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The New Industry

THE GREAT cellulose mill project for Prince Rupert is moving along according to schedule. Heads and experts of the Celanese Corporation of America are here to fit the designing and plans into the site at Port Edward so that the final arrangements for the starting of construction may be executed without delay. That the actual construction will start within two months time is the gratifying announcement that is now made. It is all very cheering and adds to the optimism and enthusiasm that was inspired locally when the original announcement of the project was made some two months ago.

Those who interviewed Mr. Schneider and his associates following their arrival in the city yesterday afternoon found them quite as enthusiastic and keen as are the people of Prince Rupert themselves. Those who had the opportunity of following their activities today saw that they mean business and are losing no time about it. Each expert with the party has his particular job to do, all of which will be co-ordinated into the magnificent industrial development about which the whole country is talking.

But while Prince Rupert may well feel happy over it all, there are certain obligations too that we must assume. First and foremost, it is of the utmost importance that Prince Rupert should have the best of connections with the mill site if the city is to enjoy the full advantage of having it located nearby. That brings up the question of highway and the celanese company officials are not backward in saying that the existing road is certainly not good enough and nothing short of a well-engineered and routed hard-surfaced highway will do—not only without but within the city limits. So there is something to work upon. Assurance has evidently been received, according to company officials themselves, that the province is prepared to do its part. The city will have also to give immediate attention to its section.

The advent of the new permanent industry also focusses attention upon the necessity of adequate housing, educational and hospital facilities. These are matters that Prince Rupert itself will have to look after. We have long hoped for the entry of industry on a large scale. Now it has come. We will have to meet it—and that without delay.

* * *

THE LUXURY OF ERROR

WE JUST MET an unusual man. He seemed obsessed with the importance of doing things just right.

He gets his hair cut on the second and fourth Tuesdays of the month, pays his bills promptly when rendered, takes one drink and no more, cleans his teeth twice a day and sees his dentist twice a year.

He keeps a box of sharpened pencils in his desk and owns two fountain pens, one of them always filled. His date-book reminds him a day in advance of his wedding anniversary and his children's birthdays.

He plans even his fishing trips, checking the meteorological bureau for weather, the red-hook calendar to see whether the fish will be biting and the solunar table to make sure he goes out at the right time of day.

Asked why he bothered so about details, his reply was he hated to have worries.

Some day this summer when he has forgotten his regular haircut and perhaps overlooked an anniversary, may be somebody will pour him a second drink and take him fishing—without checking the red-hook calendar and the solunar table.

He will probably catch the first fish, the largest fish and the most fish. More important, he will have learned something entirely new to him—the luxury of error.

THIS AND THAT



"Watch me drive him crazy. These are all flying fish!"

LETTERBOX

HAINES CUT-OFF

Editor, Daily News:
Re your editorial May 19 on Haines Cut-Off and the ministerial reply (March 17) of the Dominion Government to Mr. Archibald, and our representative, in his efforts in asking the government their attitude on the Haines Cut-Off, I quote Hansard:

"ALASKA HIGHWAY

"Inquiry Respecting Haines Cut-Off"
"Hon. Brooke Claxton (Minister of National Defence): Last Thursday the hon. member for Skeena (Mr. Archibald) asked me a question as to a letter said to have been written by General Eisenhower, regarding the closing of the Haines cut-off from the Alaska highway. At that time I thought the hon. member's question was primarily with regard to General Eisenhower's letter and I said that I had not seen this and did not know what it said but that as the road had never been completed it was not going to be closed in the ordinary sense. On Friday, the hon. member made another inquiry as to what was meant by this.

"The Haines cut-off, as it is called, is a road 145 miles long, running from the Alaska highway through sections of the Yukon, the province of British Columbia and Alaska to Haines on an inlet from the sea. The Haines cut-off was under construction by the United States government during the war and it was never completed in that several portions are not gravelled and certain bridges are of temporary construction only. In dry weather in summer time there has been no difficulty in travelling the road with any ordinary vehicle, and as far as the Canadian government is concerned the road has not been closed. Over part of the road the snowfall is heavy and the location of the road makes it very difficult to clear the snow. Steps are not now being taken to complete or maintain the road."
Unquote. It looks like the road is left to nature.

JACK SCOTT.

WINDOW GARDENING

Editor, Daily News:
You'll be interested to learn that your editorial of April 15, urging Prince Rupert's citizens to gardening interest—was timely indeed.

Ere the Daily News had come off the press, my garden consisting of three window boxes had been planted—a perfect demonstration of mental telepathy I averred. (As I gently pushed a precious fat fishworm back into the earth—obviously it felt hemmed in. Yet it ought not to have—its being only a fragment of what it was, before I started digging.)

