

Monday, August 13, 1951

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  
A. HUNTER, Managing Editor. H. G. PERRY, Managing Director  
SUBSCRIPTION RATES:  
By Carrier, Per Week, 20c; Per Month, 75c; Per Year, \$8.00.  
By Mail, Per Month, 75c; Per Year, \$8.00

## Unnecessary Road Noises

THE unmuffled roar of cars, trucks and motorcycles, which the Vancouver Province complains about in that city, is also a growing nuisance in Prince Rupert about which something should be done.

The police cannot possibly check all vehicles, as the Province says, but there are drivers of trucks, buses, cars and other vehicles who need to be reminded that their licences do not give them the right to make unlimited noise and disturb the whole neighborhood.

It is not only mechanically-minded youngsters driving around in vehicles from the scrap heap. In Prince Rupert, it is the trucks and the commercial vehicles which are the main offenders. Many of these vehicles, there is no doubt, are operated more noisily than they need to be.

When vehicles are operated with such a commotion as is becoming very frequent here, the police, as the Province suggests, should make a special effort to enforce the law.

## Rupert-Haines Ferry

HISTORY is pushing the Prince Rupert-Haines ferry up to the forefront of vital projects on which action should be taken in the next year, says the Ketchikan Chronicle.

The vast industrial development in Central British Columbia, centring in the Kitimat-Rupert area where aluminum and pulp mill expansion is under way, will give that region many people . . . who will want to enjoy Alaska's playground facilities.

Completion this fall of the Hart Highway from Prince George across to Dawson Creek, British Columbia, will give millions of west coast motorists a short cut from their homes to the Alaska Highway, making it more easily accessible. They will want to drive north to Whitehorse, Fairbanks, Anchorage and Seward, but they will not want to double back for 700 miles from Whitehorse to Dawson Creek. They would much prefer the ferry link and the Haines cutoff, which stops at the picturesque towns of Southeastern Alaska.

However, to bridge the Haines-Rupert gap is still a problem. But it may not be impossible to solve. First, of course, the Territory has taken over operation of the Haines-Tee Harbor (Juneau) ferry and Treasurer Henry Roden says it is making money.

Second, the new Ketchikan pulp mill will finance or contract for a ferry service between here and Rupert, so its pulp can go overland on the Canadian National railroad. That will lop another 90 miles off the Haines-Rupert route, in case the local run into Rupert is made a public carrier, with facilities for handling motor cars as well as railway cars.

That being the case, there would be left a mere 250 miles between Ketchikan and Juneau, or roughly about 60 per cent of the total Haines-Rupert mileage. That would not be impossible for the private Rupert-Ketchikan carrier to handle, perhaps with a contract from the Territory to help it over the first year or two on the theory that persons using it would spend in Alaska several times what it might cost to bring them into the Territory. And they probably would pay in taxes on gas, tobacco, liquor and other purchases a larger sum than the Territory would be out in helping establish the ferry.

The demand for this ferry will grow as traffic flows over the Hart Highway next year. If the Alaska road commission is unable to sell the military on operating such a ferry route—and the military favors establishment of the service—it probably will become a safe investment for private capital once there is a heavy cargo available for part of the run, to and from Ketchikan.

## As I See It



by  
Elmore  
Philpott

### What of Germany?

GULL LAKE, Alberta.—

We left the discussion of Germany till the last, at this 1951 camp of the Alberta School of Religion.

Different speakers dealt with Germany. I told them about my two visits to that country; of the amazing industrial comeback of Germany between 1949 and 1951; but also of the open activities of extreme reactionaries like the new Nazis under the would-be Hitler Number Two—Major General Otto Ernst Remer.

But I gave them also the other side of the picture—about test votes taken in four typical cities, one in England, one in Belgium, one in Denmark and one in Germany. The question in each case was the same:

"Would you favor an elected democratic world government, with power to make law to keep peace between all nations?"

