

# rd Can Do Nothing to Relieve Distressed Farmers, States Taggart

## CONTROL inland Marketing Says MacDonald

A. Paton, Vancouver-Point Grey, asked if steps were to be taken to correct the marketing setup on the lower mainland, as revealed by the Harper royal commission.

The minister defended the principle of controlled marketing with great vigor.

In respect of the lower mainland organization in the past he was not as positive in his support. "I have often thought that producers of the Fraser Valley had not always been as discreet in the selection of their representatives for the boards as they might have been. Men have been chosen whom the Almighty never intended for such a purpose," the minister asserted.

**FEARED PRICE DROP.**  
He had often been inclined to ask the Lieutenant-Governor to suspend the operation of the Natural Products Marketing Act on the lower mainland. "But if this was done it would just be handing the markets back to the Orientals. It would mean going back to \$6 a ton potatoes."

There was a continual war being waged in Vancouver against the machinations of Orientals in the produce business, "and men of other races who possess Oriental attributes."

Dr. MacDonald made an attack upon the press, particularly The Vancouver Daily Province. His complaint was founded upon what he declared to be discrimination in giving greater prominence to evidence given before the royal commission that was unfavorable to the Marketing Act than to testimony in support of the principle of controlled marketing.

He suggested that the brokers and wholesalers were in a better position to advertise than were farmers.

There were men in Vancouver who sat up nights trying to circumvent the act, he told the House.

"As far as I am concerned, so long as I am in charge of the department of agriculture, I am going to fight this thing to the last ditch," he asserted.

### HIS PRICE SPREAD.

Dr. J. J. Gillis, Yale, said that if farmers are not prepared to raise crops without compulsory laws to help them, then they should not be farming.

Continuing, Dr. Gillis said that as a result of marketing control there was a spread on a ton of potatoes of \$18 between producer and consumer in Vancouver. The minority was ruling. In the Fraser Valley, he challenged, there were only 400 registered potato growers, but there were hundreds more who were growing tubers. They would not register. Something should be done about the whole matter of marketing potatoes.

The minister retorted that the only portion of the \$18 spread that could be attributed to the board was the \$1 fee charged by it. The spread was not comparable to that before controlled marketing was introduced.

### SCORES FREIGHT COST.

Tom Love, Grand Forks-Greenwood, pitched into the debate, to complain that his district was not being fairly treated. This, however, was more the fault of the railways than the department of agriculture. It cost \$118 more to ship a car of canned goods east from Grand Forks than it did from Penticon.

R. C. MacDonald, Dewdney, was of the opinion that the Harper Commission had been sitting long enough. He wanted to

## PRIORITY AIDS INDUSTRY HERE

A new order which will help B. C. manufacturers and producing plants to obtain repair, maintenance, and operating supplies was announced today by the Vancouver office of the priorities branch of the department of munitions and supplies.

The new plan, known as Preference Rating Order No. P100, has been made available to American manufacturers for some time. Its extension to Canada is a reflection of the increased co-operation between the United States and Canada in intergrating resources of the two countries.

The P-100 has widespread application in that it permits an automatic rating to be assigned to cover material required for maintenance, repair, and operating supplies.

Details of the new plan are now being assembled and it is expected that within the next ten days Canadian manufacturers and producing plants will be able to use this streamlined form. Full particulars of its provisions will be made available shortly.

## Native of Nanaimo Alberta's Gas Czar

A native son of Nanaimo has been appointed regional manager for Alberta under Canada's gasoline rationing plan, which comes into effect April 1.

He is W. J. Dick, whose father was once chief inspector of mines for British Columbia. Mr. Dick graduated from McGill in 1908 with the degree of B.Sc. He took his master of science degree in 1911.

After serving as a mining engineer in Brazil he became a consulting engineer with the Canadian Conservation Commission. Joining the Cadomin Coal Company, he became general manager in 1922 and president in 1933. He retired in 1939.

This son of Nanaimo has contributed many authoritative papers on fuel problems in Canada.

## MARKET FOR BACON AND BEEF INCREASES

Prospects of an increasing demand for beef and bacon during the coming year were foreseen by R. S. Munn, general manager of Burns & Co., addressing a convention at Hotel Vancouver of the company's salesmen from Vancouver and Victoria.

