

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. G. A. HUNTER, Managing Editor. H. G. PERRY, Managing Director. MEMBER OF CANADIAN PRESS ASSOCIATION, AUDIT BUREAU OF CIRCULATIONS CANADIAN DAILY NEWSPAPER ASSOCIATION

By City Carrier, per week, 15c; Per Month, 65c; Per Year, \$7.00; By Mail, Per Month, 40c; Per Year, \$4.00.

Lively Times Ahead

IT IS only a notice of motion, of course, that Ald. Casey has put in regard to having the city council seek the resignation of the city engineer and we comment upon same at the risk of infringing on the dignity of the city council before the matter is formally before it. However, the notice of Ald. Casey, who gives early promise of keeping the civic legislature stirred up and thereby stimulating a new interest generally in city affairs, is a topic of much discussion. Whether or not the city engineer was to very great extent responsible for the failure last year of any material progress being made in the repair of the city streets, is a question upon which it is pretty difficult for any of us to judge and on which we are quite incompetent to express an opinion. The best of engineers would be in a difficult position if they were not provided with the wherewithal to work.

Everybody knows the condition of affairs as far as our streets is concerned is deplorable, to put it mildly, and, unless something is done about it, the position will be impossible. It is easy enough—fairly or unfairly—to make the goat of some one in a situation like this and it might not be so easy to find another goat. In fairness to everyone concerned, the council will do well to judge carefully whether Mr. Phillips was given a fair chance to exercise his skill and ability. If there was muddling and scuttering about last year on street repair work in Prince Rupert, it might be that it was due as much, if not more, to lack of policy and means provided by the city council itself than to lack of competency or unsatisfactory direction on the part of the city engineer.

In spite of embarrassment to Mr. Phillips, however, there is one satisfactory thing about it and that is that aldermen like Mr. Casey will not be content to sit back and pardon inaction with the excuse that it is impossible to do anything about it. There has been too much of that sort of thing in Prince Rupert of late and the city councils have been as great offenders as any in failing to come to grips with the problems, no matter how great the difficulties may be.

Fortunately, the 1947 city council, which gets down to business tonight, gives promise, as indicated in the keynote speech of the lady mayor last week and the restlessness of Casey and possibly some others, of getting something really done this year or perish politically in the effort. The council is wise in getting in contact at once with the governments in regard to financial co-operation for money, and plenty of it, is needed to carry out work the long deferment of which makes its utter essentiality the more apparent.

Lifting the Controls

THE new minister of finance, Mr. Abbott, appears to be going about the matter of price control the safe way although, in his "gradual and orderly readjustment," he may not be going quite as far as some interests might like. There may not be any serious repercussions in the way of uncontrolled increases of prices since the controls are being released only on goods and services which are considered in good supply. From time to time, it is to be expected that controls on further items will be removed until the old system is resumed where prices are regulated by the process of balance between supply and demand with the additional brake of the public's judgment as to whether or not it will buy at the prices being asked.

The question of rent control, so far untouched and which the minister appears to be diffident about disturbing for the time being at least, is, of course, a subject of much difference of opinion in view of the direct conflict of interest between owner and renter. It is to be anticipated that something will be done in due course in the way not of removing control altogether but permitting a reasonable increase in the ceilings so that the renter will not be unduly hurt on the one hand while the owner will get a little better break on the other.

Let It Rain!

IT WILL be a matter of real satisfaction for those of us who are so jealous about Prince Rupert's good name as far as weather is concerned to be advised from no less a source than an official survey of flying conditions on this coast prepared by the Canadian Pacific Airlines, in support of its case for the institution of a scheduled air service between Vancouver and Prince Rupert, that Vancouver has the worst flying weather on the whole route while Prince Rupert's weather occasions a minimum of delay as far as flying is concerned. Of course, none of us when we fly back and forth along the coast want to be hung up by the fog as we endeavor to get in or out of Vancouver, even if CPA's case suggests that, if the worst comes to the worst, we might find some other means of transport than flying between Vancouver and the clearer places along the coast. Be we can reflect that, even if we do have the odd rain shower around Prince Rupert while Vancouver is so often tightly enveloped with its traditional "pea soup" fogs, those same showers are all the while keeping our air clear and fresh here.

And so Prince Rupert very officially scores over Vancouver for once as far as the weather is concerned.

