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# The Daily News

NORTHERN AND CENTRAL BRITISH COLUMBIA'S NEWSPAPER

Published at Canada's Most Strategic Pacific Port—"Prince Rupert, the Key to the Great Northwest"

VOL. XLII, No. 185

PRINCE RUPERT, B.C., THURSDAY, AUGUST 7, 1952

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## Union Cannot Increase Service

### BULLETINS

#### Year-Old Mother Slain

**AMLOOPS**—A seventeen-year-old Japanese of a Chinese taxi driver was slain in her bed early today by three shotgun blasts. Police arrested a heavily-armed man, believed to be brother, following a gun battle in downtown V. The man was carrying a shotgun, axe, made fire bomb and bowie knife. Mrs. John mother of three-weeks-old son, was fatally while in bed.

#### Navy Plane Missing

**ANILA (CP)**—A United States Navy Mariner with 13 aboard was missing tonight in patrol

#### Sh Cabinet Talks Oil

**ONDON (CP)**—The cabinet tonight considered the question of an Anglo-American approach to Premier Mossadegh of Iran for a solution to the

## E Board; President and in Resignations

**By The Canadian Press**  
**ICTORIA**—Resignations of the board of directors and the general manager of the government-owned Pacific Great Eastern Railway were accepted by Premier W. A. C. Bennett late Wednesday by President John Hart, former premier.

Other directors are former Premier Byron Johnson, former Finance Minister Herbert Anscomb and James Stewart, PGE chief engineer, who has been handling duties of the deputy minister for many years.

General manager of the railway is J. A. Kennedy of Vancouver.

Mr. Kennedy's resignation, it is understood, will not be acted on immediately. He has consented to continue in the post until the new government can find a successor.

If precedent is followed, Premier Bennett himself will take a position on the new board of directors.

Mr. Hart has been president of the railway since 1947. He succeeded Chris Spencer. Another director, Charles Tupper, died in 1950.

Mr. Anscomb tendered his resignation to the board after the breakup of the Coalition government but it is understood it was laid on the table.

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## Further Curtailing Considered

Union Steamships Limited, operators of a passenger and freight service to this city for more than 30 years, in a letter to Prince Rupert Chamber of Commerce says steamer operating costs has reached the point where "in some services curtailment or discontinuance is a very likely possibility."

The letter, signed by Gerald O. McBean of Vancouver, managing director of the company, further states that the change in boat arrival days here was dictated by "economic necessity."

The Chamber of Commerce, in line with more than 50 merchants, recently protested elimination of the company's Sunday boat arrival into Prince Rupert from Vancouver.

