is considered among them.

Johnson are pleased to see him slight this year, the provincial around town again after his re- snow bulletin said Tuesday. If illegal com- cent illness which confined him the trend is below normal prelies was pro- to the hospital for some time.

ons by the the Smithers Hospital. Mr. and flood potentials developing into Hon. Stuart Mrs. Killer have just moved into reality, said the bulletin. their new house in Telkwa and a court direc- their many friends are hoping on from com- Mrs. Killer will soon be back

sitted by Mr. New seats have been provided an committee. much more comfortable for the powers of the patrons. More seats will be in-

test sponsored by the women's vessel, the Titanic, arrived at for 40 years ago. committee of the Manitoba Fed- the scene tonight but found no eration of Agriculture and Co- trace of the crash. Miss Craig was the only entrant ce of cutting under 20 years of age.

> BIGGEST TRIBES With the possible exception of Crees, the Chippewas are the tribes in Canada.

ASIATIC DISEASE Cholera, a virulent disease of and rough condition. Asiatic origin, made its first appearance in Canada in 1832. claiming about 6000 lives.

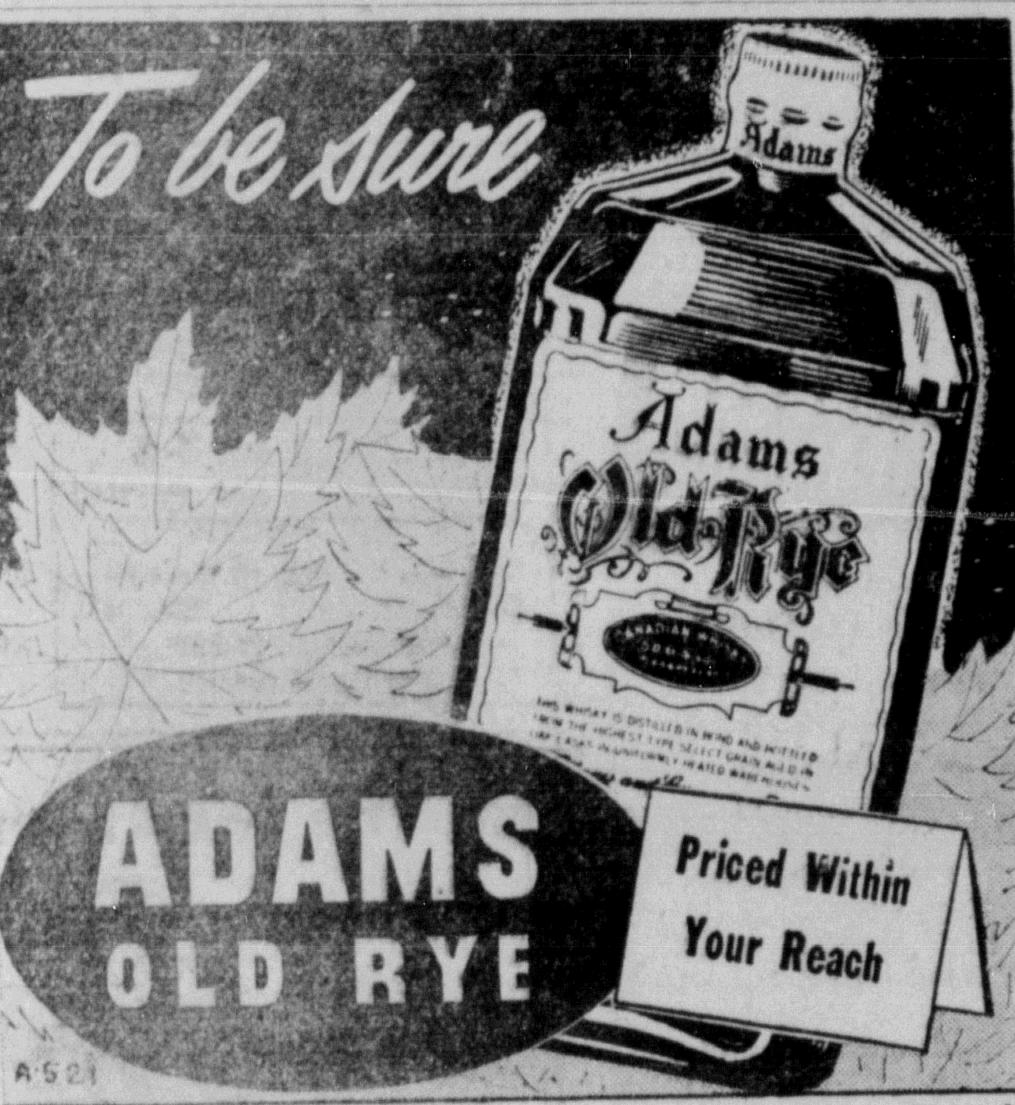
Flood Danger

Columbia and Fraser River The many friends of Magnus basins and lower coastal areas is cipitation with mild days and cool nights continues, there Charles Killer is a patient in should be little likelihood of