RAILWAYS VITAL

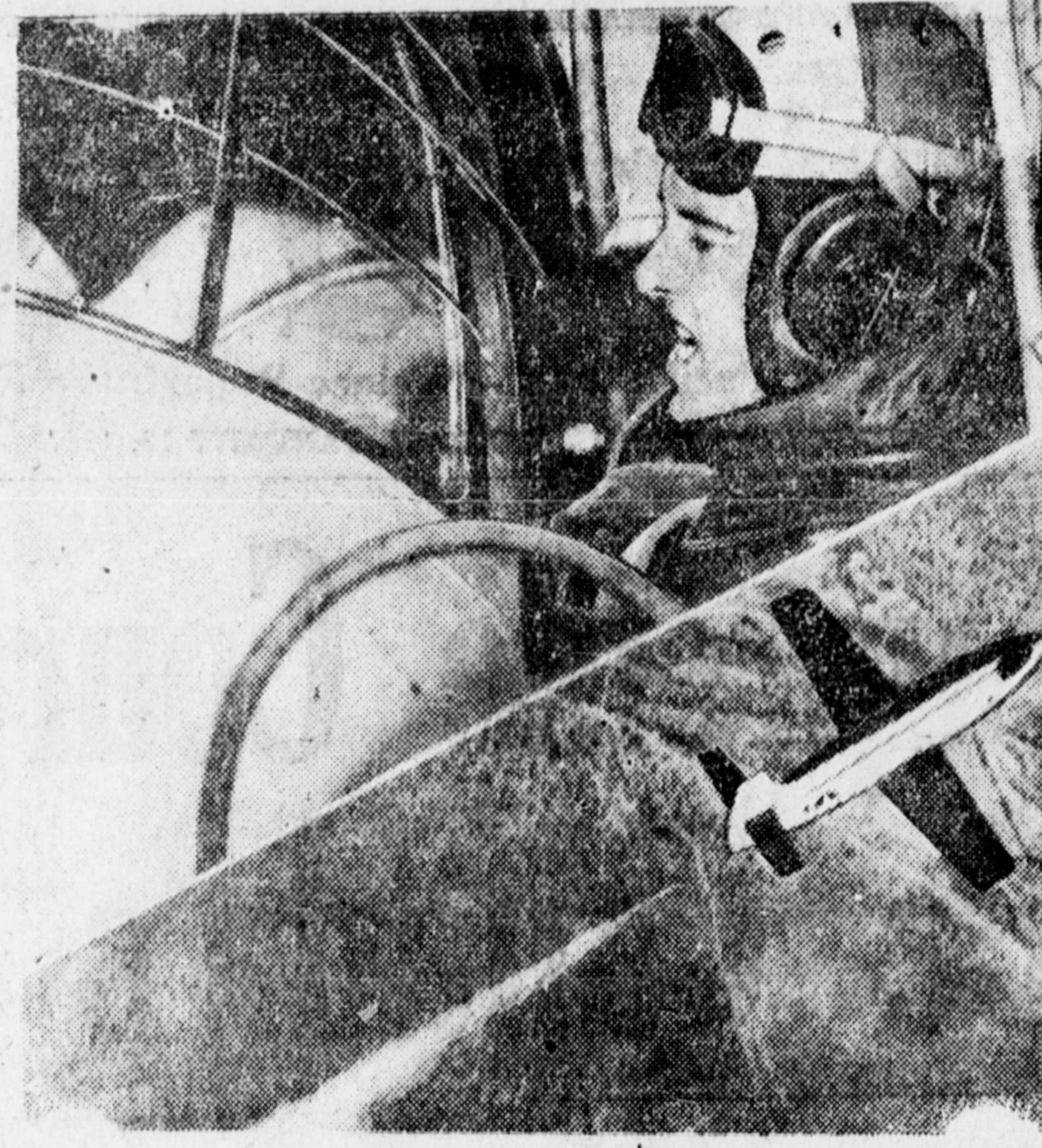
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railways in a healthy and efficient condition and part of the responsibilities of management was to keep the public informed of the railways' activities. "For myself," he said, "I take this opportunity of going on record in expressing appreciation to the newspapers and public bodies throughout the Dominion of the support they have given to the national system.

"The Canadian National occupies a unique position," stated Mr. Thompson. "The customers are our owners as well as our patrons. When the property finishes the year with large cash surpluses, well and good. But if, after paying operating expenses and taxes, the railway finds itself short of money for the interest on its high capitalization, then our customers—the public—must provide that interest deficiency. Paying railway deficits is not a pleasant business, especially if long continued, and it is particularly unpleasant in times of low national income. It places a great extra burden not only on the president and his executive officers but on the staff as a whole. At such times there appears the old charge that it is public ownership that is responsible for such deficits. But the underlying cause is that the system was insolvent when born and has slowly and painfully been endeavoring to emerge from that condition.

