

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  
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### SUBSCRIPTION RATES

By Carrier, Per Week, 20c; Per Month, 75c; Per Year, \$8.00; By Mail, Per Month, 50c; Per Year, \$5.00  
Published every afternoon except Sunday by  
Prince Rupert Daily News Ltd., 3rd Avenue, Prince Rupert.

## If Disaster, What?

WE WONDER if we may be fiddling while Rome burns. It does seem that there is a lot of dallying in the matter of civilian defence measures. The present situation appears to be, and the city of Prince Rupert is not alone by any means in that regard, of each one waiting for someone else to do something. The municipalities have to wait for instructions from the provincial government and the provincial government has to wait for the federal government and vice versa in reverse. So in a lot of places nothing is being done.

We all seem to be worried about the possibility of a sudden war. We take it for granted that, when war does come, there will not be any time to get armed or prepared. It does not take much imagination to picture what chaos would be caused in Prince Rupert for example even if there were a relatively minor war disaster.

Of course, we are all to blame and it may seem a little presumptuous for any of us to criticize as long as we do nothing ourselves. But it does appear that it is high time for a serious appreciation of the situation and the taking of action if not for defence at least for relief.

We would hate to think of any place being less organized, informed or equipped for an emergency—and not necessarily a war emergency either—than Prince Rupert.

## Well—We Get Support

IT HAS been said that a prophet is without honor in his own country. It is, therefore, with some satisfaction we hear that a petition is being circulated around Terrace—and getting a wide measure of signature—requesting the minister of public works to take immediate steps to make available the necessary personnel, machinery and equipment to keep open the year around the highway between Prince Rupert and Terrace. For years the Daily News has been consistently advocating this very thing but has been getting very little support from any quarter—most everybody seeming to go for the negative arguments that it is a physical impossibility to keep the road open or that there is not enough traffic to justify it anyway.

It is not so very many weeks ago that we were pointing out that it was even more important than ever now that the road should be kept open throughout the winter and the year around.

The Terrace petition, in its case for keeping the highway open, points out the new requirements of developing industry (particularly the cellulose mill and its timbering activity), franchised road services and the military standpoint.

The Terrace petition should be brought down to Prince Rupert. We are sure there would be very few who would have the nerve not to sign it even if they might have allowed themselves to be talked out of supporting the "voice in the wilderness" of the Daily News.

## People Needed

CANADA is really pressing for more immigration. The desperate need for more people is accentuated when the government now says that, if you have \$30, you can come here. They might as well say: "If you have 30 cents, you are welcome." We are thus paying their passage and even footing the tab for air rides. We do not want to be caught in a manpower shortage, if a hot war comes. On top of that, we have billions of public works to do if we can get around to them.

The fighting force may well occupy more and more of our young men. Industrial Canada is going ahead by leaps and bounds everywhere. So we need people, people, people.

Finally, if we do not use the land, someone else will. There's a real scare now that if we don't get going, the provisional capital of America for Mao tse-tung will be Edmonton.

## Scripture Passage for Today

"The end of all things is at hand; be ye therefore sober and watch unto prayer. And above all things have fervent charity among yourselves."—1 Peter 4:7-8.



As I See It

## By ELMORE PHILPOTT PURELY PERSONAL

IN A FEW DAYS I expect to leave on a five-month trip to India, Israel, Egypt, Italy, Yugoslavia and western Europe. The trip will begin and end in Britain.

I shall be writing all the time I am away—and for several hundred thousand more readers than regularly see my stuff while here at home.

THIS SEEMS LIKE a good time to say hello to new readers, and "thanks for everything" to old friends. As one editor wants me to tell his readers some facts of life, here they are:

I was born in Toronto 54 years ago (May 1, 1897). They called the street "Bismark Avenue" then, for our cousins the Germans were still best friends of our royal family. The street is Asquith Avenue now and there's a French restaurant where I came into the world at 7 a.m., bawling.

Don't hold my Toronto origin too much against me. At the age of six months I realized my mistake, and started to move west, getting only as far as Hamilton in that jump.

