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Practice water safety rules, live longer

CANADIANS have more than half of the world's fresh water in which to dive and swim. What a pity that swimming must produce stories almost daily during the summer of drownings and near drownings.

Let's all practise a few water safety rules this summer, and help to cut down on the number of swimmers who become statistics.

Wait two hours after eating before going in the water.

All non-swimmers must wear life jackets when playing in or around the water.

Always swim with at least two other people—never alone.

When swimming from a boat, be sure the motor is turned off and the boat anchored. A swirling propeller is extremely dangerous to a swimmer, while a drifting boat may suddenly be beyond the reach of tired arms.

Though the urge is great, never dive over the side unless you are certain that the water is deep enough and clear of obstacles.

If you have no landing ladder, be sure everyone swimming from a boat can climb back into it again. To avoid capsizing, only one person at a time should clamber aboard. If the boat is small, climb only over the stern or bow.

The Canadian Red Cross is vitally interested in the question of water safety. It has published a number of excellent wallet-size cards on such subjects as artificial respiration and teaching aids. If you get in touch with the Prince Rupert branch of the Canadian Red Cross Society, they will be happy to give you information on these vital subjects.

All Aboard with G. E. Mortimore

The world has always been full of liars. Probably there are no more of them today per 1,000 of population than there were in the year 1860 or 660. But they are becoming more skilful.

Political and commercial liars have enlisted the aid of many clever people to help them lie more effectively. Some of the country's best brains are now dedicated to the art of lying: psychologists, chemists, biologists and even lawyers.

They seldom bother with the old-fashioned direct lie. Instead, they work with the innuendo, the hint and the half-truth.

And when they do have an unpleasant fact or opinion to present, they cushion it in layers of mushy, sleep-inducing words which can be understood in three different ways.

The current Reporter magazine chronicles some expert military lying in Washington: "... the Pentagon's recent announcement that there was to be a 'downward adjustment' in the Bomarc program (actually a 90 per cent cut that in effect terminated procurement)."

"In simple words, the Defence Department was killing the Bomarc program."

So-called "scientific" opinions can be bought. Every rich concern has its tame experts — biologists, physicists, chemists — who will turn themselves inside-out to show what public-spirited men their employers are.

Tobacco companies have numerous men in white coats working feverishly in their laboratories to prove that cigarettes are good for you.

Scientific public relations men for the American Atomic Energy Commission try to soothe people with statements that atomic fallout and nuclear wastes won't harm anyone. In fact they know that these things do work some harm — but they can't calculate how much.

Advertising men have called in psychologists to help them probe and exploit human fears and hopes. It has been said that they don't sell soap — they sell beauty.

Television and radio commercial announcers often say things that are not true. Everyone knows those things are not true. Yet they are said, and by repitition they sink in.

Lying, in fact, has become respectable. It is an acknowledged technique of commerce and government. Nobody is immune to it. Like Strontium 90, lying has soaked into everyone's bones. However, that doesn't mean we have to accept it without complaint.

If the process is carried far enough, language will lose all meaning, and people will no longer be able to talk to one another.

The only hope is a popuar wave of disgust that will arouse revolt. Fed-up with lies and flannel-mouth evasions, people may turn to plain, truthful words in self-defence.

REFLECTED IN PRICE

Tax burden would make consumers "blow stack"

By FORBES RHUDE
Canadian Press Business Editor

TORONTO (CP) — Most consumers would "blow their stack" if they knew how much of their income is really going in taxes, W. H. Evans, president of the Canadian Manufacturers' Association, said Monday in an address to the association's annual meeting.

"Far too many Canadians," Mr. Evans stated, "are under the delusion that the various forms of corporation taxes — not only those on profits, but sales taxes, excise taxes, taxes on materials, and all the rest of it — are a legitimate imposition which should be borne by any concern in business to make a profit.

"We should spare no effect to get it across to the general public that these taxes — all of them — merely become a part of the company's operating expenses and, as such, are inevitably reflected in the price paid by consumers. . . ."

"We can never, I think, hope for any significant and lasting moderation in taxation levels until Canadians generally better understand the real weight of the tax burden they are carrying. They do not do so at the moment because of the formidable role played by those indirect — or hidden — taxes, ostensibly paid by some vague and faceless corporation but in reality paid by themselves."

Mr. Evans' comments were contained in a text made available to the press in advance of delivery.

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Mr. Evans, president of Honeywell Controls Ltd., Toronto, said that if employment is to be maintained, labor should join with management in supporting the "buy Canadian" campaign, and government should give Canadian industry adequate protection and encourage increased population through immigration.

Of all the major industrial non-Communist countries, Canada has the fewest people, Mr. Evans said, and this made Canadian unit costs of production higher.

