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## Important Convention

THE coming session at Prince George, British Columbia, of the Associated Boards of Trade of Central B.C. and the Affiliated Alaskan Chambers of Commerce should be a most interesting and important one, says the Ketchikan Chronicle. This international organization, the only one on the small-town level operating across the U.S.-Canadian border, has a great deal of good work to its credit, but the prospect of another war effort now brings the people of the two nations much closer together.

In that connection, the convention should adopt a strong resolution against the demolition of the big warehouse at Prince Rupert, built by the U.S. army in the last war. It is being torn down, although its possible value in another conflict is considerable, and the Rupert chamber has been fighting a losing battle with the Ottawa bureaucracy to keep it intact.

Road, railroad and airways expansion in the north and west will be subjects for great discussion, for frontiersmen always dream doubly fast when they get their heads together and exchange visions. The delegates probably will be taken for a trip over the new Hart highway—a short cut from Prince George to Dawson Creek—which is nearing completion. It will cut off about 750 miles for westerners wishing to drive over the Alaska highway. And its completion will speed up the demand for a ferry for autos between Haines and Prince Rupert because the people who drive to Whitehorse and Fairbanks one route will want to return south via South-eastern Alaska.

Alaskan capital already is seeking new transportation ties with Canada. Ellis Air lines has asked the CAB to certificate it for service to Rupert at least once a week and the Chilkoot motor ferries seek to begin serving Rupert by September 1 to haul cars and freight to and from Alaska's Panhandle.

Appointment of an Alaskan to the international fisheries commission—as asked at the convention a year ago—probably will be another request. It is certain to be honored when Alaska becomes a state.

Ketchikan should prepare to entertain the convention in a year or two, which will be its turn. We shall have to do a first class job to be as friendly and hospitable as have been the hosts at the recent conventions in Terrace, Rupert and Smithers.

For the sake of keeping abreast of developments on both sides of the border, we hope Juneau, Petersburg and Ketchikan all can send delegates to Prince George August 23, 24 and 25.

## T. W. BROWN K.C.

HIS many friends, and particularly his professional admirers, will join in congratulating Thomas Wilfrid Brown, local barrister, whose entire professional career has been developed in Prince Rupert, on being awarded the honor of a King's Counsellorship, coveted recognition of prominent service in the legal business. There will be none to deny that the award is well merited for Mr. Brown has long been recognized, although he is still quite a young man and will, no doubt, go to further advancements. The Benchers' Society has been well actuated in his selection.

Mr. Brown is the second prominent Prince Rupert barrister to have received the coveted award. The other was L. W. Patmore who spent practically all his professional career here and for the past several years has lived in retirement in Victoria.

## SCRIPTURE PASSAGE FOR TODAY

"The just shall live by faith."

Gal. 3: 11.

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PROPOSED NEW NORTH — Dr. Trevor Lloyd, a governor of the Arctic Institute of North America and an authority on Arctic geography, as suggested a new boundary for Canada's northland, calling for better administration and greater expenditures. The vast new territory would be administered as one unit. Darkened areas show Dr. Lloyd's conception of the New North with Churchill, Man., as the capital. The new boundary was drawn up after 10 years study.

(CP Photo)

## Victoria Report

... by J. K. Nesbitt

## The New Governor General—Future of Coalition

VICTORIA — Millionaire shipbuilder Clarence Wallace will be the eighteenth Lieutenant-Governor of British Columbia since this province joined Canadian Confederation in 1871.

Before that there were five colonial governors, responsible directly to the British Government in London — Richard Blanshard, James Douglas, A. E. Kennedy, Anthony Musgrave and Frederick Seymour.

Mr. Wallace will be the first native son of the province to assume B.C.'s highest office. He was born in Vancouver. Several of the governors were born in eastern Canada, but most of them were from England, Scotland or Ireland. The retiring Lieut. Governor, Hon. Charles A. Banks was born in New Zealand. Hon. E. W. Hamber was born in Manitoba. Hon. W. C. Woodward in Ontario. They are the only two living ex-governors. Several governors' widows are living — Mrs. E. G. Prior, Mrs. Fordham Johnson, Mrs. Walter Nichol, as well as Mrs. Hamber and Mrs. Woodward.