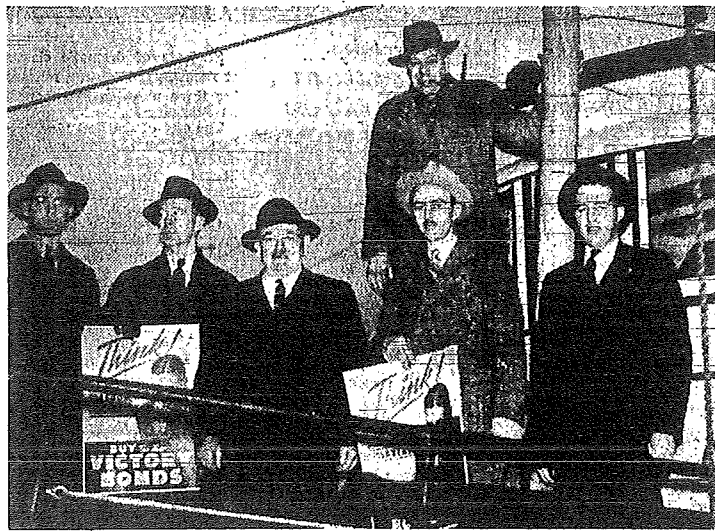
Mr. Munn, whose headquarters are in Calgary, pointed out that men on military service eat more meat than they do in civilian life.

"We are already supplying large quantities of beef and bacon to the fighting services," he said.

Mr. Munn saw every indication of increased scope for salesmen this year, as large supplies of meat products are still available to the domestic market and there is considerably more buying power on account of employment in war industries.

Commenting on the "Eat Less Pork" campaign, the Burns general manager said consumers need have no hesitation in buying pork products as long as they are on the market to be purchased.

"The government allows each packer in Canada a quota of pork products to be sold on the domestic market. Apart from that, not all pork products are suitable for export to Britain.



**VICTORY SHIP AND CREW**—Canada's Victory Loan campaign will be carried to the remote places of the west coast of British Columbia during the next few weeks by the 82-foot cannery tender Pine Leaf, commanded by Capt. Matt Wilson and accompanied by a crew of bond salesmen. It is expected that the Pine Leaf will cover 2000 miles before returning to Vancouver. Above are some of those who will make the trip: W. Malcolm, unit organizer; E. B. Crickmore, salesman; Capt. Matt Wilson; J. E. Kanis, unit organizer for the south coast; A. F. Mercer, coast divisional organizer; C. N. Henry, cook.

## REID DEMANDS WOODEN SHIPS

By TORCHY ANDERSON.  
Daily Province Staff Correspondent.  
**HOUSE OF COMMONS, Ottawa, Feb. 3.**—Tom Reid, Liberal member for New Westminster, last night made another insistent demand for a program of wooden shipbuilding in Canada to augment its present steel ship program.

In the face of Munitions and Supply Minister C. D. Howe's strong stand against wooden ships at the last session, Mr. Reid argued that such vessels would help materially in the Battle of the Atlantic and would make possible trade with South America, which is impossible at the moment owing to a shortage of bottoms.

"We have, it is true, a program of around \$500,000,000 for steel merchant ships, corvettes, destroyers and other miscellaneous boats," he said.

### NOT NEARLY CAPACITY.

"This, however, is not nearly the total Canadian capacity for new ships if the government, and particularly the minister of munitions and supply, would consent to the building of wooden vessels.

"Will anyone deny but what the Allies are in need of more ships. More and more ships are needed today to carry vital military supplies and food not only to Great Britain, Egypt and the Near East, but now also to the Far East as well.

"It is my opinion that Canada's present program of steel ships can not be much further expanded, if at all, owing to the United States war expansion program, recently outlined by President Roosevelt for 1942 and 1943, which will require many more million tons of steel than the United States herself required in 1941.

### BRITAIN NEEDS LUMBER.

"Great Britain is crying out for more ships. Great Britain is at the moment short of lumber. To mention but one of her many requirements. Due to the lack of ships, Great Britain is at the present time getting lumber

## MARINE AND SHIPPING

### BC Cannery Deny Tom Reid's Japanese Fishboat Charges

The Fisheries Institute of British Columbia, representing 93 per cent. of all fisheries operations in the province, has telegraphed Hon. Ian Mackenzie, Canada's senior representative in the House of Commons, asking him to deny the statement by Tom Reid, M.P., to the effect that British Columbia fisheries interests had sought release of

seized fishing boats to Japanese. The original report of Mr. Reid's statement referred to "the head of the Canada Fishing Company and also chairman of the Wartime Shipbuilding Ltd.," but Mr. Reid is said to have changed Hansard to make the reference to "the head of B. C. Packers and also chairman of Wartime Shipbuilding Ltd. (H. R. MacMillan).

The charge was denied not only by the Fisheries Institute but by Mr. MacMillan himself and by John M. Buchanan, general manager of B. C. Packers.