"There is no solution to this problem but people," he added. "We should be pursuing a consistent and deliberate policy of supplementing our present population with selected new immigrants. Unfortunately, our policy leaves much to be desired.

"There is no excuse for this. We have had ample evidence that the right kind of immigrants do not take jobs from native Canadians so much as make jobs for them."

INTERPRETING THE NEWS

Khrushchev may be getting orders from army

By WILLIAM L. RYAN
Associated Press News Analyst

BERLIN (AP) — Nikita Khrushchev's latest diatribe against Western leaders leaves the strong impression that the huge and mighty Soviet Union is under the control of military leaders.

Khrushchev has been performing lately almost like a figurehead leader — and one whose statements, in their broad outlines, have been dictated to him.

The crude embellishments apparently are Khrushchev's own contribution — the name-calling and threats. The man who outwardly is the sole boss, the premier of the Soviet Union and the first secretary of its Communist party, acts like one over-anxious to prove to superiors how willing he is to carry out their instructions.

The latest Soviet proposals, as outlined by Khrushchev, will be viewed by Western leaders as a transparent cloak for the ambitions of Communist imperialism. Soviet communism will take a disarmament agreement only on its own terms and these terms are clear in Khrushchev's statements.

If disarmament is to be policed, Khrushchev says, this must be "exclusively for purposes of preserving peace between peoples, and not for suppressing peoples who are fighting for their independence and social progress and not for intervention in the internal affairs of states."

This is Communist jargon. The so-called struggle for "independence and social progress" is an Aesopian way of referring to the aggressive expansion of communism.

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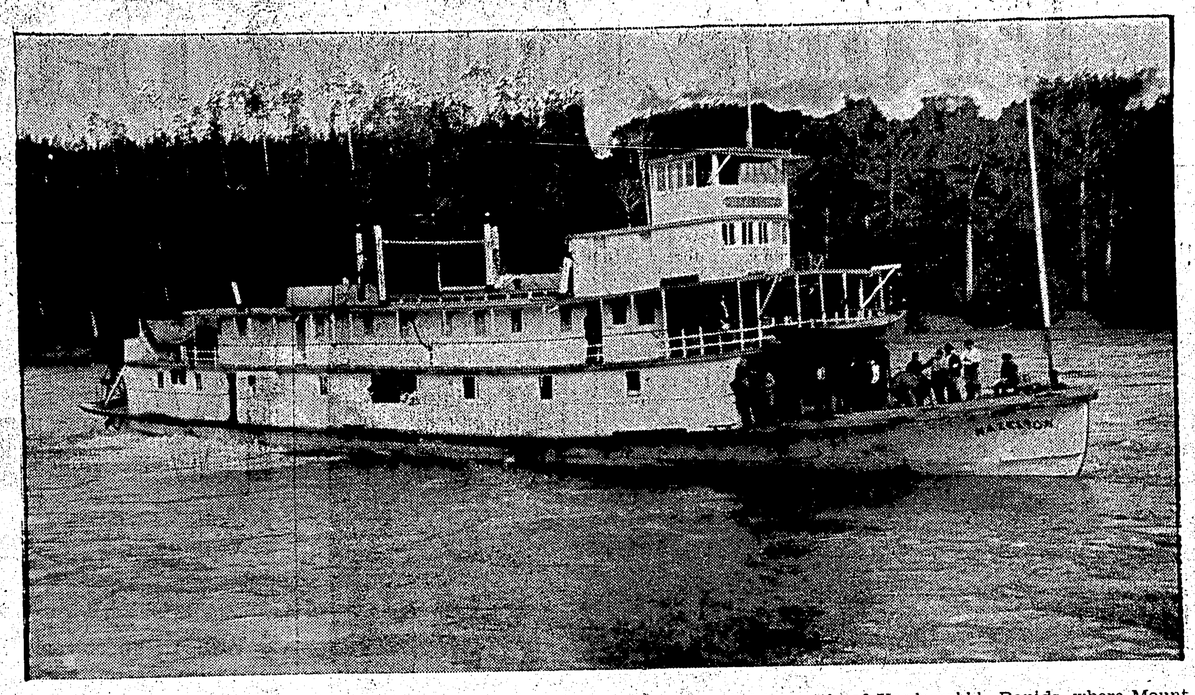
Resistance from the West to Communist attempts to envelop and imprison a country becomes, in this language, "intervention in the internal affairs" of the state in question.

One factor standing in the way of Communist expansion is the network of American bases surrounding the Soviet Union. Khrushchev demands liquidation of "foreign bases." The Soviet Union has no bases that it considers "foreign" since it completely dominates the Communist states under its control.

The big difference between the Khrushchev of today and the Khrushchev who first made the disarmament proposal before the United Nations last September is this: Today's Khrushchev seems to have been pulled down off his private cloud and given a strict line to follow. If he deviates from this line, the signs indicate, the army will replace him with another man.



