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What Railway Means

A WEEK without it makes us a little more appreciative of what regular railway service, curtailed as it may be, means to us. We have now missed only two trains in and two trains out as a result of the almost unprecedented snow and storm conditions in the Skeena Valley between Prince Rupert and Terrace but there is already much moaning and trepidation about what is going to happen to us if the trains do not start running again soon. And it might cause quite serious inconvenience too if we did not get our trains back soon. So, after all, even if we may complain once in a while about what the railway company is not doing we have to realize that, in their every-day service, it is very important to us.

Superintendent Al Berner and his crews have a big job on hand in clearing the line and it is exercising all their skill, ingenuity, patience and energy. They are working under real difficulties to get the line cleared as soon as possible and we wish them good luck with the job.

Fate of Miners

FATE of the close to 400,000 soft coal miners in the United States is rapidly moving to climax.

The truce proclaimed by Lewis in December expires at midnight March 31 and little or no progress has been made in drafting new contracts or turning back to the owners the mines seized by the government during the strike of last spring.

Present high levels of earnings and opportunity to work will depend in a large measure on the volume of business activity among the consuming interests, and in the opportunity of transferring to other occupations.

The failure of continued high demand for soft coal might bring about the long layoffs and low returns to which the industry dropped in the depression years.

The number of miners employed during the 1933-1946 period has ranged from 450,000 to around 325,000, not counting strike periods.

In 1923 the average hourly earnings at the "face" were about 85 cents, more than twice the rate in 1914. Average hourly earnings in October, 1946, were \$1.48 as compared with about 85 cents in 1939.

But the miners faced difficult times between the wars. Hourly earnings dropped to 50 cents in 1933 and during a long period the opportunity to work was well below 200 days a year. Conditions improved steadily from 1933 although work days remained under 200 a year for the most part until the Second Great War brought heavy demands for bituminous coal.

The war also brought a return to the six-day week until the new contract of last May when it went back to five days with opportunity to work a sixth day, portal-to-portal pay and other benefits.

Wanted—Federal Ministers Here

As a means of having federal ministers and other prominent personages from the Dominion capital include Prince Rupert on the western tours in future, the Prince Rupert Chamber of Commerce, at its meeting Monday night, decided to request the federal member, Harry Archibald, and the new British Columbia senator, Hon. J. G. Turgeon, to keep the Chamber posted when such trips are being planned.

Railway Trouble Prevented Visit

W. T. Moodie, retiring as general superintendent of Canadian National Railways for British Columbia, was to have arrived here last night for a two-day visit, his last in his official capacity. Disruption of train service in the lower Skeena Valley, however, caused Mr. Moodie to decide to return to Vancouver from Jasper. S. J. Munro, district engineer from Vancouver, was with him.

A pall of water in a freshly painted room will help to remove the odor.

Community Co-operation

First City Publisher Tells How it Was Achieved—Discusses Prince Rupert Alaska

How the community of Ketchikan ceased working at cross-purposes, and instead, presented a united front of public opinion by such organizations as Chamber of Commerce, American Federation of Labor, fishermen's association and veterans' organizations getting together was described to the Prince Rupert Chamber of Commerce at its meeting Monday night by William L. Baker, publisher of the Ketchikan Alaska Chronicle. Whereas there had been misunderstanding and even some element of distrust before they got together, this all disappeared in frank and free discussion of common aims. "The threat to free enterprise vanished in the face of a new co-operation between groups," declared Mr. Baker. Something like that, he said, might be tried in Prince Rupert.

Mr. Baker commended the Canadian idea of encouraging immigration to a great and unexploited land which could well do with new population to assist in its development. Alaska, he felt, might do worse than think along similar lines. Nevertheless, he could see a strange paradox in Canada, on the one hand, talking about encouraging immigration and, on the other, being concerned about the emigration of her own young people to the United States. Building up industries and the increasing of payrolls might be the answer to this problem.

The visiting editor spoke emphatically of the importance of highways which would attract almost unlimited numbers of tourists. He felt that Canada should lose no time in providing its portion of the Alcan Highway with facilities and services for motoring tourists.

Mr. Baker then turned to the proposal for a ferry service between the port of Prince Rupert and Haines, Alaska, something which he felt would be of the utmost importance to Prince Rupert, making this an important link in a great circle highway route between the United States and Alaska. He told of steps that were being taken to interest shipping companies in the establishment

of such service. It might even be possible for Canadian steamship companies to get into this business, particularly if Alaska achieved statehood when the Jones Act would become automatically defunct as being at variance with the spirit if not the word, of the United States Constitution in the matter of inter-state relationships.