The Fisheries Institute, consisting of B. C. Packers, Canadian Fishing Company, Anglo-B. C. Packing Company, J. H. Todd & Sons, Nelson Brothers Fisheries, and Nootka-Bamfield Company, declares in its message to Mr. Mackenzie that it has not made any representations to anyone in favor of re-issuing fish licenses to Japanese and has consistently co-operated with the authorities.

"The great fish packing companies of British Columbia," adds the institute, "have assured the authorities that a reduction in fishing licenses need not hamper a maximum catch provided departmental fishing restrictions are appropriately relaxed.

"The companies are also co-operating in the national effort by releasing some of their largest and most modern boats to the Naval Reserve and the Western Air Command.

"Under these circumstances they feel that they should not be exposed to false and injurious statements." (See also Page 1.)



**NEW RECORDS**—C. J. Keller (above), Vancouver manager for North American Life Assurance Company, which reports several new high records made in 1941, its last year. Vancouver branch played an important part in the success of the company by winning the Nalaco Cup for the third successive year.

## THE WEATHER

FEBRUARY 3, 1942.

Vancouver and vicinity—Unchanged.		
Victoria and vicinity—Unchanged.		
Okanagan and Kootenay—Unchanged.		
B. C.—	High	Low
Vancouver	53	40
Victoria	48	42
Nanaimo	45	40
Kamloops	38	33
Grand Forks	28	27

## YARD FINISHES NEW CAR BARGE

Promptly at the appointed hour, 8:30 a.m. today, the barge "Prospect Point" slid into the water at the Stiff Shipyard (Mercer's) at New Westminster, to be towed around to Vancouver where she will go into service within the next couple of days on the Canadian Pacific Railway's car-ferry service between Vancouver and Ladysmith on Vancouver Island.

Contract for this carrier, which is 232 feet long, 42 feet wide and 1037 gross tons, was let by War-time Merchant Shipping Ltd. October 2, and completed right on schedule.

### 14 CAR CAPACITY.

A total of 650,000 feet of clear Douglas fir went into the construction of this barge, which has a capacity of 14 freight cars. It carries a deckhouse, steam donkey winch, and a diesel lighting plant.

Completion of this government-built barge brings to six the number of car ferries available for the Canadian Pacific's run between Vancouver and Vancouver Island to connect mainland lines with those of the Esquimalt & Nanaimo Railway, and brings to 88 the total number of cars which can be carried by these ferries.

On Monday with the five barges already in operation, the Canadian Pacific carried 80 loads which means that daily carryings when the new barge is added may be increased to 100 or more. Transfer No. 9, launched in Victoria last week, went into service on Saturday. This is the steel barge which the C. P. R. formerly operated on Kootenay Lake, at Nelson. It was cut up, shipped in flatcars to Esquimalt and rebuilt to carry 17 cars.

### SERVICE IMPROVED.

Barges now available for the C. P. R.'s Ladysmith run are No. 1, 14 cars; No. 3, 15 cars; No. 4, 15 cars; No. 7, 9 cars; No. 8, 18 cars; and No. 9, 17 cars. To tow these back and forth across the Gulf the Canadian Pacific uses its three biggest tugs, Kyuquot, Nanoose and Qualicum, and charts such tugs as the Point Grey, Pacific Monarch and Commodore.

### SHIPYARD INEFFICIENCY.

Sir: Statements by the shipbuilders and Mr. Austin Taylor, in favor of piecework for riveters, and their condemnation of the riveters union for so-called arbitrary attitude in not allowing the members to comply with this slavish condition, demands a reply from one relegated to the scrapheap.

Granted, that piecework helps to speed up production, but does it make for efficiency? A glance at one incident of the past might be enlightening.

In order to speed up the production of a certain type of steel boat, the U. S. Government, in 1918, offered a bonus to the company who could build in the shortest time. Skinner & Eddy's Seattle shipyards captured the booty by complying the remarkable time of 27 days.

This feat was accomplished by changing the "old order of hourwork" to the speed up method of piecework for riveters, and by the hiring of school children to hold the rivet gun, etc. The result was that on the boat's arrival in England, over 20,000 rivets had to be redriven. In other words, a boat had been built totally unseaworthy, due to its method of production.

The shipbuilders' contention that the majority of riveters want piecework and can not get the union executive to agree is

## Urge Amendment Of B.C. Labor Law

Daily Province Staff Correspondent.  
**VICTORIA, Feb. 3.**—Amendment of Section 5 of the Provincial Industrial Conciliation and Arbitration Act to make bargaining by employers with the union nominated by employees compulsory, was recommended to the legislative labor committee on Monday by a delegation representing Vancouver Island groups