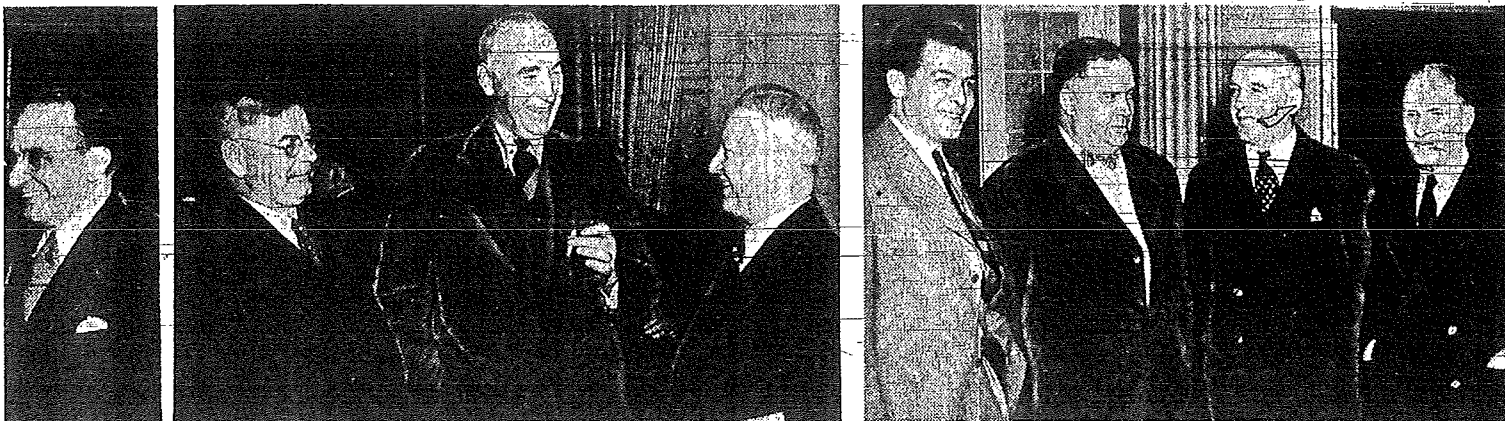


Biggest Industry Unite For Continued All-out Production Effort



TO KEEP 'EM ROLLING—British Columbia's lumbermen are playing a significant role in wartime industry, and at a dinner meeting in Hotel Vancouver Tuesday night they reviewed some of their accomplishments in maintaining the steady flow of logs and lumber. Above are some of the leading figures photographed before the meeting. Left to right—Robert McKee, managing director Pioneer Timber Company; G. R. Hackett, manager of Robertson & Hackett Sawmills; Leon Koerner, president of Alaska Pine Company; D. D. Rosenberry, assistant timber controller; Dewey Anderson, manager of Salmon River Logging Company; J. G. Robson, head of Timberland Lumber Company and retiring president of the association after seven years of office; L. L. G. Bentley, vice-president and secretary, Pacific Veneer Company; John A. Humbird, managing director of Victoria Lumber & Manufacturing Company and president of Seaboard Lumber Sales; T. H. Wilkinson, association secretary-manager, and F. R. Pendleton, president of Mohawk Lumber Company and Straits Lumber Company.

WAR STRESSES NEED OF POWER

Some 250 delegates, some from as far east as Montreal and New York, from Utah, Oregon, Washington and Idaho, headed by McNeely Dubose, of the Saguenay Power Co. Ltd., Montreal, met this morning in Hotel Vancouver for the opening sessions of a three-day meeting of the Canadian Electrical Association and of the Northwest Electric Light and Power Association. With them were delegates from Alberta, Manitoba, Ontario, B.C. and Vancouver.

GREETED BY MURRIN.

Given a warm welcome to the city and good wishes for the success of their deliberations by W. G. Murrin, president B.C. Electric Railway Company, McNeely Dubose, in response, reminded the delegates that they are confronting an important task.

"We are working under a handicap of losing personnel, rationing and allotment of power in ways not intended when the power lines of the country were built. We must produce more power, electrical power, the production of which produces the munitions so badly needed."

Attorney-General R. L. Maitland, K.C., told his hearers that "we must be war-minded if we are to win this war. Lip service will not do. An offer to help, qualified by an "if" or a "but" is negative. The second cancels the first.

"The man who seeks a way to get round a regulation is not helping to win the war," and with some heat, scored the man who puts lumps of sugar in his pocket when he is not needing them.