"We in Alaska," said Mr. Baker "are also very much interested in the Pine Pass Highway being built northward from Prince George to connect with the Alcan Highway." He saw it as another link in the new era of northwest driving. It seems to me that it has possibilities even of bringing tourist business to Prince Rupert."

Mr. Baker also elaborated on steps being taken in Alaska to utilize the port of Prince Rupert instead of Seattle whose steamship companies were strangling the territory and at least passively endeavoring to prevent it from achieving statehood.

"Alaska is very much in the spotlight these days," concluded Mr. Baker "and so is Prince Rupert as its prospective new gateway."

Prince Rupert at Pacific Exhibition

Suggestion that Prince Rupert be represented with an exhibit at the renewed Canadian National Exhibition in Vancouver this year was proposed at the meeting of the Prince Rupert Chamber of Commerce on Monday night. It was decided that a special committee should be appointed to go into the matter.

ALASKAN CHOIR TO SING HERE

The New Metlakatla, Alaska, choir, which is at present on a concert tour of the Canadian and American west coast, will sing in Prince Rupert's Civic Centre auditorium on March 5, according to Civic Centre managing director Don Forward. The concert will be the final one before the choir returns home from its tour which will take it as far south as Los Angeles.

SUBSIDY QUESTION

Two Local Organizations Ponder on What Step Should be Taken Next

Both the Prince Rupert Chamber of Commerce and the Prince Rupert Industrial Development Committee have pondered as to what the next course of action might be following the recent refusal of the federal minister of trade and commerce to implement the grant made at the federal session of Parliament to encourage deepsea shipping through Prince Rupert to the United Kingdom.

"It would appear," said a letter from the industrial development committee to the Chamber of Commerce "that the solution lies in the area producing sufficient tonnage of exportable commodities."

The Chamber of Commerce, at its meeting Monday night, tabled the question of the shipping subsidy for possible further action at the next meeting of the Chamber in February.

Hollywood and Public Share Film Blame

Both Hollywood and the movie-going public must share responsibility for the quantity of low-grade motion pictures which are being shown in Canadian theatres, Prince Rupert's Citizens' Forum decided at its weekly discussion last night after drawing a picture of monopoly on the part of Hollywood and moral indifference on the part of the public.

The meeting agreed that "the majority of the motion pictures produced in Hollywood are not beneficial" to the morality of the public although its members also were of the opinion that neither were they detrimental to stable, adult minds.

It was when the group discussed the effect of low-grade pictures, glamorizing crime and divorce, on the minds of juvenile and adolescent audiences, that it laid stress on the ability of the public to discourage such showings by non-patronage.

Refusal of parents to attend

or to allow their children to attend such pictures would curtail their production in favor of a better grade, it was agreed. One remedy for the industry's ills, from the film-quality standpoint, the group felt, would be severance of the production end from the distribution end of the industry. The monopolies which now control both have a strangle-hold on the industry. Exhibitors then would have a better chance to obtain the types of pictures they desire to show and would not be subject to the "block booking" system.

U. K. Beauty Aid Exports Booming

LONDON (AP)—Before the Second World War, Britain had been a considerable importer of toilet preparations. But, as a result of the war, she has become one of the foremost exporters.

