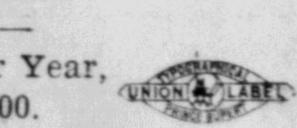
Monday, March 27, 1950

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Blessed Spring Rains

\\/E ARE GLAD that the spring rains are here W again. Particularly after our winter drought, they are something to be appreciated. Long may they continue to fall!

Blessed be the rains as their vibrant strains rise and fall in sweeping crescendoes across the awakeningucountryside, as they strum their catchy tunes on the windowpanes and beat heir drums on the roof

Spring rains release the patches of winter snow and till the creeks and brooks with wholesome laughter. They do their part in scrubbing the landscape even if they do show up our own collective and indi- ster will never be able to handle vidual grime and neglectfulness.

But in spite of our spoilation of the scene, the spring rains will soon bring charm, reaching beneath the surface of the earth to coax early flowers thto bloom, sprout the seed, turn the dead brown grass to green and the trees into wavy, scintillating leaf. Eventually our own shame is at least partially recovered by the northern verdure.

Meantime the rains linger on like a new melody and a lyric promising that soon from a refreshed and rejuvenated earth there will flower all the won- couver, has been a huge blank in drous glories of another season.

Who are we to complain about the spring rains -even if they gang up the odd time with a boisteroux vale? Let us all be thankful for their fresh and invigorating presence. They are one of our greatest natural assets.

CHINA DIFFICULT

THE SURLY ATTITUDE of the Chinese government is all the more difficult to understand, in that recent reports from that country indicate the new conquerors are experiencing trouble in handling their responsibilities the Victoria Times observes. Widespread famine resulting from crop fail- tents. ures has posed a problem that must be solved without loss of time if unrest is not to endanger the government. Economic difficulties inherent in the disruption of trade and the long-standing inflation of has spoken of the 550 overseas Chinese currency add further to the task of rehabilitation. The Moscow link apparently precludes any sailed 500 miles extra in order to contacts with the West. It remains to be seen whether China can survive such treatment—whether Russia will be able to keep it up.

BETTER THAN SOME

I'S STILL MARCH and the winter has been wicked, but a lot can be said for the Skeena Highway. Those who have just driven from Terrace to Prince Rupert this week, report the bed in good shape much of the distance is free of snow, and generally speak- New Westminster. By checking up ing everything is pretty fair. Which is more than can be said, at this season, for thousands of roads back east.

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PORT OF PACIFIC

Eidtor, Daily News:

W. M .Mott, the member for parliament on March 1, had this of Hansard of that date:

words about another we going to do for the necessary of the two days extra sailing Custance of Vancouver now is facilities to handle these cargoes? would be saved.

For instance in the port of New Westminster we have nine docks. Before the war the largest number of deepsea boats that came into our port was 550 a year. We're now faced with this problem of trade that we expect will arise with the Far East-that is, with Japan and China- from which most of the trade to that port came before the war.

"I am certain that the present that trade and I am certain that Vancouver has not the facilities either. I mention this matter because it is something that should be planned, so the money could be world? loaned and we would know just where we are going."

While Mr. Mott and all the M. P.'s from lower B.C. are worrying over their ports and their monopoly on trains and Pacific sailings, Prince Rupert, which is located up the coast and 500 miles nearer Japan-China than is Vanso far as overseas sailings are concerned. While Prince Rupert has one of the three number one harbors of the world, it has a large terminal elevator which is always empty. It has a large shipbuilding plant that was to build Hays' boats which were to ply between the G.T.P. railway and the Siberian railway. But an ocean liner has never slid down the ways. Rupert has a huge floating dry dock which has never had its lifting capacity tested Rupert also has a standard rail way and the U.S.A. government the port and rail terminal, all of which was of no use to our people when the U.S. boys folded their

I have already said that Rupert is 500 miles nearer Oriental points than is Vancouver and New Westminster and Mr. Mott boats docking at New Westminster but every one of those boats pass up the port of Prince Rupert. Furthermore, a boat that makes a round trip to such a point as Hong Kong sails 1000 extra miles. Now let someone take a pencil and figure out just how many hundred thousands of extra miles of sailing was done by Mr. Mott's 550 boats in order to swell C.P.R.'s dividends and C.N.R.'s yearly deficits. And again it is clamied that Rupert is two days' sailing time nearer Hong Kong than is Vancouver and on the time table it will be seen