I was number five, of the thirteen children in our family—early learned the advantages and disadvantages of being born into a minister's family. We were taught and had it demonstrated to us that "the Lord will provide." Yet, of a Saturday night when dad examined our family footwear, and groaned to discover that the boys had all worn holes in the toes of their boots, belly-hammering on sleighs down Hamilton mountain-side—we used to wish that the Lord hadn't provided quite so many offspring for one household.

I WAS EDUCATED, they say, in Hamilton Collegiate, and attended the University of Toronto for two years. In Hamilton we had the most easy going principal that ever lived, I figure—old Doc Thompson. You did not need to pass exams, for they put you up to the next grade anyway. But in our final year we had to work to matriculate—it being a government-set examination.

All I learned at University of Toronto was how to play Canadian football and basketball. However, I always console myself by thinking that if the war hadn't come along in 1914 I might have developed a brain in my final two years.

LIKE TWENTY MILLION other guys I served in the first world war. Got my share of decorations, which used to come up with the rum rations. Got more than my share of German missiles and still carry around a load of German metal in my innards. On top of that, got rheumatism which has stuck to me closer than my brother. But as mother and dad still say (at age 85) the Lord moves in a mysterious way his wonders to perform. Because of all the hard knocks, ups and downs, and ins and outs I became a newspaper columnist, and am writing this, which you are reading.

IF YOU WRITE a controversial column, like mine, you learn that you make some of the people mad all the time, all of the people mad some of the time. The secret is not to make all of them too mad for the same reason.

I know I am doing o.k. when in the same mail I get one blasting letter from a communist calling me a worse imperialist than Churchill, and a scorching from an imperialist calling me a communist. Both are about the self-same column.

I AM GOING to India right now because it seems to me that if any statesman in the world has the key to live-and-let-live peace, it is Nehru. If the peace cannot be saved, it will also be India which will be in a position to salvage part of humanity from the wreckage. It will be India which picks up the pieces—if there are any.

## Daily Health Hint

The only way to make your body continue to function well is to give it a rest once in a while—relaxation and sleep can do wonders when you are physically or mentally exhausted.

## Huge Loss in Failing To Ship Peace River Grain Via Rupert

By PAGE RIDEOUT

Our 7,000,000-bushel wheat deal with Japan but demonstrated Sir Wilfrid Laurier's vision when he put Prince Rupert on the map. Also Sir Charles M. Hays' idea when he put \$3,000,000 into a ship-building plant to build his boats that were to ply the Pacific. But the federal election of 1911 threw Prince

Rupert into the scrap heap where it remained until the Pearl Harbor episode when the Americans took possession and expended some \$16,000,000 on rail and port fixtures. But the \$16,000,000 proved to be dead capital when the Americans folded their tents until the arrival of a U.S. company with the Columbia Cellulose plant which is spending many millions of dollars, and is claimed to be the biggest thing of its kind on the Pacific coast. And now the Aluminum Company of Canada, which is a financial child of American capital, is spending \$500,000,000 on a plant that covers the ground between a huge dam on the Grand Canyon on the Nechako River to a smelter at or near Kitimaat on tidewater.

Here the capital question mark appears on the horizon as to why, "when the American people have such faith in Prince Rupert and its surroundings," is it that our people refuse to use their own railway and port to ship the 7,000,000 bushels of grain to Japan.

Now, let us for a minute consider as to how Prince Rupert fits in as an overseas port for our great corridor across the top of the west.

Dawson Creek is the western railroad of our northland. It is 84 miles map measurement from Dawson Creek by way of Hudson Hope to Finlay Forks, the head of the Peace River. It is 150 miles from Finlay Forks to Hazelton, which is on the Canadian National Railways 167 miles northeast of Prince Rupert which should be our northern port on the Pacific. Prince Rupert has a grain elevator that will load three or four boats at one time. The city has a shipyard and dry dock that would look after any repair work a boat might need. She also has one of the three No. 1 harbors of the world—all of which is within 400 miles of Dawson Creek, our railhead of the north-west.

