women's rayon crepe slips in Canada, \$2.00-\$3.00, in the United States \$1.90-\$3.50; cotton housedresses \$1.98-\$3.98 in Canada, \$2.20-\$5.98 in the U.S.; nylon stockings selling at \$1.75 in Canada were \$1.25-\$1.65 in the U.S.

Unpainted hardwood kitchen chairs were \$1.59-\$3.95 in Canada and \$2.25-\$3.98 in the United States cities; dinette suites \$55.00-\$105.00 in Canada and \$39.50-\$119.00 in the U.S.; white cotton sheets \$1.98-\$2.95 in Canada, \$2.20-\$3.95 in the United States; enamel saucepans 57c-\$1.45 in Canada, 35c-\$1.00 in the U.S.



ARRIVES IN OTTAWA—John Strachey, Britain's food minister, who has arrived in Ottawa to discuss his country's food problem and make some arrangements to help relieve the acute shortage.

### FEW SNAKES ON ST. PAT'S DAY

To many Canadians Monday was just another calendar mark in the progress of time but to the Irish, and even those who claim remote connection with an Irish background, it was a semi-sacred occasion dedicated to St. Patrick who instituted a snake round-up some time back.

While it is not even hinted that the occasional Irishman has not seen snakes since that time, St. Patrick's Day, 1947, seems to have enjoyed dignified observance, with things running about the same as any other Monday.

The logical result of combining blue Monday with the traditional green of St. Patrick's Day with any degree of seriousness probably would be a washed-out yellow, which few, including the Irish, care to court so early in the week.

So, except for a few innocuous green foulards tucked into Irish waistcoats, St. Patrick's Day in Prince Rupert was, so to speak, as quiet as an Erse.

### Better English

- By D. C. WILLIAMS
1. What is wrong with this sentence? "Apples are very healthy."
2. What is the correct pronunciation of "area"?
3. Which one of these words is misspelled: Acquiesce, acquatic, acquital, acquisition.
4. What does the word "ardent" mean?
5. What word beginning with in means "necessary"?
Answers:
1. Say "healthful." "Healthy" means possessing health, as, "The boy is healthy."
2. Pronounce a-re-a, first a as in "day," e as in "me," final a unstressed, accent first syllable.
3. Acquatic.
4. Eager; zealous; vehement. "He was an ardent student of the Bible."
5. Indispensable.

IN THE SUPREME COURT OF BRITISH COLUMBIA IN PROBATE IN THE MATTER OF THE "ADMINISTRATION ACT" and IN THE MATTER OF THE ESTATE OF JOHN BALFOUR, DECEASED TESTATE. TAKE NOTICE that by Order of His Honour W. E. Fisher, made on the 7th day of March, A.D. 1947, I was appointed Administrator with Will annexed of the estate of John Balfour, deceased, and all parties having claims against the said estate are hereby required to furnish same, properly verified, to me on or before the 21st day of April, A.D. 1947, and all parties indebted to the estate are required to pay the amount of their indebtedness to me forthwith. DATED at Prince Rupert, B.C., this 7th day of March, A.D. 1947. GORDON F. FORBES, Official Administrator, Prince Rupert, B.C.

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### Extension of Pacific Great Eastern and Prince Rupert Government Idea to Help All Central and Northern British Columbia

The Pacific Great Eastern Railway is not being extended to benefit any particular port but rather to develop the central interior and the northern portion of the province. The port of Prince Rupert, in order to justify its claim as the logical outlet for the Peace River section, should place facilities at the disposal of shippers to handle products. Prince Rupert is in a "very preferred" position but it is up to a port to establish its capacity to handle commodities and to be active in endeavouring to secure tonnage of commodities which can be economically handled. Such was the burden of comment in the Legislature last week by Hon. E. T. Kenney, minister of lands and forests and M.L.A. for Skeena, in the budget debate in the Legislature when the port of Prince Rupert was much to the fore.

Mr. Kenney spoke as follows: "The honorable member from Prince Rupert expressed concern over the fact that Prince Rupert was the logical outlet for the Peace River section."

"I share this view with him but would also remind him that the port of Prince Rupert must, in order to justify its claim, place facilities at the disposal of shippers to handle such products. It is true that there is a fine elevator there of 1,250,000 bushels capacity and I see no reason why they should not handle a major portion of the wheat crop originating in the Peace River area but, when it comes to the matter of coal, naturally bunker facilities must also be available."

"I would point out to the honorable member that the shipper is the man who has the right to say where he wishes his product to be shipped and, from the fact that an extension of the P.G.E. Railway into the Peace River cannot possibly be made without an intersection of the C.N. Railway system, it is largely a matter of capacity to handle commodities as well as trade em-

### HERBERT DOOLAN KINCOLITH CHIEF

KINCOLITH—Herbert S. Doolan sr., veteran council man and 1946 chief councillor, was re-elected to that post in recent village elections. Other members of the village council are: Samuel Lincoln, Arthur E. Nelson, Jeffrey C. Benson, Nubert Doolan, Francis Watts and Fred Stewart, the latter being secretary. Other village officers elected

are: Chief constable, William Stevens; constables, William T. Venn, William Stewart, Charles Lincoln, David McKay. Roadmaster—George Alexander. Health officer—Mrs. Leith (field matron). Harbourmaster—Herbert S. Doolan jr. Light plant constable, Herbert S. Doolan jr. Fire warden, Alfred Stewart. Game warden, Bertie Doolan. BIG INLAND TRUCKS, Kamloops and Nelson, largest inland trucking Thruce.



THE SCARS OF WAR ARE DEEP .. will you help heal them?

The war isn't over for many of our veterans. Many of them, are still in hospital. It's tedious, lying in a hospital bed, and that's where the Red Cross steps in. Red Cross workers regularly bring our men candy, cigarettes, books and other comforts. Patients who are able, get handicraft supplies and instructions to keep them occupied through the long days in bed. The Red Cross has established lodges at veterans' hospitals, where ex-service men and their families may visit together in pleasant, homelike surroundings. Overnight accommodation is provided for next-of-kin visitors. The Red Cross can carry on these works of mercy only with your help... won't you do your part?

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