I told them the results of those votes which were approximately:

English city . . . Yes 78%  
Belgian city . . . Yes 79%  
Danish city . . . Yes 84%  
German city . . . Yes 92%

THE SENSE of this year's camp was that there was nothing in the character of the German man or woman which made that man or woman any different from other peoples.

It was, indeed, recognized that it is only GERMANY AS A NATION, as a power in a world of power politics, that is upsetting. Everybody here seemed to agree that the Germans as people would be great assets as world citizens, if and when we get a real world parliament. They could serve, with others, as World Peace Police. But the conference felt there was also urgent need for short range solutions.

THE CONFERENCE passed a very strong resolution against the re-armament of Germany. It opposed this on three grounds:

1. Because we had solemnly pledged ourselves at the end of the Second World War never to rearm Germany, as a national power.

2. Because even the military arguments in favor of the rearmament of Germany defeat themselves. That is, if Germany is induced to rearm to the point which would have any bearing on the balance of military power, what guarantee have we that she will not double-cross those who so build her up? How do we know she will not strike at us again—just as she did in the first two world wars?

3. Because Germany is, in fact, the very core and crux of the big power struggle—rival rearmament of the two parts of Germany would so magnify the already world bankrupting armament race that German rearmament would increase the very danger it was supposed to decrease.

The conference strongly urged that Germany be made a democratic and demilitarized zone, following the example of Switzerland. If this is done, the conference decided, the effect would be to make for peace between the two big power blocs—and also for the welfare of the Germans themselves.

MY MIND flashes back to the last days of Hitler's war, when a fine German called me up and proposed the very solution that these prairie farmers and preachers now urge. He had been head of one of the most famous business establishments in all Germany, till forced to flee from Hitler.

"There is only one solution for Germany—and for the world," he told me. "She must become another Switzerland, armed only for internal security."

Now, after these ominous years, it seems to me that such is the only policy which can halt the mad onrush to war.

### SCORNE MAKE-UP

Eleanora Duse, famous Italian actress who died in 1924, never used make-up on the stage.



PRESIDENTIAL CITATION—Lt. Col. J. R. (Big Jim) Stone of Salmon Arm, B.C., examines a citation from President Truman awarded the Second Battalion, PPCLI, for "extraordinary heroism" in Korea. With him is Defence Minister Claxton, who presented the citation, awarded for defensive action at Kapnyong April 24-27. Col. Stone took the citation with him when he returned to his unit. (CP PHOTO)

## ray . . Reflects and Reminisces

Wish we could get as much rest and enjoyment from sleeping in a Pullman berth as the people appear to in the advertisements.

### HE HAS HIS RIGHTS

Now that care and knowledge in motoring must be recognized, it is worth while recalling that sometimes there are arguments concerning refusal to pick up hitchhikers. That is, when the motorist is driving alone. Some say his refusal brands him as selfish and immoral. But it's also worth remembering that the fellow who bought the car in the first place, bought the license plates, gasoline and maintained repairs, at all times possesses a few rights of his own. One may be disinclined to have company—particularly if the hitch hiker prefers to sit behind the car owner.

In future, Laurie House will be open to the public. The building is of brick, and has been standing for about a century. As a rule, the homes of former Prime Ministers have not, in any way been outstanding. It has remained for St. Laurent to be the first to occupy premises, surpassing by far anything in the past. And this will serve throughout the days to come.

### GLANCING BACKWARD

The British Museum in London is a huge building full of articles impossible to replace.

## Tailoring for Ladies and Gentlemen

## LING the tailor

220 Sixth St. Phone 649

21-Piece Breakfast \$6.95

Sets . . . . .

32-Piece Breakfast \$8.95

Sets . . . . .

21-Piece Bone \$15.95

China Tea Sets . . . . .

Dinner Sets, from \$27.95

66 pieces at . . . . .

(Including beautiful Wedgewood and Coudon King's Plate)

### SPECIAL

English Bone China

CUPS AND SAUCERS at

69c and 97c

PUNCHBOWL SETS

\$7.95

MANSON'S

China Shop

and beyond price. The same may be said of dozens of other great cities and each institution no doubt began in a small way. Alaska takes a real pride in what has been assembled in Juneau. If, as suggested, Prince Rupert people perhaps feel indifferent if urged to give their support, it seems clear that others, quite as important, are not.

