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Time To Be Cool

BRITISH COLUMBIA timber operators, on the one hand, the union loggers on the other, do not appear to be entering arbitration proceedings on the question of wage adjustments with much cordiality. Instead of entertaining any wage increase proposal, the operators would cut wages by thirteen percent. The I.W.A. dubs the proposal of the operators as preposterous.

Meantime, the continued activity of the logging industry is seriously threatened. It would not take much, it seems now, to result in a general closing down of an industry which is currently employing many thousands of men, thereby causing a major economic reverse.

The industry is in a shaky enough position as it is what with loss of foreign markets and the market situation none too stable, without being shaken at this time by a major wage dispute.

It is to be hoped that both sides will be reasonable and forbearing. It is no time for unreasonable obstinacy or ill-considered decisions along arbitrary lines. It is a time for both sides to keep cool and steady.

TRANSCANADA HIGHWAY

IT IS AN IMPORTANT and gratifying announcement which the minister of reconstruction, Hon. R. H. Winters, has made in Ottawa that the government is to call at the first session of the new Parliament for the authorization of between \$150,000,000 and \$200,000,000 as the federal share for a trans-Canada highway. This would provide fifty percent of the cost of the work which would be carried out by each of the provinces.

Ottawa has been blamed for some time with failing to do something about the TransCanada Highway question. Now it appears disposed to meet the issue in a decisive and large scale way. With employment in the country generally showing signs of dropping off as industry finds it more difficult to carry on, the construction of the TransCanada Highway, which is timely in any case, might soon be doubly welcome in stabilizing a possible era of falling employment.

COASTING ALONG

SURVEYS HAVE SHOWN that the majority of wage earners in Canada prefer comparatively low wages and security to drawing a far larger income but with the ever-present possibility of having the job suspend or cease. There are reasons. Some cannot forget the dismal thirties. Some contemplate war—its consequences and dire lessons. Others are worried over the present economic outlook. And many feel a return of mass unemployment is not impossible. And others feel discouraged over the "too old at forty" edict. They prefer to jog along until pension time, making the most of what they have and all for the good of the peace of mind of themselves and families. The same outlook, it is said, prevails in Australia. Yet, it is an attitude that if supported long enough can lead to state control.

GETTING ROADS

NORTHERN British Columbia, after long last, is gradually coming into its own in regard to roads. Until after the building of the Grand Trunk Pacific Railway this half of the province was almost roadless, so far as an organized and comprehensive system of transfer was concerned.

But today, what have we? It's not so long ago that to be able to drive a car from Vancouver to Hazelton was considered quite a feat of skill, judgment and endurance. Today, the highways that follow the Skeena River that pass through the Cariboo region, that serve the sections of country in Central British Columbia, the long road to Alaska, and now the announcement of a highway to Atlin, as well as what the Haines Cut-off will eventually mean, all reflect the resolve to open up a magnificent territory of fertile land, suitable for settlement, replete with industrial possibilities and with tourist attractions.

A CLASSIFIED AD IN THE DAILY NEWS WILL BRING RESULTS



SAVED BY SCIENCE—Newest weapon of taxi drivers against holdup men, the two-way radio, was given a dramatic demonstration in Windsor, Ont., Saturday. Cabbie Norman Matte, 24, shows how he held the open mike between his knees while a thug pressed him back against the seat. The cab office, hearing Matte's life threatened contacted police who rushed to the scene, rescued Matte and arrested two Windsor youths. A third escaped but later surrendered to police. (C. P. Photo)



ASSUMES MINISTRY—Rev. L. G. Sieber, for the past six years stationed at Revelstoke, has assumed the ministry of First United Church and preached his first sermon here Sunday morning. The induction will take place in September. A 1933 graduate of University of Alberta and of St. Stephen's Union College at Edmonton, Mr. Sieber commenced the ministry in Alberta and Prince Rupert is his second charge in British Columbia. He has taken up residence in the parsonage with Mrs. Sieber and two sons.

Ray Reflects and Reminisces

Leave it to the Navy to think up the appropriate "touch." Not long after the sloop-of-war Amethyst completed her dash to the sea, those aboard heard the band of a certain cruiser briskly playing "Rolling Down the River On a Sunday afternoon."

With refreshing candor, a former United States Secretary of State and military man to boot told Chiang Kai-Shek that he was the world's worst General. It seems the former secretary felt annoyed when he discovered some time ago that Washington aid for Nationalist China was permitted to become the property of the Communists. Small wonder! It was time to suspend the language of diplomacy.

It would be interesting to know how many lives were saved in Ecuador, through the prompt flying of plasma to that stricken land. An earthquake's upheaval made blood flow but blood transfusion halted the fleeting vitality of helpless victims. Prince Rupert people, and all others with blood to spare, may well feel satisfied with the service given so freely a few days ago. The tragic story from another continent is an object lesson.

It's not that Atlin is so far away, although the average Canadian, if he ever heard of the place, might think of a settlement away back of beyond somewhere between the Great Lakes and Dawson. But British Columbia, where we know all about Atlin, receives this road building news with solid satisfaction. Where's Atlin? Surely you know but like enough you've never been there. It's that way with so many. This lake of enchantment lies just over the coast range from Skagway and hard by the B.C.-Yukon border. The train you quit at Carecross carried you from Lynn Canal to follow the trail of '98 and the shores of Lake Bennett with the

little old tumbledown church at one end. Carcross! But why ramble longer over "that great big land, way up yonder?" It makes a fellow homesick.

Royal Canadian Navy men agree that Prince Rupert has a reputation as a first-rate port to visit. This is a city where hospitality blossoms like the rose and all enjoy the thought of dropping anchor here. But they might drop it more than once every year or so.

The story of Saskatoon goes back as far as the northwest rebellion and that's 64 years ago. Founders of the city of the future wanted to establish a temperance community. Liquor was forbidden. Liquor, in every shape and form, was discouraged. At least, so the early legends read. The idea made no headway. Evidently the pioneers all had a healthy thirst. It was not until after the coming of the Barr colonists and railway activities were taking shape that the town was reckoned any more progressive than its neighbors. Up to then, Saskatoon was just another prairie small town. Boosters arrived. It was discovered that here was a natural distribution centre. More boosting and boosters. Real estate stiffened. Saskatoon went all-out for the provincial university—and landed it, too. You would not know Saskatoon today.

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JAYCEES URGE
(Continued from Page One)

lands villages of Masset, Port Clements, Queen Charlotte City and Cumshewa Inlet centres and that weekly service be available to Stewart and Alice Arm.

While it mentions no air line specifically, Queen Charlotte Air Lines have been operating non-schedule service to those points and would be the logical choice in the granting of air mail contracts. The company presently operates daily service to the Queen Charlottes, but, because of the unpredictability of winter traffic, the Junior Chamber resolution asks only three-times-a-week airmail deliveries. Weekly flights are made to Stewart and it was thought that air mail deliveries on that basis would amply supplement the weekly boat mail service which has been in effect for years. The resolution recognizes the granting of air mail contracts as a method of aiding the expansion of civil aviation in Canada as well as providing convenient mail service to points where frequent mail deliveries are lacking. The resolution was approved.

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