ONE OF CONTESTANTS in Battle of Hardscrabble Rapids described below in Time and Place by Wiggs O'Neill, was river steamer Hazelton. Sternwheeler was built by Robert Cunningham in 1901 to freight shipments up Skeena River. Vessel above became rival of Hudson Bay Company's Mount Royal and became embroiled in Battle of Hardscrabble Rapids, where Mount Royal caught up to Hazelton near rapids where village of Usk was built in later years. Both captains were given warnings for actions, but neither fired.

TIME AND PLACE

By WIGGS O'NEILL

THE BATTLE OF HARDSCRABBLE RAPIDS

In the year 1900 business conditions began to pick up on the Skeena river. The building of the Yukon Telegraph Line was getting under way, from Quesnel north. It was to follow pretty much the route projected and built as far as the Kispiox river, just north of Hazelton, by the Collins Overland Telegraph Company, and abandoned with the successful completion of the Atlantic cable in 1867.

Advance parties were in the field projecting the route to be followed north of Hazelton and south from Telegraph Creek, with parties working from both ends on the Skeena and Stickine rivers. Robert Cunningham, the mastermind of R. Cunningham & Son, had a big trading post and cannery operation at Port Essington or "Spokeshoot" as it was generally called, at the mouth of the Skeena. He also operated a branch trading post at Hazelton at the fork of the Skeena and Bulkley rivers. Robert was generally spoken of as "Old Diamond C" derived from the brand on his canned salmon tins "Diamond C."

Robert with his great sagacity saw some business opportunities in the offing with the advance of the telegraph line construction and general atmosphere in the country. He decided to buy a river steamer which would be useful in his trading operations and save a lot of freight charges which he now paid to the Hudson's Bay Company who owned the "Caledonia," the only steamboat on the river.

He was a wily customer and he made overtures to the captain, J. M. Bonser, of the "Caledonia" pointing out to him a rosy picture of the advantages of aligning himself with his firm and leaving the Hudson's Bay company. "Diamond C" sent him south to find and buy a river steamer. Captain Bonser found it quite difficult to find what he wanted, something suitable for the Skeena river, but did the best he could and arrived back with a small steamer named the "Monte Cristo." She only made one trip to Hazelton as I remember. "Old Diamond C" was always credited with having the luck of the devil. The Government contractor for the telegraph line arrived along about this time and was having difficulties with transportation on the Stickine river. He chartered the Monte Cristo to do all their work on the Stickine until the line was completed. The Stickine was a mill pond compared to the Skeena so this arrangement worked out very well and was very profitable to the Cunningham firm.

Cunningham immediately sent his skipper to Victoria to build a new river boat for him according to his own ideas of size, power etc., suitable to the requirements of the Skeena. The new steamer "Hazelton" built by the Alex Watson shipyards arrived on the Skeena in the spring of 1901. She proved herself to be just what was required for the Skeena. That season the Hudson's Bay officials were scratching their heads as the "Caledonia" was hopelessly outclassed and something had to be done.

That winter the Bay built a brand new steamer. In the spring of 1902 the "Mount Royal" arrived on the river. She also proved a splendid boat for the Skeena.

These two new boats, "Hazelton" and "Mount Royal" with their skippers both first class swift water men, became bitter rivals on the river. To add a little zest to the situation these two skippers had no use for each other, mainly I gathered because of the old demon jealousy.

Rivalry went on for some time, each boat trying to collar the trade and beat his rival out. Consequently it came to pass that these two skippers were running up and down the Skeena with loads of freight too light to make it pay in an effort to satisfy their passengers with their fast passages to Hazelton. This went on all summer until there came a time on one trip when both boats were pretty close together. The "Mount Royal" caught up with the "Hazelton" steaming the Hardscrabble Rapids, near where the town of Usk was to spring up in later years.

It would apear that the skipper of the "Mount Royal" tried to crowd the "Hazelton", and pass her on the crest of the rapids to prove his boat's' superiority. He crowded his rival so close that he forced him into shallow water and he had to ring a stop bell and drop back about half a length. Then he rang full speed ahead, caught the "Mount Royal" about midships and pushed her across the river to the opposite crest of Hardscrabble Raids up on the bar. To add insult to injury he went on over the rapids and tooted his whistle at his enemy. This battle between the rival skippers was the subject of conversation up and down the Skeena for a long time. It was hashed and rehashed, some favoring one skipper and some the other.

In the late fall when the season was closed for the year and the famous battle was more or less forgotten, an item appeared in the Victoria Colonist—"Investigation is demanded on the Battle of Hardscrabble Rapids by the Merchants Service Guild. Complaint made to the Minister of Marine." It would appear that the skipper of the "Mount Royal" was trying to have his rival's' master"s licence taken away for bad conduct.