# Japanese Air

While the Prince Rupert-Terrace highway has been cleared of slides, there is still a potential slide-threat at Kwinitsa public works office said today. The highway is open to public traffic but reported in muddy

Classified Ads Pay



## hat Percentage of Total Tales Should Be. Spent On Advertising?

ere are figures ... compiled by the Bureau of Business Research, Harvard University, for Retailers:

| Line of Business                   | Percentage |
|------------------------------------|------------|
| uto, Accessories, Service Stations | 2.6        |
| ectrical                           |            |
| orists                             | 5.0        |
| rug Stores                         | 2.5        |
| rocery Stores                      | 1.5        |
| welry                              | <b>4 9</b> |
| len's Clothing                     |            |
| hoe Stores                         | 3.7        |
| epartment Stores                   | 4.3        |
| lardware                           | 1.4        |
| eauty Shops                        | 5.3        |
| leaners                            | 3.5        |
| uxury Class (gifts, etc.)          | 8.7        |
| Women's Apparel                    | 3.9        |
| urniture Stores                    | 7.0        |
| Building Ad-1-                     | 1.0        |

IE DAILY NEWS

### Famous B.C. Railroad Gets Head in North But "Tail" in Doubt

By DAVE McINTOSH Canadian Press Staff Writer

PRINCE GEORGE (CP) - The Pacific Great Eastern Railway will chug into Prince George this summer-40 years behind schedule. The PGE was started in 1912 as a private concern but was taken over by the British Columbia government when it went bankrupt. Since then, it has run up a debt of \$130,000,000 and still has no head nor tail.

The line extends from Squamnorth of Vancouver in the B.C. pery. interior. The "head," extending Last year, the government the railway to Prince George where it will connect with Can-TOKYO (CP) — A Japanese adian National Railway's trans-Mrs. Archie Mapleton has just source said that a Japanese air continental line, will be comliner carrying 37 persons crash- pleted this summer at a cost of ed in the water 150 miles south- \$13,000,000. The PGE will at las first prize in a book review con- west of Tokyo today. A rescue reach the destination it started

> But it still will have no tail Barges move PGE freight between Vancouver and Squamish creating a bottleneck that many claim is pinching the economy of interior B.C.

The southern extension of the fact, with a provincial general room for a railway.

ish, 40 miles east of Vancouver, this football will probably be to a point now roughly 400 miles twice as large and twice as slip-

said it would proceed with the southern extension of the line, estimated to cost between \$8,-500,000 and \$10,000,000.

### ROAD, NO RAILWAY

At this year's Legislature session, the government said it was scrapping its plan for the railway and instead would build a road from Squamish to Vancouver along the steep cliffs of Howe Sound. It set aside \$3,000,000 for star\* of construction.

The legislature's railway com-PGE from Squamish to Vancou- mittee then suggested an alterver has always been a choice nate road route be found because political football in B.C. The if the read were built along the year 1952 is no exception. In sound there wouldn't be any