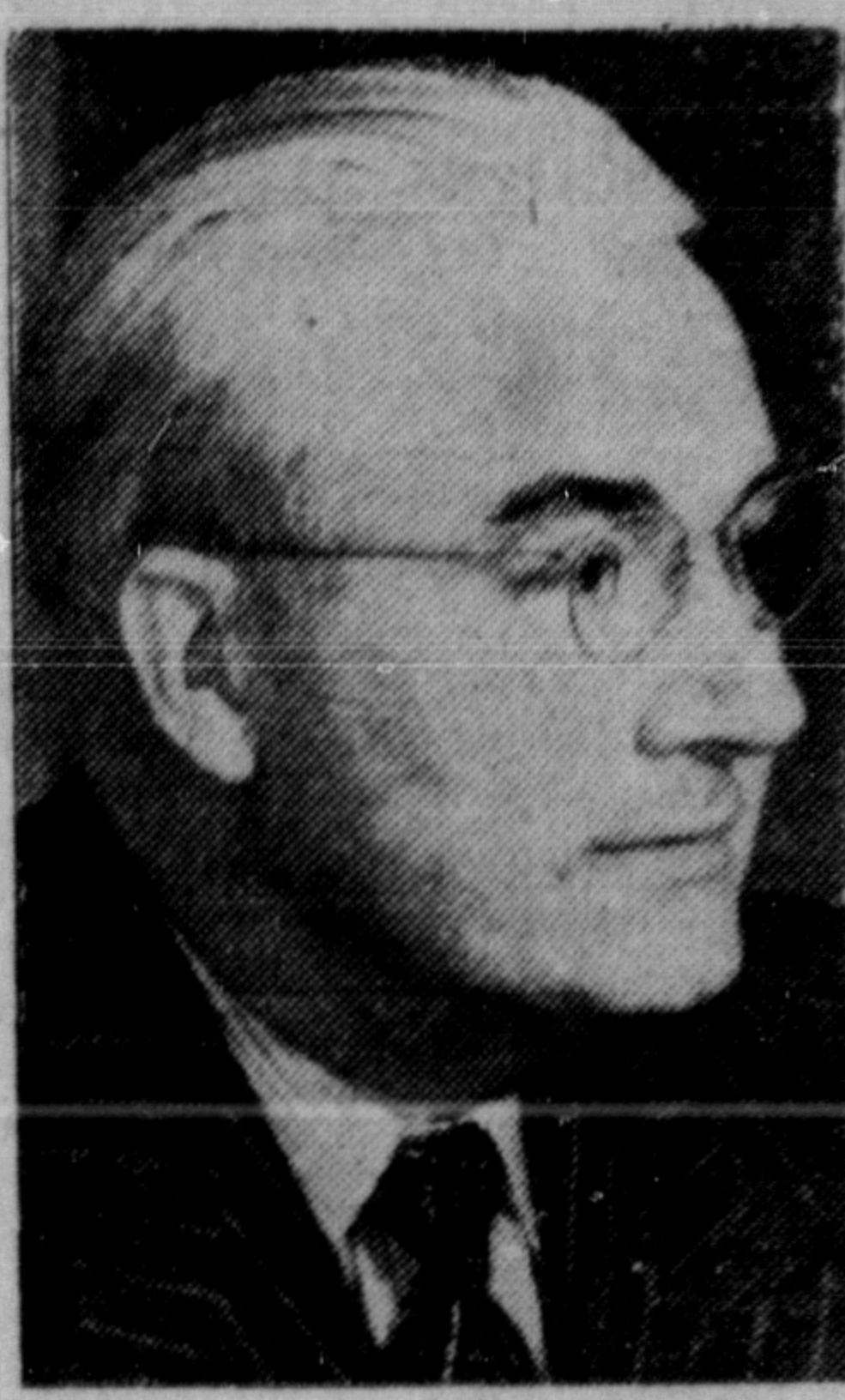
Mr. McBean said: "A restricted and closely administered subsidy paid by the Dominion government is all that has enabled us to continue operating combination freight and passenger vessels to northern British Columbia on a year-round basis."

**SUBSIDIZED**  
The subsidy is designed to ensure a regular service to the Queen Charlotte Islands area, Portland Canal area and other smaller communities between Vancouver and Prince Rupert chiefly in the intermediate territory, and it has always been the custom to proceed to or from the Queen Charlottes and Stewart by way of Prince Rupert.

"Prior to the opening of the Aluminum Company project our revenues to northern British Columbia were deteriorating to such an extent that the amount of subsidy necessary would possibly have been prohibitive and if assistance of this nature had not been forthcoming at least one of the two northern steamers would have been withdrawn each winter owing to lack of earnings—this in spite of the rate increases of recent years."

Union Steamships re-arranged its schedule for the northern run last May and in so doing cut off the arrival here of a steamship with

(Continued on page 8)



**H. H. ANDERSON** has been appointed vice-president and general manager of Trans-Mountain Oil Pipe Line Company with general offices in Vancouver. Mr. Anderson has had more than 35 years service with Shell Oil. For the past 11 years he has been vice-president and general manager of Shell Pipe Line Corporation which operates 6,000 miles of pipe line in the mid-continent area of the U.S.A. Mr. Anderson's first duty will be to assemble and train Canadian staff to operate the big crude oil pipe line between Edmonton and Vancouver.

## Ship Going Full Astern At Collision

**SEATTLE (AP)**—The engineer on the steamship Baranof testified Wednesday that the Alaska-bound ship's engines were going full astern at the time it collided with the Greek freighter Triton near Nanaimo, B.C., on July 26.

Louis Berell, second assistant engineer, gave the testimony to the coast guard board of investigation.

He said there was a quick compliance with the full astern order from the pilot.

Clarence G. Holm, quartermaster at the wheel of the Baranof, said he did not see the other ship until after the crash, in which two crew members of the Greek ship lost their lives. Holm said the pilot was giving him orders to change course.

**SAW SHIP'S LIGHTS**  
Baranof's third mate, Roland R. Flaherty, said he saw the other ship's lights four to five minutes before the collision.

Flaherty said the Baranof's pilot, Capt. Ernest J. Lindstrom, was "running the vessel" at the time—shortly after midnight.

Flaherty said he thought the Baranof was "the privileged vessel" in the crossing situation.