Equipment Must Be Used in Full

The margin of profit in the railway business, the speaker said, is not such that the railway can order the scrapping of long lines of serviceable cars and purchase new equipment because the 1947 models are more attrac-



NEW ROCKET-PLANE TURNS ON THE POWER — Chalmers ("Slick") Goodlin, 23-year-old pilot, is shown in this photo made from inside of a Boeing B-29, as he slid into the tiny cockpit of the revolutionary Bell XS-1 which he piloted successfully on its first flight over the Army Air Forces test base at Muroc, Calif. The youthful pilot made aviation history when he flew America's first rocket propelled plane at about 19 minutes, seven on power. Goodlin climbed into the tiny plane at about 7,000 feet and released it from the bomb bay at 27,000 feet. The new rocket-powered Bell XS-1 leaves a trail of fumes as the power cylinders are turned on for the first time on the first test flight of the tiny craft.

tive in styling. This inability to change models frequently is a handicap faced by the railways in winning public regard. Every piece of rail equipment must be so constructed that it can spend its whole life outdoors and travel at high speeds in any kind of weather. Modernization of existing equipment is, however, being proceeded with and the national system has a large equip-

ment purchase program for 1947. It is improving its roadbed for greater speed and comfort, and steadily increasing its fleet of diesel locomotives. "Faster, finer railroad transportation, freight and passenger," he said, "is the objective and the railways are confident that insofar as the foreseeable future is concerned, they are going to remain the major carriers."

PRICE CONTROL LIFTING PANNED

Statement issued by Labor Progressive Party

"By lifting price controls on a wide range of articles the King government has indicated once more that it stands squarely on the side of big business and has no intention of trying to serve the interests of the common people of Canada," declared Stan Boshier, Prince Rupert leader of the Labor-Progressive Party, in a statement issued today.

"The relaxation of controls, which was foreshadowed by the abolition of the milk subsidy in 1946, can have but one effect and that is to cut the purchasing power of the workers and farmers of this country. Gains in wage won as a result of the great strike struggles of 1946 have in many cases been wiped out already.

"One would think that a government interested in maintaining harmony between management and labor would refrain from taking action such as this which will certainly precipitate an increased wave of strikes in 1947. As a result of this latest move by the government we can expect a decided increase, rather than a lessening of industrial strife, for it is a foregone conclusion that Canada's powerful trade union movement will not lie down in the face of this latest attack on the living standards of the common people.

"The Labor-Progressive Party calls upon the workers of Prince Rupert to protest the lifting of controls in the strongest possible terms. We believe that at the earliest possible moment meetings of protest should be organized jointly by all the

Hotel...

arrivals

Prince Rupert

J. Assman, Prince George; G. L. Bowden, Hazelton; J. H. Herring, Prince George; J. Bennett, Terrace; R. Coburn, Prince George; Mr. and Mrs. J. H. Smith and son, Terrace; R. Walsh, Craig, Alaska; Mrs. E. Kennedy and son, Sunnyside; W. H. Willisroft, Terrace; W. O. Charnell, Courtenay; J. T. MacKenzie, Montreal; A. E. Langley, Vancouver; R. W. Sinclair, Victoria; C. H. McKinnell, Vancouver; N. W. Fryer, Vancouver; Mrs. H. Maughan, city; Mrs. W. D. Cameron, city; Miss M. Janze, Hazelton; Miss G. Martin, Ha-

zleton; G. Davidson, Prince George.

A. J. Latham, Victoria; and Mrs. J. Rae, Port Essington; J. Cowan, Vancouver; Weedon, Vancouver; H. Evers, New Westminster.

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Starving!

Too weak to cultivate their war-torn fields, these Chinese farmers struggled ten miles to a relief station for a little soft rice.

Uprooted from their farms, women and children of Hunan Province, have been reduced to eating grass and roots.

There are millions like them. Peasant farmers form 83 per cent. of China's population.

Their one hope is the compassion of more fortunate peoples who can send them food, clothing, medical supplies, hospital equipment, NOW.

UNRRA's work is ending. Voluntary agencies must carry on.

Our interest in world welfare, our pity for a good neighbor who will be a good customer in days to come, bid us be generous NOW.

This is the only national appeal to be made in Canada within the next twelve months for Chinese relief.

The four Wu brothers attempt to cultivate their land, after the Japanese had destroyed more than 31,000 water buffaloes.

Do it NOW!
He who gives quickly gives twice. Send your cheque or money order TODAY to Canadian Aid for China for IMMEDIATE relief of suffering among Chinese victims of war and famine.

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