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Why Not Here?

WHEAT IS POURING through Vancouver to practically all parts of the world. Ships, loaded with nothing but wheat are sailing regularly. They clear for the United Kingdom, South America, China, Switzerland, South Africa, India, Egypt and elsewhere.

Wheat is wanted today, as never before.

Wheat, this winter, is making Vancouver an extra busy port. Already, this season, no less than nineteen million bushels have been shipped. The handling of these enormous quantities give employment when its most needed. Thousands of cars roll back and forth between the prairies and the sea. Not since prior to the war has there been such a variety of destinations. Vancouver is enjoying a wheat shipping boom and particularly where the British consumers are concerned, it is expected to continue in high gear through to mid-summer.

The flood of grain from Canada's plains keeps flowing not to all ports on the west coast. It goes to a single point and that's Vancouver.

When Prince Rupert, years ago, found herself with a first class grain elevator, it was not without reason to take for granted that it would be made use of.

It was utilized long enough to demonstrate what a first class plant Prince Rupert possesses. For a few weeks, Japanese freighters loaded here. Later British and ships of other nations came. In everything that was done in the way of operating the facilities at hand there were no defects or flaws or delays. Ships came and went. Good business was brisk. Jobs multiplied. The city felt encouraged.

In time, perhaps, the movement of wheat this way declined until it came to a full stop. A new elevator, costing millions, at the end of the longest mountain grade on the continent, and fronting one of the world's finest ice-free harbors, supplanted the antiquated one which it was built. It becomes, in a way, an economically used storage bin.

The weeks, the months, the years pass, and there, the lofty bulk dominating the neighborhood, silent, unused and not even an object of interest for attention, it stands.

It is all very well to hear excuse after excuse. The big elevator today, in lieu of the manifold tonnages passing the interior, finds it one of the chief and school, is a fond hindrances. Scattered over the globe are millions in a condition of quasi-inactivity. Small wonder that other elevators of Canada and the ports of the United States are expecting whose one is next because it is so greatly needed.

The money of Canada, contributed the splendid place at Prince Rupert, that seems to have become permanently idle.

The people of Canada should make it their business through the proper channels to ask why. The time is long, long overdue.

CONSERVING WATER

CITIZENS are requested to conserve, as far as possible the use of water. Weather conditions have reduced the level of Pale River dam, source of the city's electrical energy, and the situation has reached the point where there may come the possibility of their power becoming affected. There will be no curtailment, a foregone conclusion. We have a long list of friends and acquaintances who they will gladly be asked to do their part in conserving. They will be glad to actively cooperate and will do their part in the maintenance of adequate supply.

MANAN AUNGSIR BORASIR—Lame leaders who have been refused permission to enter each other's countries engaged in discuss business without crossing the border on the U.S.-Canadian boundary at Niagara, N.Y., near Trail, Harvey Mazuzik, left, director of the Mine, Mill and Smelter Workers' Union is shown shaking hands with Reid Robinson, right, international president of the union, who was deported from Canada last year. Richard Stuart, who deported from Canada, is in the centre.

(CP Photo)

LETTERBOX

NAME MORGAN CURAN

[illegible]

ORDER OUT OF LIFE'S CHAOS

[illegible]

AIR PASSENGERS

[illegible]

Steamship Movements

[illegible]

SHIPS AND WATERFRONT

[illegible]

CONFUSION IN MALAYA

Political Clock Turned Back Many Years

By ROY MACARTNEY

SINGAPORE, (Reuters)—Chinese Communist terrorism in Malaya, although it started only six months ago, has turned the Malayan political clock back many years.

Progress towards self-government and a common Malayan citizenship for all races has been halted. Malays have been turned against Chinese. Now the Island of Penang wants to secede from the strife-torn federation of Malaya, less than a year after it came into being.

Economically, observers here believe Penang has a fair case for secession and return to its pre-war status as a member of the Straits Settlements colony.

Politically, the predominantly Chinese population wants to retain British colonial protection rather than exchange it for what appears to them the doubtful benefits of common Malayan citizenship in a strife-torn federation.

But secession at this time could only be a step towards weakening the federation and a United Malaya, in the opinion of observers here.

Before the war, Penang with Singapore and Malacca formed the colony of the Straits Settlements. The settlement of Penang included a narrow strip on the mainland opposite the island, known as Province Wellesley.

The move for secession came into the open December 13 when a large audience packed the Penang Chinese town hall. By an overwhelming majority the meeting resolved that the Government of Penang, adopting constitutional methods, should secede from the Federation of Malaya and revert to the status of the Straits Settlements.

Penang's case for secession falls under three broad headings. Handicaps to trade, abrogation of treaties by Dominion legislation, and restricted political rights of the individual.

Normally, the formality free port of Penang was little embarrassed and remained outside the mainland's customs system, with only liquor, tobacco and petroleum paying import duty.

There are, nevertheless, many difficulties. Government which have extended, altered and found faults, and especially the customs duties with neighboring territories, a condition which is unknown in Singapore, the Straits Times said.

The newspaper also expressed the opinion that Penang, by reason of its free port, is a potential, if not, member, for, the family of public expenditure.

Many towns in the mainland of Singapore, therefore, have actually been, and, in reality, by the Chinese Chamber, represented.

Prosperous, with increasing trade, the Straits Settlements, and Singapore, the Straits Chamber, Chamber, the Indian Chamber, the Indian Chamber, the Indian