

Friday, August 8, 1952

An independent daily newspaper devoted to the upbuilding of Prince Rupert and Northern and Central British Columbia.  
Member of Canadian Press—Audit Bureau of Circulations  
Canadian Daily Newspaper Association.  
Published by The Prince Rupert Daily News Limited  
J. F. MAGOR, President H. G. FERRY, Vice-President

Subscription Rates:  
By carrier—Per week, 25c; per month, \$1.00; per year, \$10.00  
By mail—Per month, 35c; per year, \$3.50.  
Authorized as second class mail by the Post Office Department, Ottawa.

## This 20 MPH Speed Limit

CITY COUNCIL is about to endorse a revised traffic bylaw which includes many features vastly improved over the old bylaw, such as making jay-walking an offence, elimination of the anti-left turn rule at Third and McBride, and installation of traffic lights.

But one feature of the newly drafted bylaw will not be swallowed well by motorists. It is the 20-mile an hour speed limit on downtown streets. We wonder if city council has given enough of the right kind of thought to this matter.

While there is theoretically a slight safety factor advantage for the lower of the two speeds—20 and 25 mph—it is doubtful whether it will prove so in practice.

On the contrary, when motorists are forced to drive at 20 mph or under at a risk of being fined for speeding, there is likely to be heavy traffic congestion at times which in itself is a danger factor.

It is quite true, as some drivers have pointed out, that many modern cars do not attain high gear until a near 20 mph is reached. Driving up and down the streets continuously shifting gears or jogging along in second is not only a nuisance, hard on the car, but administration making this necessary appears to be lacking common sense.

Meanwhile, traffic enforcement officers are obliged to give everyone exceeding the 20 mph limit a speeding ticket. Such fines are pretty stiff today. To escape these heavy fines, a motorist may often have to slow down to much lower speeds.

It is quite true, as some drivers have pointed out, are necessary where there is much foot traffic of irresponsible children on the travelled portion of streets, as near school and playgrounds. Such zones, however, do not usually exceed two city blocks. For the safety of children, says the city council, is the new downtown speed to be imposed. This is a commendable motive, but it would appear much more effective if a training program for children and parents were launched, to wit:

That there are good sidewalks downtown and they are for use of pedestrians. Children can soon be taught not to dart onto busy traffic ridden streets.

A Canadian city—Regina—raised its downtown speed limit several years ago shortly after its "unique" low of the 20 mph limit was referred to in a believe-it-or-not column.

## Ray REFLECTS and REMINISCES

Money still talks, but is not as long-winded as it once was.

Fire in the Federal parliament library at Ottawa could have been worse, but it was serious enough. Numerous books, while harmed, can be restored. This does not embrace Hansard. As literature, that useful publication is not recommended.

In historical fact and in honorable usage to rightly-five years this country has been an continues to be the Dominion of Canada.—Ex.

### BEST AVOID IT

Some psychologists are saying they believe world conditions are bringing about a nervous tension, and that it can be so severe people may feel a prolongation of the neurospongium. How could you!

Folks in Alberta are saying British Columbia's male farm help are the highest paid in Canada with an average of \$5.90 a day. That's still a long way from what some unskilled workers are making.

Science reveals that a person's age can be determined by the hardness of his eyes. The theory, of course, does not apply to a banker.

There will be another provincial election in Canada next month. The location is back east, and the date reminds the country that the market could also be flooded with ripe tomatoes.

It can hardly be said there's a tax on everything admitted from Canada to the United States. Cooler air is on a free basis. Nor is it ever unwelcome.

Third Avenue, in particular between Fulton and McBride Streets is changing. Going—going—gone, the weatherbeaten little places of business, most of

which with high hopes opened for trade, including real estate, forty-two years ago. They witnessed it all. Each heard the approach and conclusion of wars, felt the weight of depression and disappointments, and knew the gladness of flush times. All could spin good yarns of an era that can come only once.

## South African Police Arrest Native Students

CAPETOWN, South Africa (AP)—Police arrested 84 students of a native college in Bensonville, in eastern Cape province, following a riot caused by the dismissal of a native teacher, it was reported here.

The 84, who ranged in age from 13 to 26, were arrested early yesterday in nearby mountains to which they had fled when police arrived to quell the riot.

Police reported that all the college's thatched-roof buildings were destroyed by fire during the demonstration, which broke out Sunday night.