election coming this summer. An alternate route would be

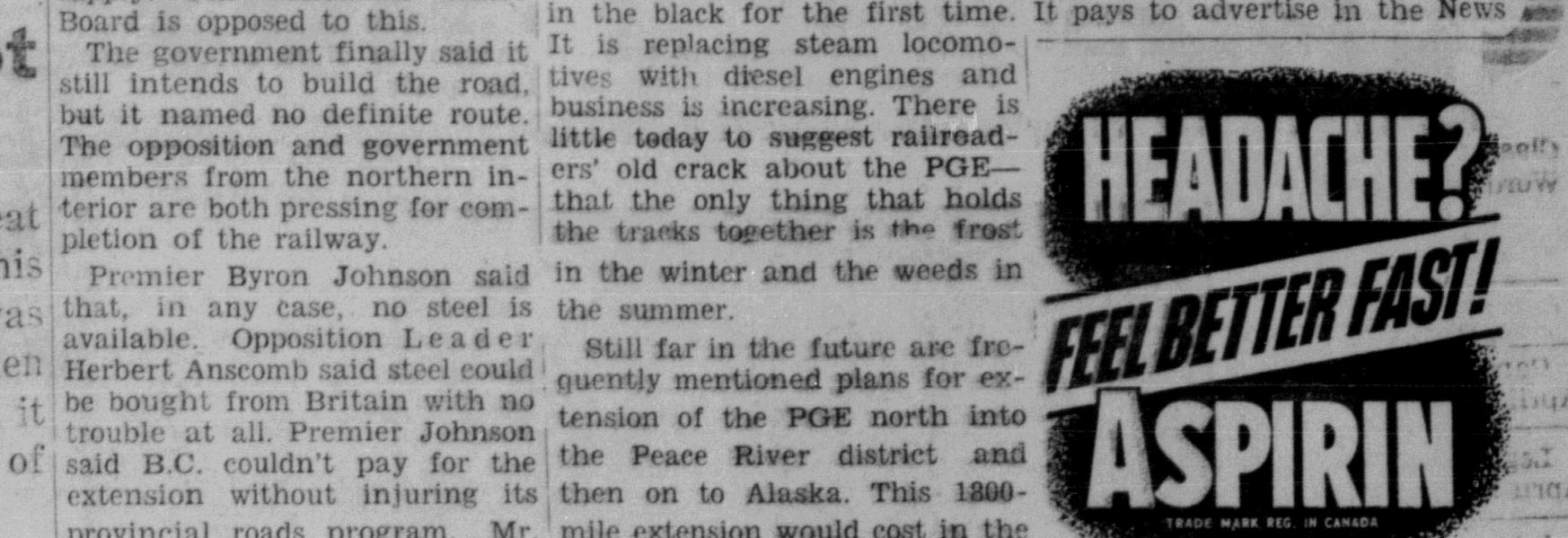
through the Capitano Canyon. But in this case it would pass through the Vancouver watershed, source of the city's water supply. The Vancouver Water Board is opposed to this.

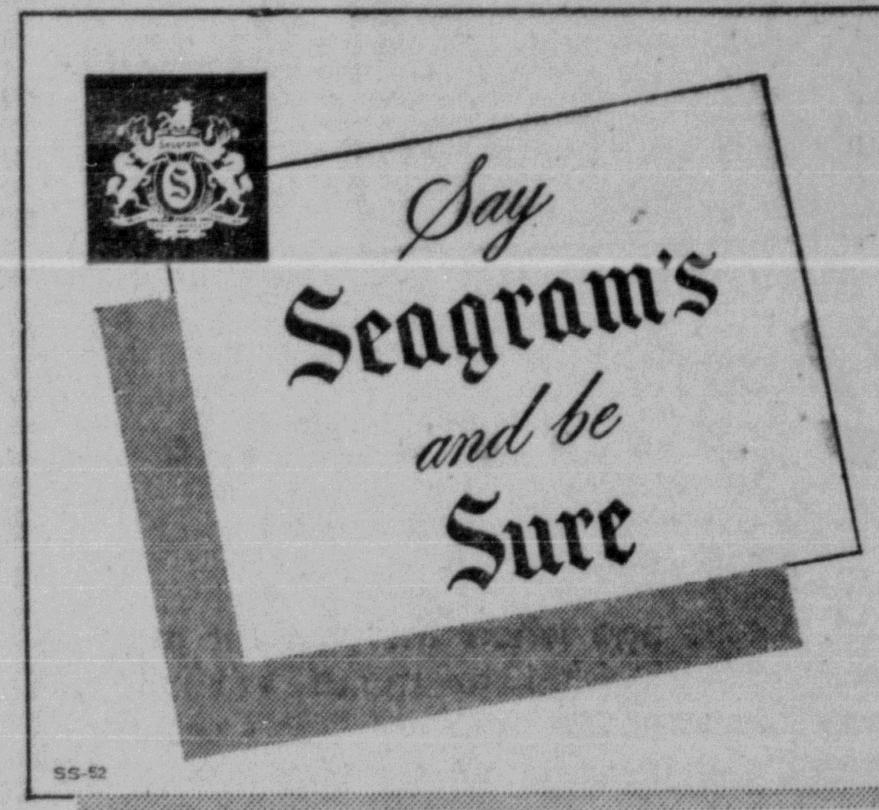
still intends to build the road. but it named no definite route. The opposition and government members from the northern inpletion of the railway.

said B.C. couldn't pay for the the Peace River district and extension without injuring its then on to Alaska. This 1800provincial roads program. Mr. mile extension would cost in the Anscomb said it could.

Prince Rupert Daily News Wednesday, April 9, 1952

Last year, the PGE operated "DAILY NEWS" bring results. in the black for the first time. It pays to advertise in the News The government finally said it It is replacing steam locomotives with diesel engines and business is increasing. There is little today to suggest railreaders' old crack about the PGEterior are both pressing for com- that the only thing that holds the tracks together is the frost





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Seagram's V.O.

Seagram's "83"

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Seagram's King's Plate

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