Last year's export figure is quoted as approximately \$12-

RESPONSIBILITY OF PARENTS

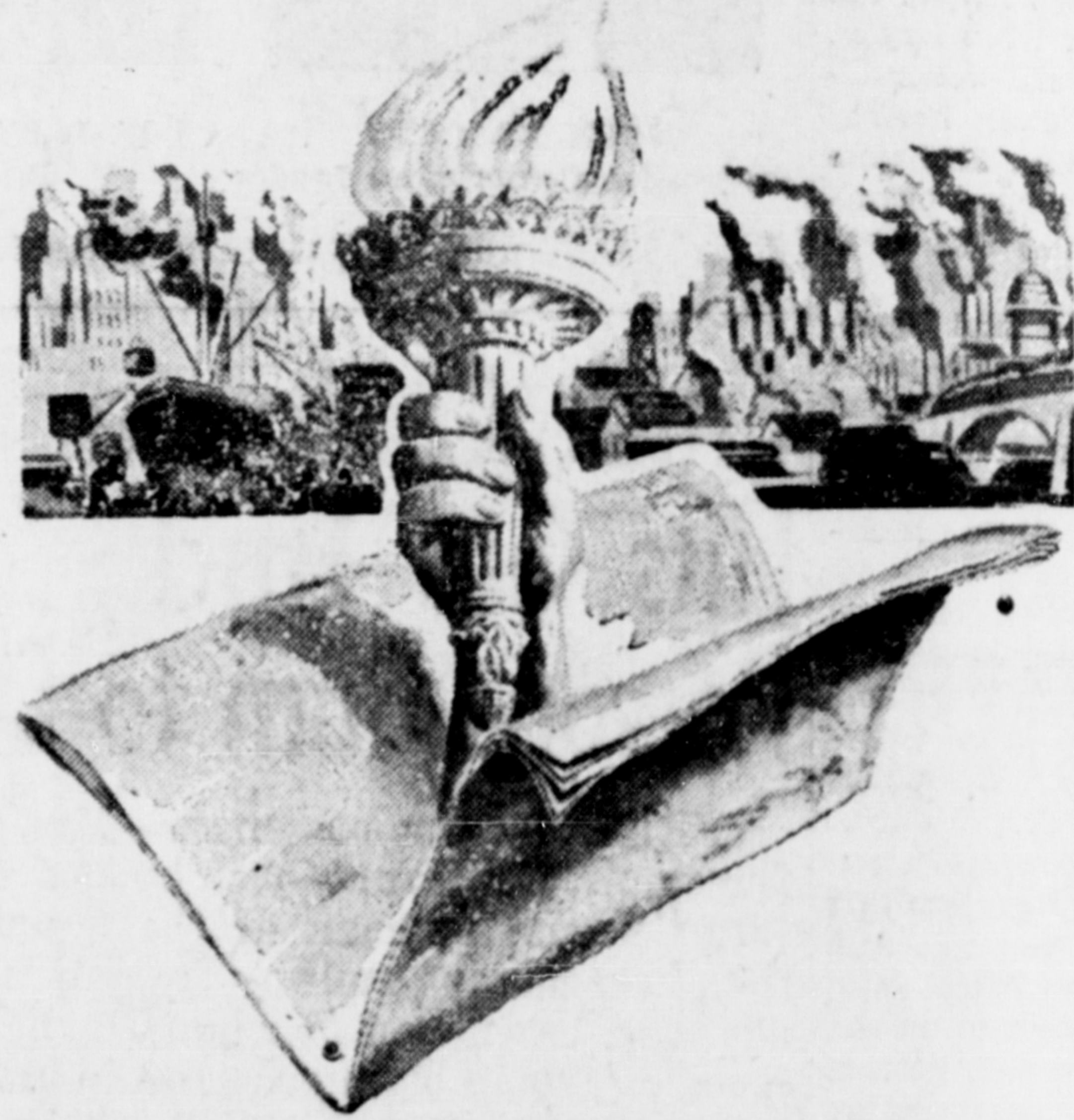
Describing "parental responsibility as the greatest problem in the motion picture industry," the group discussed the types of films shown in current "Film Forum" showings were both entertaining and educational and offered an alternative to the commercial productions. Attendance at the Forum showings should be encouraged, the meeting felt.

Chairman of the meeting John Cusack.

000,000. The industry should be able to maintain this in 1947.

After seven weeks of that blacked out local papers, residents of New York, were paying as \$1 for single copies of town newspapers.

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Friday—ss Catala, 10 p.m.
Saturday—ss Camosun, 9:15 p.m.
From Vancouver—
Sunday—ss Coquitlam, p.m.
Monday—ss Princess Adelaide, p.m.
Wednesday—ss Prince Rupert, 10:00 a.m.
Monday—ss Princess Adelaide 10 p.m.
Friday—ss Camosun, 3 p.m.
Friday—ss Catala, p.m.
For Alaska—
Friday—ss Camosun, midnight.
Wednesday—ss Prince Rupert, midnight.
From Alaska—
Thursday—ss Prince Rupert, 7 p.m.
Saturday—ss Camosun, 7 p.m.

VARIETY OF BERYL
Aquamarine, a sea-green or bluish-green variety of beryl used as a precious stone, is found in North and South America and Australia.

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