The capital expects Government House to return to its former brilliance in the Wallace regime. Mr. and Mrs. Banks have never been happy at Government House; they have disliked living in the glare of publicity and have not entertained to the extent of recent Lieut. Governors.

The collapse of the Coalition in Manitoba has started the politicians wondering again what's going to happen in B.C. There's no doubt many Conservatives want to break with the Liberals, but Tory leader Herb Anscomb's of the opinion that as long as the Korean situation continues there should be no split. He'll doubtless get his way and this observer predicts he'll be given a great vote of confidence at the October convention of his party and that he will succeed in having the convention endorse Coalition. Herb Anscomb's said to be gruff and tactless, but as a politician he's a smooth worker. Politicians don't come any smarter than Herb Anscomb. A minority in the party are hard at work trying to undermine Anscomb's leadership throughout the province, but the present sabotage won't succeed.

Hastings is the name of one of B.C.'s most prominent streets. Few people, however, know for whom it was named. This reporter, digging around in the Archives in the Legislative Building learned it was named for Admiral, the Hon. George Fow-

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Surplus To Handle  
Defence Spending

OTTAWA — Despite the sharp increase in defence spending, the government's budgetary surplus has sweet to \$252,900,000 in the first four months of the 1950-51 fiscal year, Finance Minister Abbott announces.

A huge amount, exceeding many times Mr. Abbott's hope of a \$20,000,000 fiscal surplus, gave emphasis to possibilities, official sources say, that the government this year, at least, may finance its Korean and other defence planning without going into the red.

However, as the months go by, it is probable that the surplus will be cut sharply by the steadily increasing defence and other expenditures.

Even so, these sources added, with business at highest peacetime levels, it is likely that the government's surplus will be several times greater than the \$20,000,000 Mr. Abbott predicted at the beginning of the year.

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As  
I  
See  
ItBy ELMORE PHILPOTT  
MUST WIVES WORK?

THE EDITOR of The Union Farmer of Saskatchewan writes in the August issue:

"A woman is man's solace but, if it weren't for her, he wouldn't need any solace." Right below somebody has printed this smart comeback: "If you do housework at \$30 a week that's domestic service; if you do it for nothing that's matrimony."

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NOWADAYS I hear all the young girls talking about getting married, and keeping right on working afterwards. I tell them that there's a real catch in that. It means in fact that the woman will do two jobs—one at the office, shop, or factory, and one when she comes home.

But all the young folks tell me that, with prices as they are, both husband and wife HAVE to work, otherwise they can't make ends meet.

It's not the whole truth, but there's a lot of truth in it. Even if the husband has a good job a couple can't make ends meet

if they want to live at too high a standard.

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I CHALLENGE THE assertion that in all ways the standards of living for the ordinary people have risen. We have worse food and more gadgets. When I was a small boy nobody had a car, and no ordinary family had a horse and buggy either, if they lived in a city.

Now most families try to have a car. Also all our homes have more expensive gadgets. If you figure out how much money the average home has tied up in machinery you get a shock: fridge, vacuum cleaner, irons, toasters, electric shavers.

Our fathers got along very nicely without any of these things. But they don't get along without them now—if they are still alive. That is the point: Once human beings have the use of certain conveniences, like cars or electric refrigerators, they just can't go back to their former ways, without a deep sense of loss.

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BUT TO GET BACK to the young folks. What our system has actually done to them is this:

Prices have always been increased more than wages. You can take any commodity you want to name. Figure the increase in the wages of the people who produce that commodity—then figure the increase in the price, say from the years 1900, 1910, 1920 and on to 1950.

You will see that the wage-earner never does catch up. This is true, in spite of the fact that the man-hour costs of pro-

(Continued on page 3)

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