HONEST CRITICISM.

"Give your governments criticism, honest criticism, suggestions, but not obstruction. Those men who refuse war duties should be segregated, and dealt with by the government and the people."

Mr. Maitland concluded with a tribute to the work of electrical men whose labors meant so much to the population, both in peace and war.

D. B. Leonard, vice-president for Washington, N.W.E.L. & P. A., responded to Mr. Maitland's address. E. H. Adams, vice-president and comptroller of the B.C. Electric, presided.

OTTAWA, March 4.—(CP)—A loan of \$2,871,396 made to British Columbia by the Dominion Government and due to mature March 25, 1942, was renewed for a year under authority given in an order-in-council tabled in the House of Commons today. The loan was made under the Unemployment and Agricul-

Lumber Leaders Confident Despite Wartime Problems

British Columbia's hard-hitting \$100,000,000 lumber industry pledged anew its determination, Tuesday night, to maintain its record-breaking production performance to meet rising wartime requirements.

Addressing the annual meeting of the B.C. Lumber & Shingle Manufacturers' Association at Hotel Vancouver, J. G. Robson, retiring after seven years as president, declared: "Our activities are concerned with the extent to which we can best serve in the effort to defend ourselves and destroy those who are responsible for bringing to the world such misery, suffering and death. With God's help this will be done."

"The extent to which our products are essential to the war effort has determined and will continue to determine the course of our operations."

"Our trade channels are changing with the trend of the war. Government control of industry has further increased and tightened. Prices have been stabilized. The problem of obtaining adequate supplies becomes increasingly difficult. Transportation facilities have been strained to the limit. Some of us have been threatened by a shortage of Douglas fir logs. Wages and other costs have increased."

"But make no mistake about it: The lumber industry is in the war from whistle-punk to top executive, from woods to shipyard, and we're in this war to win."

42 YEARS OF PROGRESS.

Mr. Robson, who presided in the absence of the new president, H. J. Mackin, confined to his home by illness, reviewed the highlights of the association's forty-second year of existence, and recalled the organization's unsuccessful effort to interest the Canadian Government in wooden shipbuilding.

"We still maintain," said Mr. Robson, "that a ship of any description is an asset these days,

built advantageously and expeditiously on this coast, where supplies and yards could be made readily available without interfering with the steel shipbuilding program."

OVERSEAS TRADE.

B. M. Farris, chairman of the trade extension committee, told of the industry's work in developing and maintaining overseas markets, beginning with the Bennett government's advancement of Empire preferential tariffs.

"The war is bringing all interests in the industry closer," said Mr. Farris. "I look forward to the day when there will be no factions in the industry as there are today; when all will be pulling together for the common purpose of selling the most important things this province has to sell—the products of our forests."

E. G. Rowbottom, deputy minister of trade and industry, represented the Provincial Government and pleaded for continuation of trade extension work. Among the other speakers were J. H. McDonald, past president; John A. Humbird, president of the Seaboard organization, who made a presentation of a silver tray to Mr. Robson, and Chief Forester C. D. Orchard.

Speakers commended the efficient work of Secretary-Manager T. H. Wilkinson and staff, of Will Jenkins in the safety department and of others in charge of the association's varied activities.

This year's directors of the association are: C. J. Culter, E. S. Glaspie, G. R. Hackett, J. A. Humbird, A. K. Leitch, F. C. Manning, J. H. McDonald, R. McKee, F. R. Pendleton, J. G.

FISH CONTROL MISSION ENDS

A. Neil McLean, fish controller for the Wartime Prices and Trade Board, Ottawa, who has been on an inspection trip to this coast during the past few days, left Tuesday night for the east by plane.

Mr. McLean came west to confer with J. S. Eckman, Pacific coast director of the fish control department of the board, and also to meet all interests identified with the fishing industry. He met, while here, representatives of fishermen organizations, the fishery department, canners, packers and the Canadian Manufacturers' Association.

In private life Mr. McLean is president and majority owner of the great sardine packing plant of Connor Brothers at Black Harbor, Nova Scotia. He is also a director of New Brunswick Publishing Co. and owner of two newspapers in the Maritimes.

No Company Monopoly In Buying Fishboats

OTTAWA, March 4.—(CP)—Implication in an advertisement that Japanese fishing boats seized on the Pacific coast were sold only to fishing companies was due to a typographical error, State Secretary McLarty told the House of Commons today.

