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Two Birds With One Stone

ONE of the most ticklish problems to face the new government is shaping up in the Vancouver-Burrard riding where the election of a Social Credit member has run into recount complications.

To be big about it, the government could order the recount which the CCF party is doing its utmost to secure. A government with a one-seat margin in the House, however, is hardly in a position to make grand gestures, particularly when they are made in the direction of its most serious competitor.

Probably the wisest course would be to sit tight and accept whatever caustic remarks are thereby inspired. On the other hand, the government could merge this problem with another it has on its hands and, if lucky, dispose of both at once.

Its other problem is the presence in its cabinet of two un-elected members. Both will eventually have to acquire legislative seats if they are to remain, and here may be the chance to place one of them, Premier Bennett already has stated he will call a by-election.

While the government might merely reduce its representation and increase its difficulties if it allows a new election in Vancouver-Burrard with one of its unseated cabinet members as a candidate, that risk must be run sooner or later in any case. A government without a finance minister or an attorney-general in the Legislature would have problems horrible to contemplate.

In normal circumstances, the doings in Vancouver-Burrard might be classed as a tempest in a teacup. If the recount is allowed, maybe it will turn out to be just that. But right now the cup looks big and the tea looks hot.

Must Improve Service

THE Arrow Bus Lines in its application for an increase in fares appears to be justified in the light of the steep incline in operating costs over the past 10 years.

City Council, however, is equally justified in calling for a complete examination of books of account and a hearing before the Public Utilities Commission. Performing a public service, the bus lines must stand ready to account to the public.

Operators of the buses have had no easy task in trying to keep up a schedule within city limits, it is true, due mostly to the deplorable condition of roads in the past. But even with the improvement of roads, the public criticism of bus service has not eased. There must be a reason.

If the bus lines hopes to get its increase in fares, we believe that the company must guarantee to bring up its standard of service. If this is done, there is little doubt that it will receive a lot of public support.

Without it, increasing criticism by the public will likely be sustained from which no one gains anything.

New Houses Cover Site of Slayings

WINNIPEG (CP) - A historic site here has lost out in the scramble for desirable building lots.

Seven Oaks Creek in suburban West Kildonan—scene of the only battle in Winnipeg's history—has been filled in and new homes are being built where Governor Semple was slain with 20 of his men June 19, 1816.

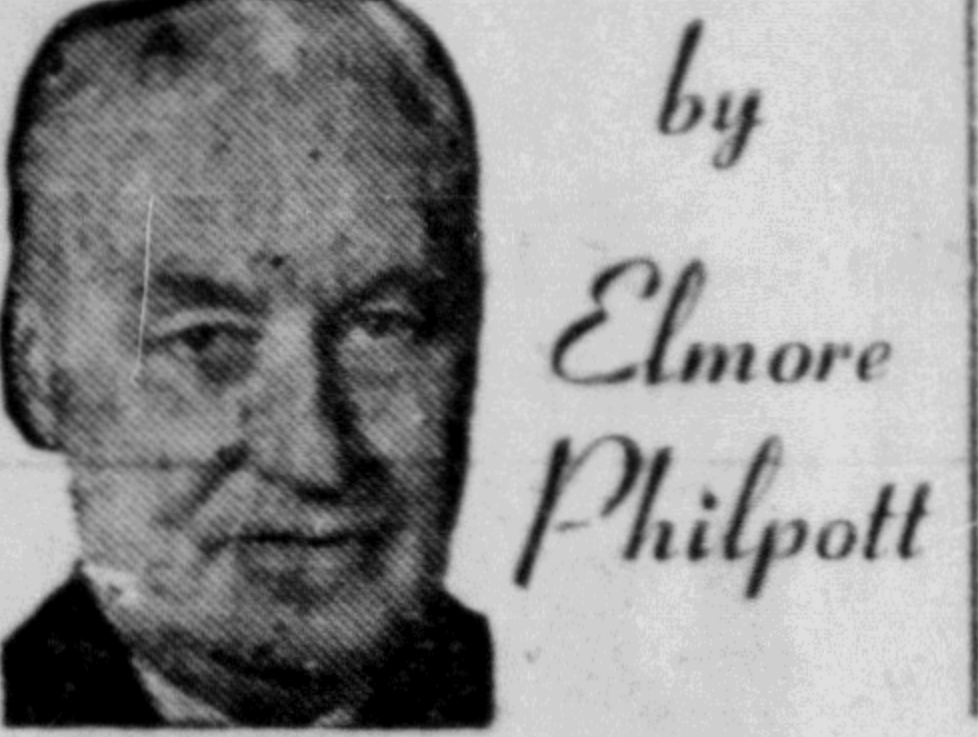
A simple monument stands on the bank of the creek in their honor.