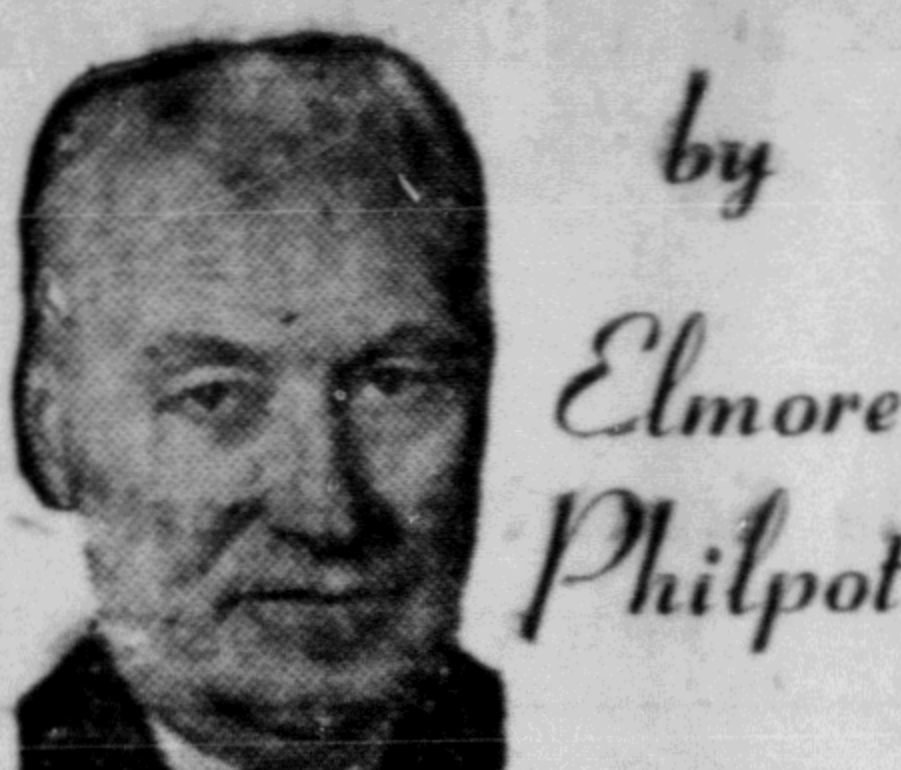
No casualties were announced, but property damage was estimated at about \$800.

## Greek Troops Open Fire On Bulgarians

ATHENS (CP)—Greek troops opened fire today on Bulgarian soldiers on the Greek-claimed border island of Gamma on the Evros River, the Greek general staff announced.

A communiqué said that the Greek fire—from machine guns and mortar—was not returned.

## As I See It



by Elmore Philpott

### Peacemaker Packs Punch

GULL LAKE, Alberta.—This Alberta School of Religion has operated every summer for over a quarter of a century.

Most of its talks and lectures have centred around world politics, and the Christian's part in them.

Looking over the long list of leaders in other years I see the names of pacifists, Quakers, militant socialists, and even a few far-leftist missionaries.

But this year the school has listened to a sharp, clear warning against Christian participation in Communist-organized fronts—above all, the Communist-led peace councils.

The peacemaker doing the talking is Rev. John Swomley, the Secretary of the Fellowship of Reconciliation. He packs a two-fisted punch, even if his punches are delivered on the Gandhian basis of non-violence. One of his blows is against the armament race and militarization, in his own country, the U.S.A. But another (more controversial here) is against any tie-up with Communists in such things as the Stockholm Peace Petition.

JOHN SWOMLEY is lean, tall, precise, friendly and intelligent. He is in his early thirties and married. He was in law school when a girl friend converted him to pacifism. (No, he did not marry her.) He became a Methodist minister and for many years now has been a key man in the U.S.A. against corruption, and also against racial persecution and discrimination. He himself lives on the doorstep of Harlem, and he has a long nation-wide record of successful activity against such practices as excluding negroes from restaurants and movies.

But in regard to the Communists, and their peace fronts, Swomley is hard as granite. Moreover, he can discuss the set-up of the world Communist movement as objectively as any physicist professor. He knows (and documents) the whole story of all the turns and twists of the Communist world line. And above all, he knows the full story of the Communist peace-fronts, and of how sincere Christians who got tied up with such fronts time and again found themselves "taken for a ride."

IN A NUTSHELL, Rev. Swomley's talks come down to this, on the subject of Communist peace fronts:

Every organization which the world Communist party sponsors either openly, or as a front, is an integrated part of the totalitarian machine which operates first, last and all the time in the interests of Russian national policy. He lists a long list of events, dates, and cases to prove that the "war preparations," which the Red-led fronts are trying to stop are only those of the countries outside the orbit of Russian power.