Any ardent Florida booster will readily confirm the statement that a Californian is a person with too much atmosphere, too much money, too much leisure and too much nerve.

### STOP THE PRESS

Looking through a few Daily News files the other day, we were brought up short and sudden by enormous headlines, blacker than ink itself. The date was Tuesday, April 7, 1914. The Union Bank in New Hazelton had been robbed. Three bandits were shot dead, and a clerk suffered a scalp wound. The robbers were Russians, one with red hair. All told, they numbered seven. Citizens fired from behind stacks of silver ore. The bank's loss was light—perhaps a few hundred.

Skene was full of good stories (from the newspaper angle) forty or more years ago. It's tame today, by comparison. Chances are that thousands who today live in Prince Rupert have never heard of that bank robbery if it happened, like enough before they were born. The news went all over Canada, as well as a good-sized part of the United States.



## For smooth power I switched to Esso Gasolines

Fill your tank with "up-to-date" Esso or Esso Extra Gasolines. Take your car out on the road. See for yourself its better all-round performance.

Esso and Esso Extra Gasolines are continually being improved to give the best balanced combination of smooth flowing power, lively acceleration and protection against engine ping and vapor-lock. For more happy motoring, switch to Esso Gasolines and you're always ahead!



the sign that says  
MORE to stop for

MORE guaranteed tire life with the famous Atlas Written Guarantee that's honored by over 38,000 dealers in Canada and the U.S.

MORE engine protection with Marveline—the premium motor oil that meets all car manufacturers' specifications for correct lubrication. A detergent motor oil that not only lubricates but cleans!

MORE happy motoring with Imperial Esso Road Maps and Imperial Esso Touring Service that routes you anywhere. Both are yours for the asking.

MORE of the services you want wait you at your Imperial Esso dealer. Drop in at the Esso sign any time to have radiator and tire pressure checked or for any of the other services your car may need.

## Atlin Ruffner Has Good Ore

Early Shipments to Gross  
\$121.22 Per Ton

One of four recent gold-silver-lead-zinc ore discoveries at Atlin-Ruffner Mines Ltd. at Atlin will provide ore for early shipment having gross value of \$121.22 per ton.

John McDonough, general manager, says the other three finds are still to be evaluated but also have impressive possibilities. The mine program is now well advanced toward placing the company on a shipping basis.

Within a short distance of 4A adit which failed to locate the ore zone, removal of scrub brush, glacial moraine and boulders to a depth of about ten feet has exposed 350 feet along a zone, 16 feet wide. Within the 16 ft. width occur three veins only one of which has been sampled as yet. Full length of the veins is still to be determined but sampling every 10 feet for a total of 130 feet has shown the hanging wall vein to average across 2.1 feet \$121.33 per ton in gross metal value based on 0.11 oz. gold and 37.86 oz. silver per ton; 17.81% lead and 4.52% zinc. Mr. McDonough says \$60 per ton net smelter return on this ore may be regarded as very conservative. Actually as the ore lends itself to sorting he expects the shipments will average around \$150 per ton.

Only one channel sample has been reported from the center vein as yet. Across eight inches it averaged 202.28 oz. silver per ton. The footwall vein is still to be reported on.

On the strike of the same zone 850 feet to the west, another new discovery has been named the Ruby vein. Where found this exposure is 3 1/2 feet wide consisting of massive galena with considerable Ruby silver in evidence.

To open this new ore source at depth the old 4A adit has already been put in shape and crosscutting aimed at downward projection of the new vein starts this week. This level will give from 100 to 150 feet of backs on the vein.

The company's schedule calls for shipping 30 tons of high grade this month. The shipping rate the next three months will be 150 tons with 250 tons scheduled for December and from then on about 400 tons monthly.

