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We Are Abandoned?

THE citizens of Saskatoon, Edmonton and Prince Rupert, and towns between and to the north and south should not be censured in these times for thinking and talking of highways from the standpoint of defence, says a letter from the Trans-Canada Highway System Association (Yellowhead route) of Edmonton. They know that in case of an attack from the north, they will be among the first in Canada to suffer. Edmonton and Prince Rupert are among the top strategic centers on the North American Continent.

In case of an attack from the North, there will not be time to build another Alaska Highway, or a highway between those two strategic points of Terrace and Prince Rupert about little has been said. To handle an enemy invasion of airborne troops, it is desirable to have the use of not only the skyways but also defence highways and railways.

One would have thought that the experience of the last war plus the developments since the end of the war would have naturally prompted concerted action by the governments involved to build strategic highways in western Canada as fast as possible. However, today, four years after the war, there is still not even a decent, all-year, gravelled road, to say nothing about a paved highway, between Winnipeg and Vancouver via Saskatoon, Edmonton and Kamloops or for that matter between Winnipeg and Vancouver by any route in Canada; furthermore, there is not even a decent gravelled road between Edmonton and Dawson Creek—the only highway in Canada which connects with the Alaska Highway and the Grimshaw Highway to Yellowknife; and, there is still no semblance of a through road between Edmonton and Prince Rupert due to the fact that a few remaining miles of this route between McBride and Prince George have not been built yet.

We leave it to your imagination as to what might have happened to the citizens who live along the Yellowhead Route and to the north and the south of it during World War 2, without the assistance of the United States. In as much as there has been no concerted major effort since the end of the war by the governments which should have been concerned with the building of defence highways along the Yellowhead Route and from Edmonton to Dawson Creek; and in as much as the federal government has proposed only one Trans-Canada Highway; and in as much as there have been serious suggestions by the provincial governments concerned to build this one Trans-Canada Highway 200 miles or more south of the Yellowhead Route—it would appear that from the standpoint of defence highways, the safety and the interests of the citizens of this area are being ignored.

In fact, it would appear that insofar as these governments are concerned, we have been written off. As the situation stands today, in case of an attack from the North, we will have to look again to the United States for quick help as regards highways for defence which may be too late. And, "too late" here may be too late for Canada and too late for the United States.

PREMIER REOPENING

THAT the Premier mine is now in steady operation is indicated by different items of business transacted in Prince Rupert from time to time. The Premier mine has long been one of the most important in the province. It has long been the industrial mainstay of the Portland Canal district and its reopening is welcome.

Victoria Report

. . . by J. K. Nesbitt

VICTORIA—Victoria City is getting ready for a beer plebiscite and so an age-old argument is on. The hotel operators want to build taverns and serve beer by the glass. They say that, unless they get beer parlors (where, 'tis said the profit is a good 50 per cent) some of the hotels will have to close up. They say the boom is over and that for eight months of the year there are rooms aplenty. Beer parlors, they say, will take up the slack and provide the money to allow unoccupied rooms. They say, too, that, if beer parlors are allowed, one or two new hotels will be built and, it must be admitted Victoria could do with a few more hotels in the tourist season.

Church organizations are dead set against beer by the glass. They have written to the Mayor and the Premier opposing even the holding of a plebiscite. The Mayor and the Premier, however, have nothing to do with the matter. The Liquor Act says that, where a certain number of duly qualified voters ask for a plebiscite, like giving such an O.K., knowing the public disapproves. Yet one must be held. Victoria faces a beer plebiscite by mid-January because the hotel men have been canvassing everyone and they say they have names, in writing of enough people who favor beer parlors.

The government isn't happy about control of gasoline prices. Neither are the oil companies. Before the Coal and Petroleum Control Board now is a request of the oil companies for a further increase in the price of gas. Dr. W. A. Carrothers, the one-man board, will make his recommendations to the cabinet. The cabinet must approve them before an increase is allowed. The government doesn't like giving such an O.K., knowing the public disapproves. Yet the government knows that the oil companies case has some justice.

Fred McNeil, writing in "James Bay Jottings" in the Victoria Colonist, has some pertinent remarks to make on this subject: "It's reasonable to guess that gasoline prices, in a free market, might be due for a drop any day now. Competition is beginning to act in most businesses. But under a control set-up, it's hardly likely that the Government can tell when prices should go down. It's even more unlikely the government would order a price drop."

The Coalition boat rocks gently these days after the tide-rip that threatened to engulf it some days ago when Attorney-General Gordon Wismer and Finance Minister Anscomb got into a public altercation over the appointment of K.C.'s.

Mr. Anscomb came back from a trip to Toronto and he and Premier Johnson met for the first time in weeks. Their meeting was probably cool and the Premier may have told the Finance Minister a few home truths about who's boss of the Coalition. However, on the surface, both preserved the amenities.

Mr. Anscomb was not his usual genial self when he saw reporters on his return from Toronto. He said he was tired, after sitting up all night in an airplane. He was friendly, though he doesn't know how to be otherwise. But he wasn't being caught by nosey reporters who wanted to know if there's any truth in all the talk about the Conservatives ousting the C.C.F. as the official Opposition.

To this question, Mr. Anscomb said, in effect: "Better ask each other, boys — the newspapers seem to know all about it."

No, there was no getting around it. Mr. Anscomb was struck dumb on the most intriguing political question of the day. "You're not going to get me tangled up," was all he would say and lapsed into such a silence that even the most hard boiled and astute reporter

Continued on Page 8)

IN THE SUPREME COURT OF BRITISH COLUMBIA
IN PROBATE
IN THE MATTER OF THE ESTATE OF NELS LIND, DECEASED

TAKE NOTICE that by order of the Supreme Court of British Columbia Letters Probate of the last will of Nels Lind, who died on the 20th day of December, 1948, at Prince Rupert, British Columbia were granted to me.

All persons indebted to the said estate are required to pay the amount of their indebtedness to me forthwith, and all persons having claims aginst the estate are required to file particulars thereof with me duly verified on or before the 28th day of December, 1949, after which date I will proceed to distribute the estate to those entitled, having regard only to such claims as I shall then have received notice.

Dated at Prince Rupert, B. C. this 28th day of November, 1949.

OLOF HANSON
Executor
Prince Rupert, B. C.

(288)

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