I regretted being unable to attend Prince Rupert Horticultural Association's annual general meeting which you earnestly urged Prince Rupert's citizens to do—but what with my garden planted I was kept busy making the fishworms feel at home. So determined were they, to get places—chiefly down to earth, which would have been suicidal—featuring a drop of approximately 50 feet.

I'm glad I didn't change my mind about a flower garden and plant a vegetable garden instead. Which I might have done, had it not been that I considered flowers more economical—especially the nasturtiums—which are so appetizing. However you'll never know the power of resistance necessary for me, when I said no to the planting of onion seeds.

Though I don't believe a rose by any other name would smell as sweet in my opinion an onion by another name, could only smell as sweet if it looked like one.

Hence, it was partly my lack of confidence that kept me from planting vegetables: I simply couldn't visualize my growing an

MILL STARTING IN TWO MONTHS

(Continued from Page 1)

that housing and labor were readily available here. He hoped that that would be found to be the case. It was most important that reasonable housing would be forthcoming. Several hundred houses would be required.

Educational and hospital facilities were also matters of concern which were emphasized upon the Chamber of Commerce representatives.

IMPORTANCE OF HIGHWAY

Importance was also stressed upon the highway connection between Prince Rupert and Port Edward. The existing road was anything but satisfactory and what was hoped for was complete rerouting and hard surfacing—not only on the section for which the provincial government was responsible but also within the city limits. Already, it was revealed, the provincial government had intimated adequate patching up would be carried out this year with hard surfacing next year. The Chamber of Commerce representatives, telling of representations which had already been made along this line, promised that they would be followed up.

It was agreed that Prince Rupert would not wish to be iso-

MAYOR'S FUND CLOSES TODAY

The Mayor's fund to aid those who lost their effects in the Clapp and Shortridge block fires three weeks ago, closed today after receiving contributions totalling \$817, according to City Clerk H. D. Thain, one of the trustees of the fund.

Disbursements from the fund to date total \$700, leaving \$117 still to be distributed among the fire victims. Latest donations acknowledged are \$10 from the Women's Canadian Club, \$25 from Cambria Chapter, I.O.D.E., and \$13 from collection boxes throughout the business district.

25 YEARS AGO

May 20, 1922

Business men and union fishermen of Ketchikan conferred with Alaskan delegate Dan Sutherland with a view to getting legislation passed that would move the fresh fish business from Prince Rupert to Alaskan ports. They guaranteed to provide adequate boat facilities to tranship the fish through Prince Rupert if the legislation were passed.

Announcement was made that 300 Masonic delegates would arrive in the city early in June for a convocation of the Grand Lodge of British Columbia which was to be held in Prince Rupert.

The Prince Rupert Yacht Club completed extensive work on its docking and float facilities which provided separate stalls for vessels moored there.

onion to look like one.

But having learned from experience that I can grow flowers (my garden has now erupted and is four inches high) I'm so happy that (in spite of earth-spattered windowpanes when it rains) I didn't sow grass seed and have lawns—for mowing is such a chore!

GARDENING INTERESTED.

P.S.—My flower garden cannot possibly escape the eye of some cameraman in a T.C.A. plan, for which I'm delighted. But I'm so worried lest it not be photogenic!

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(119)

lated from the great project because of a poor road.

The complete personnel of the party, which was early on the job today heading out to Port Edward and Prudhomme Lake to get its work under way, consists of the following:

George Schneider of New York, vice-president of the Celanese Corporation of America.

Samuel B. Roberts, chief engineer.

C. H. Klotz, who will be project engineer here.

G. W. Seymour of New York, assistant research director.

R. S. Baker of Montreal, technical staff.

A. T. Hurter of Stadler & Hurter, Montreal, designing engineers.

F. C. Underhill, consultant engineer, Vancouver.

D. G. Stenstrom, Vancouver, west coast representative.

All but Mr. Underhill will leave Thursday night on their return to Vancouver. Mr. Underhill will remain here in connection with the surveying of the water supply line from Prudhomme Lake to Port Edward.

Mr. Klotz will be back here soon to organize construction of which he will be in direct charge.

Who Minds a little Noise?



NOT Mr. Brown! And it's not that his children are angels! But since he took to drinking Postum, life in the Brown household has been much simpler. That's because Postum contains no caffeine to disturb his nerves—no other drug that might affect the heart or upset digestion.

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EARLY NEWS IS WELCOME

Local news items, to ensure publication, should be in the office by 10 a.m. Contributors are asked to bear this in mind. Items of social and personal interest are always welcome.



Three sailings Per Week for VANCOUVER — VICTORIA SEATTLE

(ALL TIMES SHOWN DAYLIGHT SAVING)

Tuesdays, 1:30 p.m.—Coquitlam.

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KETCHIKAN
Fridays, 12:00 Midnight.

STEWART AND WAY POINTS
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