**-TIDES-**  
Friday, August 8, 1952  
(Pacific Standard Time)

|      |       |           |
|------|-------|-----------|
| High | 2:46  | 22.1 feet |
|      | 15:22 | 21.5 feet |
| Low  | 9:04  | 1.0 feet  |
|      | 21:29 | 3.2 feet  |

# Vote Recount Ordered In Vital Vancouver Riding

## Pinchi Creek Native Held For Murder

**PRINCE GEORGE (CP)**—Royal Canadian Mounted Police reported Wednesday night they have charged Francois Peter Dennis, 38, with murdering a man by ramming him with a speedboat.

Dennis is charged in the death of a fellow member of the Pinchi Creek band of Indians, 54-year-old William Austin.

Officers said Austin's death last Saturday in Stuart Lake was witnessed by his wife and two children.

Police allege that Dennis and Austin argued on the day of Austin's death. Austin started out on Stuart Lake in his boat and Dennis followed.

Mrs. Dennis told police that Dennis rammed her husband's craft, knocking him into the water. She said Dennis then ran over the swimming man with his motorboat.

Mrs. Austin said she and her children were watching from shore.

Dennis was arrested Sunday in Fort St. James, B.C., and taken to Prince George jail.

Preliminary hearing of the murder charge is expected to be held here. Austin's body was recovered from the lake on Monday.

**Daily News  
Publisher  
Returns Home**

John F. Magor, publisher of The Daily News, has been transferred from the Vancouver General Hospital to his home at 4627 West Fifth Avenue, Vancouver.

Mr. Magor, who was seriously injured in an accident at Kemano Bay last May, has been in hospital since, with two broken legs and fractured heels. His condition has improved considerably, however, and he expects soon to walk with aid of crutches.

He is under close observation by his physician.

The accident at Kemano Bay claimed the life of Alex Hunter, managing editor of The Daily News, and also injured Jack McRae, former MLA of Prince Rupert.

Especially happy to have Mr. Magor home are his wife and four children.



**HAROLD WINCH**, CCF leader in B.C., succeeded in application for vote recount in vital Burrard-Vancouver riding. Result could upset present legislative seating.

## Rhee Swept Back Into Presidency

**PUSAN (CP)**—Aging President Syngman Rhee was swept back into office by an overwhelming majority in nearly-completed returns from Republic of Korea's first direct election of chief executives.

Rhee's choice for vice-president—Ham Tai Yung, an obscure Presbyterian minister—piled up a commanding lead over eight opponents in late returns from Tuesday's election.

**TWO HELD FOR SMUGGLING**  
**QUEBEC (CP)**—The RCMP reported today the arrest of two young Quebecers in possession of 81,600 smuggled United States cigarettes. The two, unidentified, were picked up in an automobile at Quebec bridge as they entered the city.

## Majority of BC Voters Favor Fast Time, But Most Ridings Don't

**VICTORIA (CP)**—The majority of British Columbians voted in favor of daylight saving in the June 12 plebiscite but the majority of ridings voted against fast time.

Near-complete figures received in the office of chief electoral officer Fred Hurley show 277,655 persons favor fast time compared to 223,558 opposing it.

Riding by riding count, however, discloses 24 ridings voted "No" and 17 "Yes."

## CCF Hopes to Take Edge Over Socreds

**By The Canadian Press**  
**VANCOUVER**—A recount from British Columbia's June 12 election will be held "forthwith" in Vancouver-Burrard riding.

The recount was requested by the CCF party which hopes, in this manner, to take a one-member edge in the legislature over B.C.'s new Social Credit government.

A ruling granting the CCF's court-hopping application was made in Supreme Court on Wednesday by Mr. Justice J. V. Cline.

CCF candidate Grant MacNeil lost by 246 votes in Vancouver-Burrard to Social Credit's Bert Price.

A CCF victory would reverse the present standing in the 49-seat legislature in which the new government holds 19 seats and the CCF 18.

But most political observers say a CCF victory would not noticeably change the overall political picture in B.C.

Nor would it force the Lieutenant-Governor to name the CCF party as the official government, as some citizens believe.

When Byron Johnson resigned as premier last Saturday, Lieutenant-Governor Clarence Clarence Wallace named W. A. C. Bennett the new premier and he in turn submitted names of his 10-member cabinet.

**NO CCF GOVERNMENT**  
It has been rumored that if the recount gave the CCF 19 and the Social Credit 18, the CCF party would be the government.