The self-same Soviet-un organization which helped line up millions of names on behalf of world peace also works to build up the biggest war machine behind the Iron Curtain.

He tells of one case where the Red-peace front people out-smarted themselves. They had induced virtually the whole population of East Germany to sign the Stockholm Peace appeal. But later when they wanted a quod eras aqua pa had signed to join the new "people's army" many youths tried to hang back. They really were for peace—but were taught their mistake.

SWOMLEY and I have had several friendly arguments. I can not go along with him on his pacifism—even if I do believe Gandhi was the greatest exponent of the "positive political principles proclaimed by Jesus Christ in the Sermon on the Mount. But I do believe that Swomley knows what he is talking about. He has learned about Communist peace-fronts the hard way.

### BUILDING BOOM

REGINA (CP)—City building inspector H. A. Jones predicts 1952 will be Regina's biggest construction year since 1929. He expects total value of building permits will reach \$7,000,000 by the year's end, up \$1,000,000 from last year but still below 1929's record of \$10,000,000.

### GREAT PIONEER

Cecil Rhodes, the famous African explorer, was a multi-millionaire and premier of the Cape Province at age of 37.

## Ship-by-Rail Group Flays Truck Hauling

A unit of the Ship by Rail Association of Canada was organized here last night with W. N. R. Armstrong elected as president.

Other officers are J. F. B. Gynka, vice-president; E. L. Taylor, secretary-treasurer; J. E. Bateman, business agent; and A. E. Carlson, M. A. Williams and Mrs. G. G. Menteke, executive board.

### HERE

...and NOW

By LARRY STANWOOD

### MOST MODERN FOG HORN

While Prince Rupert is not classed as a foggy port, there are certain hazards in the approach to the harbor.

To warn ships of Holland Rock reefs is the most modernly operated fog horn in the world.

Also, it is believed the only one of its type in existence.

It has been used extensively in the past few weeks due to morning fogs which roll in during the evening and stay lingering on the coast until near noon. Holland Rock fog horn, 11 miles from Prince Rupert, now is operated by remote control, by a lightkeeper on Barrett Rock 4 1/2 miles away. He just presses a button, then waits a few minutes for it to begin blowing. It is radar operated and was specially designed by the National Research Board.

### THE ONLY ONE

"We believe it is the only one of its kind in the world," said N. A. Beketov, department of transport manager here as he explained how it worked.

The Holland Rock installation has a radar receiver and a short-wave transmitter. At Barrett Rock is a radar transmitter and shortwave receiver. When the lightkeeper at Barrett presses the button he operates the transmitter and the receiver at Holland Rock starts with relays two air-cooled, gas compressor engines relays.

There is, however, a knack in operating this remote controlled unit. The operator must wait several minutes between starting the first and second engine. When he presses the button, the combination of relays at the isolated rock makes five attempts to start the engines—if necessary. To know whether the first engine has started, the lightkeeper listens in his radio receiver, where he hears what's going on at the Rock.

A microphone has been set up near the engines to eavesdrop on their behaviour.

This highly technical and intricate operation "works like a charm," all ship captains agree. The horn can be heard "well over" four miles away. It is known as a twin diaphone installation, similar to that employed by other stations along the coast, but its operation is unique.

### STARTED BY FIRE

All this trouble the department of transport has gone through because of a fire in 1948 which burned down the Holland Rock lighthouse.

Considered a very important aid to navigation, an automatic fog bell was installed immediately, operated continuously by CO<sub>2</sub> gas. But this method proved highly expensive and range of the bell was not over one-quarter of a mile, said Mr. Beketov.

The system was discontinued and a radio-controlled station, similar to one in Sidney, Harbor, Nova Scotia, was planned. However, installation required 64 tubes for operation, so was considered unreliable, in case the tubes took a notion to turn bad.

The National Research Board volunteered to have a radar expert design controls of much simpler and more reliable construction.

A special concrete building 20 by 30 feet built on the foundation of the old lighthouse houses the unit.

Following installation supervised here by F. R. Parks, head of the National Research laboratories, and S. Robson, senior fog horn engineer of DOT, there was just one more kink to iron out.

Would ships, equipped with radar, set off the machinery unintentionally?

The Prince Rupert-based lighthouse tender Alexander McKenzie was used as a test ship and the Holland Rock reflectors were so placed, after experimenting, that ships could not interfere.

Besides being a new departure in the field of electronics and navigational aids, this new installation serves another purpose.