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that 48 hours would put trans-Pacific and trans-Canada traffic in Winnipeg by the time the other boat docked in the Fraser. New Westminster, speaking in our And, were it possible to procure a standard railway between the to say, as recorded on page 373 city of Prince George and Vancouver, a train could take on the "I should like to say a few passenger, mail and express traffic at boat side at Rupert and that I believe faces us on the make the trip by way of Hazel-Pacific coast. It is something ton, Prince George and the new that should be planned for and rail line to Vancouver. Now, let that is our export-import trade. someone use a pencil again and What are we doing or what are figure out just how many hours LEADING PIANIST- Barbara

> on the St. Lawrence river when fast trains meet mail boats at Father Point and rush the mail in to Montreal. But they hold training included study in Vantrans-Pacific mail on board boat couver, London and New York. two days extra in order to put In 1948 Miss Custance was that traffic on C.P.R. trains at elected an Associate of the their port at Vancouver. And Royal Academy of Music, Lonthe Canadian people seem quite don, England, A.R.A.M. (Causa content to have all of our nation indefinitely tied down to one overseas port on the Pacific. we can place it. Then the question surely arises,-How can we build Canada up to be a great power among the nations of the

> > PAGE RIDEOUT. Peace River.

TOO MUCH PRAISE?

Editor, Daily News: To learn to play the piano is a slow process and the standard reached today is very high. It is an exquisite art and it is injurious to talk about young students as if they were at the top. Many of them are a long way from nowhere, but more than a long way from somewhere. Art is long, life is short.

Does the road wind up hill all

the way? Yes, to the very end. Mr. Bligh praised some of the students here more than he did Barbara Custance, and Marie Balagno never had the praise that some of these children had. They are only touching the hem of the garment, even the best of them. It is better for them to realize this and go on patiently

Mr. Bligh told me he meant to be honest. Honesty does not consist in trying. It consists in being.



TONIGHT

Hear ...

MacDONALD MINISTER OF MINES AND MUNICIPAL AFFAIRS

Subject ...

THE IMPORTANCE OF METALS THE WORLD

CFPR 10:15 p.m.



recognized as one of the fore-And yet this very thing is done most Canadian pianists. She returns March 22 to New York's Town Hall where she made a successful debut in 1943. Her (CP Photo)

Stanley Bligh and James Mcand that one port as far south as Grath, music and drama adjudicators during the Music and Drama Festival here for the past three days, returned to Vancouver aboard the Princess Norah Saturday afternoon. Both were very pleased with performances given during the event and hoped they would be both invited next year. Mr.McGrath

Rail Rates Held Down

VANCOUVER (*) - Business ircles here said today that competition from United States riers and inter-coastal ship-

allowed a 7.4 percent boost in Cellulose pulp mill. rates, effective March 23, this will not be applied to commodity or competitive rates in force since September 1, 1949. This means that the majority of manufactured good moving by HOT rail from To, onto to Vancouver will continue to go under the old freight rates.

D. C. Stevenson, administrator of the Prince Rupert General Hospital, left by plane for Vancouver Saturday on hospital meeting of the executive of the British Columbia Hospital Asin Vancouver this

LAST STRAWS

by Stevens



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Col. C. W. Peck, V.C., D.S.O. has been invited to the weekly luncheon of the Prince Rupert Gyro Club this week as guest speaker. He is coming to the city for a week's visit in connection with the opening of the new Canadian Legion headquarters.

Having driven here from Vanping services are keeping down couver, W. Buchanan and R. Grafreight rates on many products ham arrived in the city last week. being moved across Canada by They are joining the Dominion Bridge Co. crew at Watson Is-Railway officials report that, land to work on the erection of although their lines have been the digesters at the Columbia



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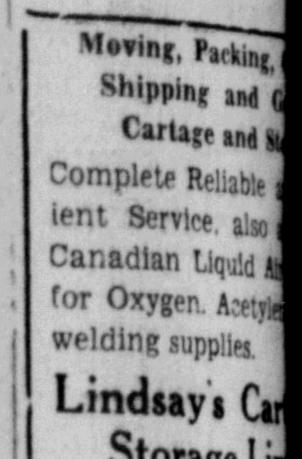
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