Observers say also that were the CCF to have more members, the Social Credit government could still count on the support of seven Liberal members and three progressive Conservatives in any private enterprise versus socialism duel.

There has been no further announcement regarding by-elections to allow Attorney-General Robert Bonner and Finance Minister Einar Gunderson to occupy seats in the Legislature.

Neither was elected in the provincial election last June, and while they are permitted to hold the appointments they can not sit in the House.

**ARMY, WORKERS RUN TRAINS**  
**ROME**—Army engineers and non-Communist workers took the throbbles of crack passenger trains in Italy today to maintain a trickle of traffic through the Communist-called 24-hour country-wide railroad strike.

## Attract Other Industry

# Great Kitimat Plant Unlocks Many Treasures

\$50,000,000 aluminum plant is being established in northern British Columbia. But the vast project will attract more than one new industry for the frontier. Dave Stockand tells in this story, last of a series, of the new opportunities it will create.—Editor)

**By DAVE STOCKAND**  
Canadian Press Staff Writer

**KITIMAT, B.C.**—An aluminum key is being unlocked in a wilderness treasure chest in British Columbia.

There is every reason to believe this key will unlock a natural lock which guards the potential of the region.

The Aluminum Company of Canada's Kitimat smelter is extraordinarily impressive. Aluminum smelters never are.

One thing, a staggering amount of power is needed to produce aluminum—10 kilowatt hours to make just one pound of metal. Raw materials must reach the plant and the product must be transported to market.

**FOR WEALTH**  
All this, observers base their predictions of great growth in the region.

3. B.C. is just beginning to tap its water resources. When power harnessed by Alcan has been allotted, the proposed dam at Moran on the Fraser River could add another 1,500,000 horsepower in Central B.C., meaning muscle for other major industry.

4. Prospects look good for selling manufactured goods. For example, the Peace River country is considered a logical market and Alaska is worth investigating.

5. Other than industry, the development will unlock an area rich in the natural resources which have given B.C. her lifeblood so far—timber, minerals and fish.

### CENTRAL GATEWAY

Peering farther into the future, there is hope a road will be built through the Bella Coola Valley, a natural outlet to the sea midway between Vancouver and Prince Rupert.

So far this is a hope and nothing more, but settlers contend such an undertaking would provide a gateway for the whole of Central B.C.

At present the spotlight is on Kitimat. This construction camp 450 miles north of Vancouver seems likely to become a major city by B.C. standards.

Architects have drawn up blueprints for a "model city," everything planned in minute detail for a population of 46,500.

Kitimat, expected to have a population of 7,500 at the start of aluminum production in 1954, will be a seaport and a railway terminus as well as a smelter site.

### VITAL RAIL LINK

Construction will start soon on a \$10,000,000 railway leading out of Kitimat to link 46 miles to the north with the Edmonton-Prince Rupert line of Canadian National Railways.

A CNR vice-president, S. W. Fairweather, says he "wouldn't be surprised if this branch line turns out to be one of the most profitable moves the CNR has ever made."

Alcan says business and industry are interested in moving to Kitimat. While it is still too early to name names, queries have been pouring in.

Announcement has already been made that Canadian Liquid Air will build a plant at Kitimat. A pulp mill is almost a certainty.

"It wouldn't be politic just to have a one-horse industry," says Walter Abrahamson, assistant to the resident engineer at Kemano where a powerhouse is being built in the heart of a mountain.

There will be power to spare. In fact, says Mr. Abrahamson, the sale of power may be a factor in how soon the Aluminum Company starts on the second phase of its project.

### NATURAL RESOURCES

Now, for natural resources. The rail line will make accessible huge stands of timber—some spruce, but mainly hemlock, larch and balsam.

Kitimat may become one of the ports where B.C. fishermen land their catches of halibut and salmon. Indian fishermen, especially are hoping for this.

Mining is an optimistic question mark, especially inland in the watershed area, parts of which have been opened up by highways needed for construction and also by the use of barges, a means of transportation which will become more and more practical as the level of the lakes rises.

Thomas Elliott of the B.C. and Yukon Chamber of Mines says: "The Alcan project will open an area known to be rich in mineral occurrence."

He adds that several mines developed in the past are not yet producing, and mentions silver-lead-zinc deposits as predominating.

A 110-mile road between Burns Lake and East Tahtsa runs near the Emerald Glacier lead-zinc mine which western mining men have termed "promising." Burns Lake is on the CNR so with these connections the mine no longer is an island in the wilds.