Access by new government highway between Atlin and Whitehorse has made the new operation at this mine possible. Mr. McDonough says permanent camp has been established, adequate hydro power is available for development nearby and the company has ample funds for the present program. Thomas Young is mine superintendent. He formerly held a similar position at Buffalo-Arctic. The consulting geologist is Dr. A. P. Beaven.

## Cunard



## A GLORIOUS TRADITION

When you travel by Cunard you do more than "travel"—you enjoy gracious living at its best . . . relax in complete comfort, secure in the knowledge that service bound up in the most glorious tradition of Cunard. Travel is now anticipating your every wish. Surrounded by comfort, attracted by a tasteful variety of activities, your every moment with Cunard will be filled by the generous attentions of the sea's finest, most gracious host—that glorious tradition of travel that is Cunard.

Weekly service through the historic St. Lawrence

"FRANCONIA", "SAMARIA", "SCYTHIA", "ASCANIA"

Frequent departures from New York, including the World's Largest and Fastest Steamers, "Queen Elizabeth" and "Queen Mary"

First Class Fares from \$210. — Tourist Class Fares from \$100

See your Local Travel Agent "No one can serve you better"

THE CUNARD STEAM-SHIP COMPANY  
LIMITED

626 West Pender St., Vancouver, B.C.

ADVERTISING IN THE DAILY NEWS BRINGS RESULTS

## For NEW CONSTRUCTION and REPAIR WORK SEE GREER & BRIDDEN LTD.

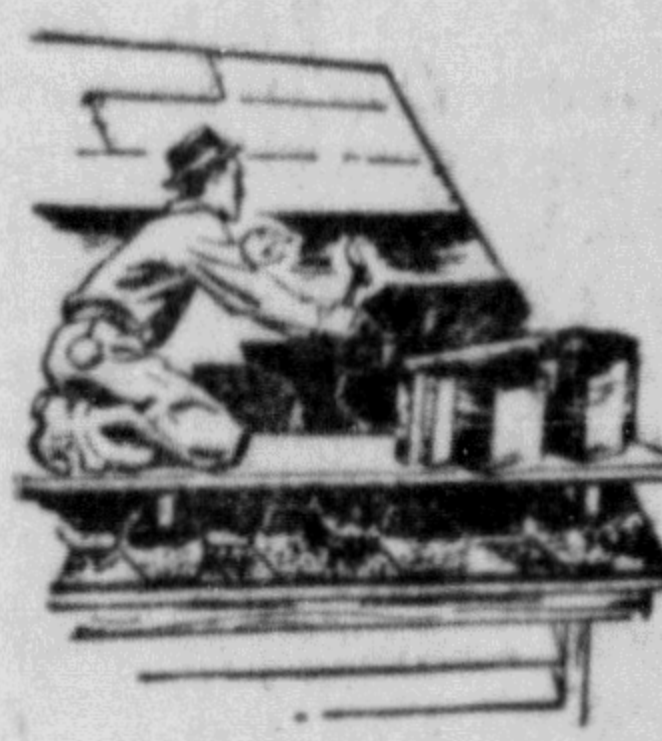
215—1st Avenue West

Phone 969

## ORMES

The Pioneer Druggist

PHONE 81



## Mac Construction Company

WILL DO YOUR JOB CHEAP

Roofing . . . Siding . . . Alterations

Estimates Gladly Given

Black 660

## The LADIES APPROVE . . .

—of the economical prices,  
—the wide variety  
—the convenience  
. . . of the Variety Store