The battle climaxed four years of bitter feuding between North-West Company fur traders and colonists sent out by Lord Selkirk in 1812. Governor Semple and his men were killed when they left old Fort Douglas to investigate a party of Metis Indians in the district.

Two years later a settler named John Inkster arrived and his log cabin still stands. It and the surrounding four acres have been deeded to the city as a memorial of the era.

Credit Women's Breakfast Club FIRST ANNUAL RUMMAGE SALE NEXT TO ROYAL BANK SATURDAY, AUGUST 23rd 10:00 a.m. to 9:00 p.m. Free Magazines COME EARLY GOOD RUMMAGE

As I See It



by Elmore Philpott

Hollywood Bound

PORTLAND, Oregon. — Last week, deep in the Canadian Rockies, I saw tourists stop beside the big sign which marks the spot where the mighty Columbia River rises.

Tonight my wife and I are in the great American city which marks the spot where the mighty river meets the sea; or more precisely, meets the ships which come from the ends of the earth, by sea.

We are Hollywood bound—but believe it or not—not because we want to see anybody connected with the movies. I hope to ask one real life authority what he knows on the mystery of the so-called Flying Saucers.

AS SOON as you cross the American border these days you see signs of the coming election. In a one day motor trip from Vancouver, Canada, to Vancouver, Washington, I saw more outdoor advertising for the November 4 election than I did in all Britain in the entire election of last October.

Our election advertising in Canada is crude as compared with the really high-class stuff they turn out here. From the point of view of craftsmanship it really is tops. Most of the big billboards are in two, three, or even four color jobs. The wording is terse and clear.

There is a strange aversion to reds or pinks, though, in this election. The Democrats, who are bound to be called Reds, or at least Pinks, by the Republicans, seem to be concentrating on green and yellow—or just about anything except the color that flows in the arteries of men who are still alive.

I AM certainly in no position to chide the Americans for being a nation of gadabouts. But at least I can plead that I never take trips just for the sake of travelling.

After talking with quite a few Americans, and unwittingly eavesdropping on the conversations of many more, I swear by all the gods that this nation on wheels is just going for the sake of the motion.

I overheard one bedraggled and beaten looking gray haired woman complain to a total stranger that she had been dragged over three thousand miles by car, given 48 hours to enjoy their supposed destination, then hurried off again.

She literally ran off, too, for there was an impatient honk-honk from the man at the horn.

YOU SEE the Americans at their worst, but also at their best when it comes to roads, automobiles and what goes with them.

It is quite true, of course, that nine out of ten Americans are rushing like mad to get someplace where they really don't want to go and where they won't stay when they get there. But it is also true they are beginning to streamline all their ways of life for this new age.

In this fine old city of Portland, for instance, they have built a system of cloverleafs, by-passes, overpasses, and underpasses that is like something out of Bellamy's great book Looking Backward.

Even Vancouver, Washington, puts its larger and more stuck-up Canadian name-sake to (Continued on page 6)

HERE AND NOW

By LARRY STANWOOD

A Prince Rupert born son of a pioneer fisherman who turned out to be so good a basketball player that he was signed up by the Pittsburgh Pirates stood on the bridge of the 4,000-ton freighter Lucidor to say farewell to the port of his birth through a misty rain.

Dewey Soriano, 32-year-old officer, remembered another day when he waved good-bye to Prince Rupert. He was five years old then and was sailing for the south on his father's halibut schooner, the Summer. Yesterday, when the Lucidor tied up at the CNR wharf, was the first time since then that Dewey set foot on Prince Rupert ground.

Many here remember well the Soriano family. Dewey is one of four brothers. The family settled in Neah Bay on the Washington Coast. Years later, Dewey landed in Seattle. That's where his baseball career started. In 1938, however, he happened to be in Ketchikan and at the July 4 Ketchikan-Rupert baseball tournament pitched for the Alaskan team and was defeated 3-2 by the then top-performing Bill Lambie.