The lawyers for both the swift water skippers got into the fray and went to gathering up evidence. They collected evidence that the complaining skipper during the battle had abandoned his steering wheel, left his pilot house and was calling for a gun, thus endangering the lives of his passengers with no one in command. Also he would be at fault as he crowded his rival while negotiating a dangerous rapids. The more the law boys got digging into the affair the more they became convinced that both of the hot tempered captains were at fault which could result in both of them losing their master's tickets.

The lawyers must have got together and put out some of the fire before it came to trial as nothing much came of it, but it was generally understood that both captains got a good warning.

That winter something happened that changed the course of any future hostility, which might have resulted in a tragic ending. A courier from the land office of the Hudson Bay company in Victoria arrived at Spokeshoot and went into conference with Cunningham.

He pointed out the folly of running their boats up and down the river with part cargoes and both losing money, which he termed the height of folly and poor management. The result of the conference was that the Hudson's Bay Company agreed to pay Cunningham $2,500 a year to keep the "Hazelton" on the ways and not operate her. They also wound up with an option to purchase the "Hazelton" at a set price in a given period of time and during this period they would haul all Cunningham's freight to his Hazelton store free of charge.

Later on the Hudson's Bay exercised their option and purchased the "Hazelton" and she became a Hudson Bay boat to the end of her days and flew "HBC" at her masthead and had a long and honorable career. This arrangement did one of the skippers out of a job. He left the Skeena and went to the upper Fraser River to make steamboat history. This was probably a good thing as it kept the two hot heads apart and avoided any further battles between them.

The skipper of the "Hazelton" did return to the Skeena in 1911 as master of the "Inlander" and wound up his career on her in 1912. The last boat and the last skipper to ply the waters of the Skeena.

The Battle of Hardscrabble Rapids fought under the shadows of the city of Usk, before the days of Ma Cameron and her hotel, is still remembered by a few old timers up and down the river. Both of these impetuous swift water men have long since gone over the Great Divide. Knowing them both so well I would not be surprised if in the Great Beyond they are looking around to see if they can find a new river to match the old Skeena, where it took prowess and expert river boating to do the job.

Short sermons

It doesn't do much good to hope for success, you've got to hop for it.

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It used to be that a fool and his money were soon parted, but now it happens to everybody.

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It's not ice that makes you slip, it's what you mix with it.

The Packsack of Gregory Clark

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One virtue of the supermarkets is in the fact that no matter how crafty, smart, foxy or upper-class you are, you have to get in line at the cashier's counter and take your turn. One of the infuriating features of the old-fashioned open-face store is the way in which pushy people can thrust ahead of more decent customers and get waited on no matter how many others are ahead of them.

Towards 5 p.m. in a busy uptown grocery store one of those charming, throaty-voiced, smartly dressed ladies in their 40s came beaming prettily in amidst 14 customers, three of whom were being waited on by the three clerks, and 11 of whom were patiently waiting their turn. Frankly, two or three of them were nefariously scheming to get waited on ahead of others they knew had the prior claim. But necessity knows no law.

The charming lady, smiling most graciously at all and sundry, skilfully weaseled her way into a position of vantage. And picking up a head of lettuce, darned if, by holding it out, she did not snatch the attention of the first clerk to be free, and then proceeded to order a whole list of groceries.

"By golly," muttered the man next to me, "when the communists take over, duchesses like her won't get away with things like that."

"Don't worry, chum," I muttered back, "when the communists take over, her kind will be the commisars' wives. Under any social system, the pushy ones always elbow their way to the front."

It's the truth.

The lighter side

"I can catch the 6:15 train," explained the hiker. "If you'll let me cut across your field."

"Go ahead," said the farmer, "but you'll catch the 5:45 if my bull spots you."

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Have you ever wondered if a fish goes home and fibs about the size of the bait it stole.

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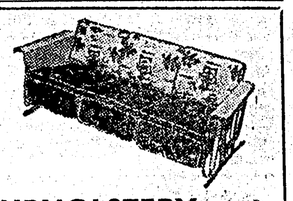

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TONIGHT
LIVE DRAMA ON STAGE
"NIGHT MUST FALL"
Directed by Madame Kirkwood-Hackett
Presented by Prince Rupert Little Theatre
Tuesday, Wednesday, Thursday, June 7, 8 and 9 — Civic Centre
Tickets $1.00 — Curtain 8:00 p.m.

LOCAL AUTO SHOW BIGGEST EVER

The recent G.M. Motorama staged at the Civic Centre by McRae Bros. and McRae Motors turned out to have the largest attendance of any show of its kind ever held in Prince Rupert. Customer interest was high and several new car owners took possession of their smart new G.M. products right at the show. Pictured above is Mr. Bert Logan of Burns & Co. receiving the keys to his brand new Pontiac from Mr. Otto Kniepkamp.

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