It has eliminated the necessity of some man spending a lonely life, tending a lighthouse on a lonely rock.

W. J. Meagher, national president of the association here from Niagara Falls, addressed the large meeting at the Civic Centre.

Mr. Meagher stated that the cost of building and maintaining highways was a problem "of the first magnitude that provincial and municipal governments have to face."

He noted in a Canadian Press dispatch published in the Saskatoon Star Phoenix, June 30, that the Saskatchewan Association of Rural Municipalities had passed a resolution at their meeting asking the provincial government for a "searching inquiry towards the solution of the developing rural road problems."

Mr. Meagher said that in the United States the people were getting tired of building roads for a few individuals to deteriorate, namely the heavy transport. Taxpayers outside the railway industry have started to set up organizations known as highway conservation leagues.

He quoted S. T. Roebuck, president of one league at Chicago, as saying: "It is a well known fact that public roads everywhere are being pounded to pieces faster than money can be found to replace them."

"A pitifully small minority more interested in profit than public welfare is primarily responsible for the shameful abuse of our national system of highways. Heavy trucks used for long haul freighting are the principal offenders yet they constitute less than one per cent of all motor vehicles," said Mr. Meagher.

"They (truck lobbyists) claim to represent all truck transportation including farm and delivery trucks, but actually they speak for heavy haulers in inter-city operations, a group that is far less than five per cent of all trucks."

Mr. Meagher stated he had witnessed the La Plata, Maryland, test, which was inaugurated by 11 states and the District of Columbia at a cost of \$245,000. It showed that a 44,800 pound truck caused 11 times as much damage as a 32,000-pound truck and that the estimated damage done on a concrete highway after 390,000 miles was \$28,000.

The speaker quoted an article in the Toronto Globe and Mail which said that truck traffic through the city increasing every month gives many of the main arteries a day and night pounding which would eventually reduce the strongest pavement to dust.

DRIVERS TOO SMART VANCOUVER (CP)—A driving instructor here suggested that "dumber persons" make better drivers. "Once the dumb stuff of ent grasps the mechanics of driving he remembers them," he said. "It's the brainy ones that give us the trouble."

LONG STRETCH Successful wireless telephone communication between England and Australia was established in 1924.

VANISHING AGE BARRHEAD, Alta. (CP)—Remnants of the horse-and-buggy era are disappearing from the local scene. Latest to go is the Hoffman livery barn, which will be replaced by business premises.

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## Blood Soaked Earth Races for Peace

By J. M. ROBERTS  
Associated Press  
News Analyst

Just 38 years years ago the world launched itself on a series of activities which would give to this century the name of "Bloody Twentieth."

August, 1914, has gone down in some of the books as the end of the golden age. Some believe that the war then joined as the one we are still fighting today.

Surely, since that day, the men who have died in the war, the wealth that has been destroyed, overshadows everything in the previous barbaric wars of which history used to make so much.

Yet at the beginning of this century science and new social attitudes were giving promise of

## More Car Accidents This Year

VICTORIA (CP)—British Columbia motorists are having more accidents this year but they aren't killing each other so fast.

The provincial Motor Vehicle Branch reported Wednesday that 62 lives were lost in accidents during the first six months of this year, compared to 73 in the same period last year.

In the first half of 1952, 9165 highway accidents injured 2787 persons and resulted in property damage totalling \$2,609,692. In the corresponding period of 1951, there were 8598 accidents, causing injuries to 2630 persons and property damage amounting to \$2,285,536.

## LETTERBOX

PRINCE GEORGE RULES OUT TAXI PARKING Editor, Daily News:

I am enclosing a clipping from the June 30 issue of the Prince George Citizen. I was interested in the way the Prince George Traffic Committee proposed to handle a problem parallel to the one we have here.

The new bylaw cancels the right of taxicab operators to leave their cars parked in front of dispatching offices. Instead they will be granted loading and unloading privileges similar to those given merchants.

Prince George's Traffic Committee Chairman is quoted as saying "It is not unusual to see four and five taxis parked in a row on a main street." I wonder what he would do about it if he had 10 or 12 taxis all parked in a row.

C. R. ROBERTS.

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## NOTICE

Extensive and essential repairs to the water reservoir. It is estimated that these repairs will take approximately six (6) weeks, and during this time will not always be possible to supply water at pressures at the higher levels in the City. Every effort is being made to eliminate or minimize these inconveniences.

Your co-operation is essential and respectfully requested during this period.

H. S. MAYOR