In 1939 Soriano was signed up by Seattle and pitched in the Pacific Coast League until 1942 when he joined the U.S. Merchant Navy.

TO THE MAJORS On his return after the war, in 1946, the Pirates bought up Soriano but after spring training an exchange deal sent him to Indianapolis where he began a good season, but hurt his arm in the middle of it and had to lay off until the next spring.

"I was pretty scared then, because I sure liked ball playing and hated the thought to have to quit.

"I saw one of the best baseball trainers in the field and he worked on me for six months until that arm came back as good as ever," says Dewey.

After two years with San Francisco, again in the PCL, Dewey got a break and in partnership with another bought up Western International League Yakima ball club and named it the Yakima Bears. Soriano half owned, managed the club and played with it for two seasons until he sold his share to the San Francisco club.

How come he's putting time in at sea? That is a story which begins in the war days, when Dewey obtained his deep-sea ticket. In order to hold his licence he must put in some sea time within each five year period.

A highlight feature of Dewey's war service occurred when by coincidence three brothers found themselves on the same ship, then requested that the fourth—Dewey—be assigned to them to fulfill the complement.

This is how that sequence began which developed into a situation unprecedented in merchant navy history of the United States fleet.

Amigo Soriano, eldest brother, was captain of the W. T. Sherman, 8,000-ton Liberty class freighter running to the Aleu-

tians from U.S. west coast ports. Rupert Soriano (born in Prince Rupert and named after the city of his birth) was first officer.

Milton Soriano, youngest brother, was third officer.

With the three brothers together, they began wondering about the fourth. He was ashore, his ship just having gone into refit.

"Well, that just suited me fine," recalls Dewey. "I get a call from headquarters to be on board the Sherman as second officer. Who do I find there? Well, I told you."

The four Sorianos — top four officers on the ship—sailed together for nearly a year without any trouble.

The W. T. Sherman is thought to be the only ship of the U.S. Merchant navy to have had four brothers on its nominal role at one time, let alone four top ranking officers.

"But owners of the ship got a kick out of it," said Soriano. "They called us the 'Soriano Maru'."

While here on the Lucidor loading canned salmon for Seattle, Soriano had a few hours ashore and he made the most of them.

He visited his aunt, Mrs. Jacob Johnson, of 601 Ninth Avenue East and renewed acquaintances with several other friends.

The Lucidor is owned by Alaskan Steamship Co. and Capt. Ludwig Jacobson is its veteran skipper.

Ray Reflects and Reminisces

Speaking of homes and housing shortages, there's a beautiful old dwelling in Kingston, Ont., that Col. Edward McNaughton, aged 32, and a bachelor, can have, along with \$250,000 if he's willing to change his name. Besides this, it's all covered with ivy. It would then be a simple enough thing to ask the first girl he meets also to change her name.

BUT NOT CULTIVATED Swarms of a new species of mosquito have been found in a California valley. A bite can bring on sleeping sickness or cause mental infirmity. California, as a rule, gives joyous publicity to anything that can be called a real discovery. But not this one.

Still wrangling over politics and what happened since June 12th. The alternative voting system is given rough handling by some.

"Think of it," says perplexed politician, "you can't get the ballots back where they belong."

"Oh, yes," remarks peeved partisan. "You can say the same of the old government. You can't get them back where they belong."

Iran's dictator will have something to cry about—which occurs frequently—if Russia, as sometimes suggested—gets her hands on 178,000,000 barrels of oil.

There is said to be a likelihood of attendance in Canada's national parks, this season, outstripping all records. Maybe so! Towering peaks are not restricted to B.C. and Alberta. They are plenty more parks all the way to the Atlantic, and each has a charm of its own and colorful beauty. And some prefer it that way.

BRIGHT THOUGHT In Maryland, it seems there is a group of citizens who want the school to return to teach reading, writing and arithmetic. The St. Catharines Standard observes it might not be a bad thing to throw in some spelling.

Pay as much attention to what you hear as to what you over-hear, and you'll make more friends.

LETTERBOX WOULD PAY MORE FOR SERVICE Editor, Daily News:

I read in our Daily News of the application by the Arrow Bus Lines for an increase in fares.

We do not object to paying 15 cents for the service. The ride is worth it, when we get a ride, but what about the times we have to turn out of the buses half way home and walk because the broken down vehicle cannot go any further?