Thus, if the necessary railway between Hazelton and our railhead was a reality, which it should have been many years ago, it would have opened up one of the richest coal, water-power and mineral fields in the world, and every mile of the new line would be a revenue producer. Now we are shipping a con-

signment of wheat to Japan and the Peace River country is making its consignment. A wheat train has left Dawson Creek for that purpose but, when this train of, say, 40 cars, reaches Edmonton the wheat has been hauled 500 miles, or around 100 miles further than if it had been shipped direct to Prince Rupert. At Edmonton this train is divided on a 50-50 basis between the Canadian Pacific and Canadian National Railways. The CN hauls their 20 cars 771 miles and the CP hauls their 20 cars 833 miles, and the wheat is landed in Vancouver. But the wheat in the CNR train has been hauled 1273 miles while the grain in the CPR train has travelled 1340 miles, as against some 400 miles if the grain had been shipped direct from Dawson Creek to Prince Rupert.

The Vancouver Sun has announced the arrival of a Japanese vessel for the first cargo vessel for the first cargo of this 7,000,000 bushels of wheat, that boat sailed 500 miles extra in order to pass up Prince Rupert and arrive in Vancouver; and, when she arrives at her home port with her cargo, she will have sailed another 500 extra miles, and this will be repeated by each of the 20 ships that are supposed to make the round trip in January.

Now let someone take a pencil and figure out as to just how many miles of extra sailing will have to be done to get the 7,000,000 bushels of grain over to Japan. Then, surely, this small sea of figures mingled with common sense and reason tells us in no uncertain language that that 7,000,000-bushel shipment to Japan should have been shipped through Prince Rupert by all the laws of God and man, and what a boost that shipment would have given Prince Rupert in developing her into a strong port on the northern Pacific which our country now needs, as we observe the war clouds climbing over the northern horizon.

REDEGAR, Monmouthshire—Douglas Bevan was fined the equivalent of \$1.50 here for stealing coal. Police said that footprints in the snow led a black trail from the coal-shed to his home.

## RAY...

Reflects and Reminisces

We learn that in Prince Rupert, during 1950, births outnumbered deaths almost four to one. Babies totalling 290 were born. Seventy-five died. Well, Prince Rupert's first mayor was named Stark.

"Paper, sir?" He was not more than eight or nine, and paused hopefully at the elbow of a sturdy adult sitting at the counter in a local cafe.

"Who, me?" "Yeah. Read all the latest news."

"But I can't read." He grinned and glanced around. "The newsboy backed away, remarking: 'Then why are we spending so much money building all the schools? Why don't you go and find out how it's done?'"

Covered hockey and curling rinks, built at the Canadian Legion site, would be little more than a step to the Civic Centre where there's a splendid floor for basketball, baseball is played on the Acropolis. Two modern theatres will be convenient. One of the finest of harbors offers water sport. Going ahead with what is being projected in the development of games and play will mean careful planning and money outlay. But it would give an advantage of first importance. Recreation would be centralized and on a broader scale. One generation has already grown up here without enjoying a hockey or a curling match. It would be a shabby deal to have it occur again.

Mrs. Carlson of Keremeos, who headed the group that awaited

## Procedure Is Held Invalid

Prince Rupert Chamber of Commerce has held as unconstitutional procedure which has been taken by the executive of the Associated Boards of Trade of Central British Columbia in offering the names of A. C. Fowler of Smithers and V. A. Taylor of Burns Lake as candidates for the office of vice-president of the Associated Boards following the departure of R. J. Bourque of Burns Lake from the district. The opinion of the local chamber is that the office should remain vacant until the next annual meeting of the Associated Boards.

the end of the world January 9, else again, has sent 11 children back to school. They should never have left. Some sort of special instruction for the lady herself might not come amiss. Correspondents assigned Korea might as well remain home, judging from their protests. Publicity, premature otherwise, can affect military security. That much is understood, but the people of a country should be able to accept as well as good news. Correspondents are responsible and object to having their reports cut to pieces and being threatened with court-martial should they dare object.



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