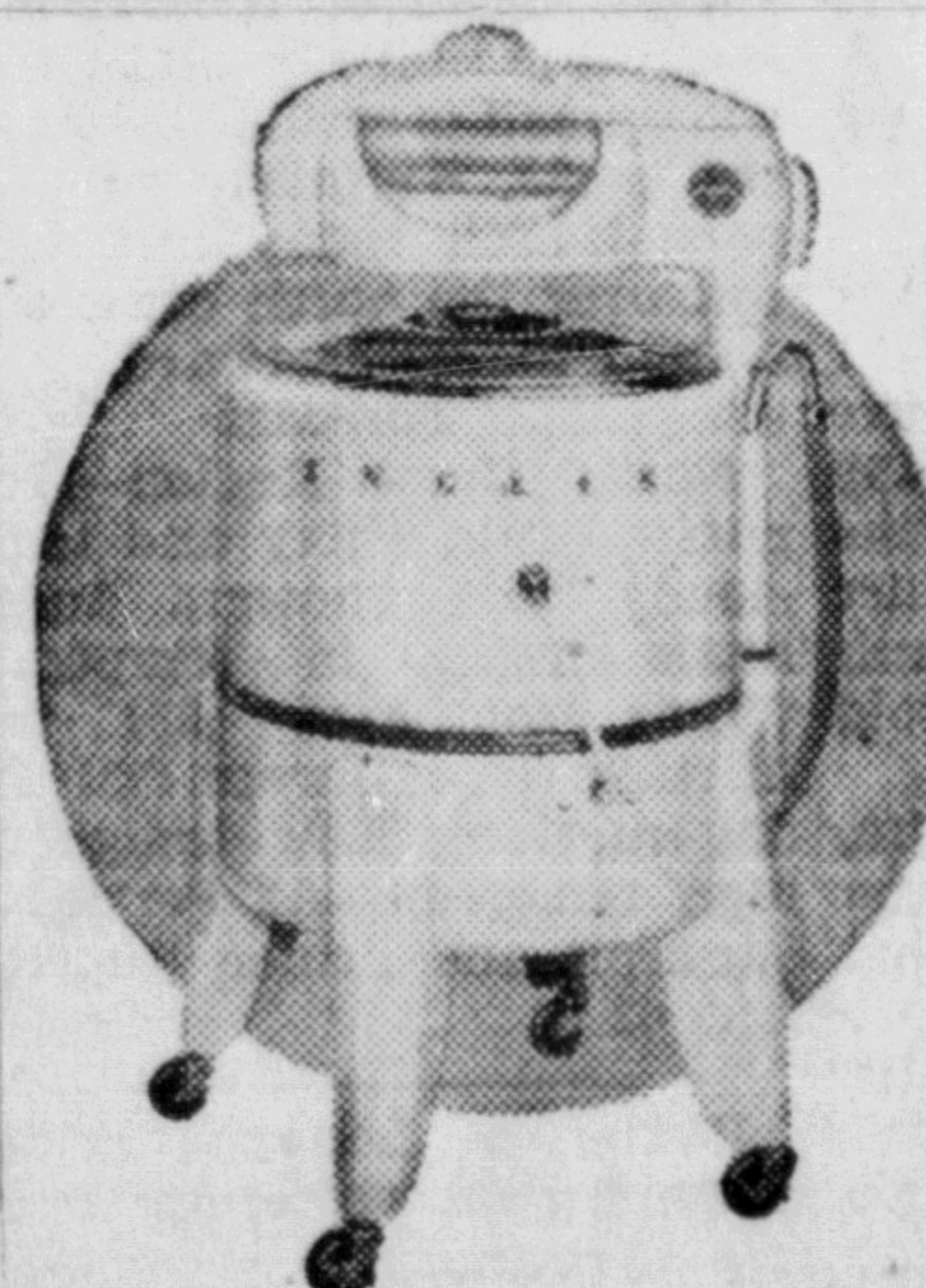
Come in and see our summer stocks  
for all the family, as well as for the

## THE VARIETY STORE

Where Your Dimes are Little Dots

518 3rd Ave.

Box 1118



## 7 TIMES THE WINNER

Actual tests prove that  
INGLIS washes clothes  
WHITER . . . BRIGHTER  
. . . CLEANER than any  
of the 7 leading makes  
of washers.

Now available at

Rupert

Radio & Electric

## Your Best Buy Harwood's Rye Canada's Finest

This advertisement is not published or displayed by the Liquor Control Board or by the Government of British Columbia.