Or, when we have to wait for another bus to come and give us a push? What about our waiting in the pouring rain for the 9:30 bus and it comes at 10, and the driver just laughs at you?

You can't wear anything decent because the buses are so dirty. I take my daughter to town clean, but she is not clean when we come back. For better service and cleaner buses we will gladly pay the 15 cents.

MADGE ROXBURGH. BUSINESS FAILURES Of the 404 Canadian commercial failures in the first quarter of the year 298 were in Quebec and 66 in Ontario.

Men's and Boys' Clothes and Shoes AT POPULAR PRICES SATURDAY



- BOYS' WINDBREAKERS - JACKET - Different styles. Less than factory cost. From \$2.50
BOYS' SWEATERS - Pullover and zipper style. Good quality. Factory cost. From \$5.00
BOYS' PANTS - For wear and dress. Good variety to choose from. Now, pair \$2.50
BOYS' SPORT SHIRTS - In fellows. Attractive patterns. Now
BOYS' ANKLE SOCKS - Special
BOYS' OXFORDS - School shoes. Well built, lots of wear and dress. Good quality. All sizes. Now, pair \$2.50
MEN'S DRESS SOCKS - Lots of wear, of good quality. Now, only, pair
MEN'S SPORT SHIRTS - Some Nylons, all sizes. Now
MEN'S SWEATERS - Pullovers, sleeveless, zip and styles. Good quality wool, well made. From \$3.50
MEN'S AND YOUNG MEN'S SLACKS - Big selection from. Perfectly tailored and styled. Now \$4.75
MEN'S SUITS - Latest in styles, well tailored. Single double-breasted, wool and gabardines. Perfect fit. Now from \$25.50
MEN'S SPORT COATS - All wool material, plain or double-breasted, good fit. Factory cost. Now
MEN'S JACKETS AND WINDBREAKERS - For dress, dress and work. Factory cost. From \$15.00
MEN'S GABARDINE COATS - Fully lined, new styles. All sizes. Now
MEN'S WORK PANTS - Heavy material, lots of wear. Special, pair
MEN'S SEMI-DRESS PANTS - Good fit. All sizes. Real Special, pair
MEN'S DRESS OXFORDS - Black and Brown. Good welts. Good fit, lots of wear. Special, from \$3.50
MEN'S WORK SHOES - Good quality, re-tanned heavy double sole and counter. Lots of wear. Special, pair

BE SURE YOU ARE IN B.C. CLOTHIERS 3rd Avenue Since 1930 Next To Royal Hotel

NOTICE TO All Flat Rate Water Heater Consumers

The following amendment to Schedule "B" and Schedule "D" of our Tariff for Electric Service has been approved and authorized by the Public Utilities Commission of the Province of British Columbia, to become effective on October 1st, 1952:

AMENDMENT: "All water heaters shall be thermostatically controlled with approved thermostatic devices. Suitable insulating coverings shall be installed on all water tanks serviced by said heaters. Thermostats and insulated tank coverings shall be provided, in place, by the Consumer. The Company reserves the right to withhold or suspend supply where the consumer does not comply with the above mentioned provisions."

All consumers having flat rate water heaters which are not thermostatically controlled and tanks covered with an approved insulating jacket should apply to this Company prior to October 1st, 1952, if they wish this service to be continued after that date.

The installation of these devices at the consumer's option may be done by any electrical contractor. This Company will, however, make the required change-over on a straight cost basis, for any consumer who applies for service before the above mentioned date. Blank application forms for this purpose will be mailed to all water heater consumers within a short period.

The monthly rate of \$3.60 per 1,000 Watts for water heater service remains unchanged.

The kind co-operation of water heater consumers in this matter will be very much appreciated.

Northern B.C. Power Company, Ltd. Per: T. B. BLACK, General Manager

Elto NOW IN STOCK GEAR-SHIFT CONTROL POWERFUL 12 H.P. TWIN Other Models from \$166 at RUPERT RADIO & ELECTRIC SPEEDSTER

Stops Sludge Better! Sludge can lead to costly engine repair bills, higher maintenance costs... Heavy Duty Marvelube guards against gummy engine sludge... reduces damaging engine heat... fights corrosive combustion acids... provides a tough lubricating film to protect your engine. Glad I switched to Marvelube Esso DEALER

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