He was replying to a question asked yesterday by Tom Reid (Lib., New Westminster).

Mr. Reid referred to an advertisement in the British Columbian, published in New Westminster, offering for sale some of the boats seized from Japanese fishermen in that province.

The advertisement said that offers would be accepted only from "bona fide fishermen of fishing companies, etc." and Mr. Reid asked if only the large companies were to be allowed to acquire these boats.

Mr. McLarty said the "of" should have been "or" and the advertisement was being corrected.

Gypsum's Net Earnings Rise With War Demand

Increased demands for the products of Gypsum, Lime & Alabastine Ltd., both for private and war purposes, resulted in a larger volume of business and higher operating profit.

Net earnings after providing for interest on funded debt, depreciation and depletion and before making provision for taxes, contingencies and possible future inventory losses, amount to \$702,769.

Provision for taxes and contingencies requires a deduction of \$450,000, or 1.02 per share which, together with an inven-

MARINE AND SHIPPING

Shipyard Coffee Room Girls Invent Their Sign Language

By L. V. KELLY.

Marine Editor Vancouver Daily Province.

The girls in the coffee shop at Burrard Drydock Co. plant, North Vancouver, say they are becoming more skilled in the sign language than were the early white pioneers who talked signs with the Indians.

Boats May Soon Sail From Arrow Lakes To Grand Coulee

GRAND COULEE, March 4.—(AP)—A chunk of concrete barring the seaward rush of the Columbia River is adding 360 miles of boating water to the Northwest, the bureau of reclamation reported today.

Commercial boat travel soon will be possible from Grand Coulee dam through the Arrow Lakes in Canada—a distance of 360 miles—the bureau said. The route will be passable for small boats at all times and for large vessels except during short periods of extreme high water.

The only threat to navigation was at the Little Dalles, 136 miles north of the damsite. There the channel was widened and improved, said the bureau, primarily to eliminate danger from water backing up behind the narrow channel and damaging property during the flood stages.

Five Plants Engaged In Powdering Eggs

OTTAWA, March 4.—(CP)—Five egg-drying plants now are in operation and the first car of the dried product has moved to seaboard for shipment to the United Kingdom, agriculture department officials said today.

Under a contract for 30,000,000 dozen eggs required by the United Kingdom, winter-division requirements have been met and the spring contract price now is effective.

The winter price was 32.1175 cents a dozen for grade "A" at seaboard to which was added a three-cent bonus provided by the Dominion.

The spring price for grade "A" eggs is 28.785 cents a dozen and here again the federal bonus will be added.

"The trend of (egg) production is still definitely upward," said an agriculture department statement. "In some areas, particularly in British Columbia, hatcheries are taking increased quantities of eggs, but this had not had any material effect on marketings."

Delay in Paying

Many foreign ships—Russian, Greek, Latvian, Swedish, Norse—pause at the dock for days. Many of the crew members are entirely out of English words, never having learned any, but they have appetites similar to English-speaking folk.

So the girls have developed a sign technique. When men regard them with puckered lips it is not an "approach." It means they want cigarettes.

Sometimes they bark like dogs, and that means a hotdog; sometimes they work their jaws vigorously, and that means gum. They toss back their heads and open their mouths to indicate coffee, and they roll their hands together, when it is a sausage roll that is needed. Prompt and cheerful service follows.

But when, in universal sign language, they put on the "come-hither-and-let's-you-and-me-go" expression of eye and motion, then they get the icy eye and the cold shoulder.

For how can a girl hold a man in his place when he does not even know what "scram" means?

Newfoundland By Air Service Soon a Reality

In the city today during a routine inspection tour, W. J. Dalby, acting general traffic manager Trans-Canada Air Lines, with headquarters at Winnipeg, announced that T.C.A.'s service to Newfoundland will soon be a reality.

"We expect familiarization flights over the new route to commence April 1 and hope to inaugurate regular passenger, airmail and express service May 1," he said.

"Vancouver will be approximately 26 hours from St. John's Nfld., when the new service begins," said Mr. Dalby.

Asked about T.C.A.'s proposed service to Alaska, he said inauguration of this-particular run, to be operated via Edmonton, is dependent upon delivery of additional equipment and training of flight crews. It is probable, however, service will start some time late this summer or in the fall.

Coast Shipping

THURSDAY, Canadian Pacific.
8:00 a.m.—For Gulf Islands.
10:30 a.m.—For Victoria, Seattle.
11:00 a.m., 6:15 p.m.—For Nanaimo.