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Atomic Age

“THERE WILL ONE DAY spring from the brain of science a machine, or force, so fearful in its potentialities, so absolutely terrifying, that even man, the fighter, who will dare torture and death in order to inflict torture and death, will be appalled and so will abandon war forever.”

Who said that? Thomas A. Edison was the man and he made no mention of atomic energy. He had no name for what he had in mind but it was a vision of this, the great inventor was thinking about. He has long been dead but his opinions remain entitled to respect. If this is not the atomic age, it is the dawn of such an age. Today, something is brooding over the world that transcends all else. It is this force, this staggering power. Its possibilities, as yet only feebly guessed at, sets a universal question mark.

Harnessed, and exclusively applied to purposes of peace one can only surmise what atomic energy might not be able to do for the general benefit of mankind. But utilized as an instrument of war, it could only mean the wrecking of nations and general chaos. A choice must be made, before the people of today can feel the relief that it is their right to expect rather than to merely hope for.

One thing in favor of death over taxes—death doesn't get worse every time Parliament meets.

FREEDOM OF PRESS

GUARANTEE of freedom of the press is being sought by the Canadian Daily Newspapers' Association because this organization with a membership of eighty-six feel convinced these rights are insecure. Not so long ago, the year was 1938, the question of press rights became an issue in Alberta. Sir Lyman Duff, then Canadian Chief Justice, had the following to say:

“Under the British system, which is ours, no political party can erect a prohibitory barrier to prevent the electors from getting information concerning the policy of the government. Freedom of discussion is essential to enlightened public opinion in a democratic state: It cannot be curtailed without affecting the right of the people to be informed through sources independent of the government concerning matters of public interest. There must be an untrammelled publication of news and political opinions of the political parties contending for ascendancy.

“Democracy cannot be maintained without its foundation: free public opinion and free discussion throughout the nation of all matters affecting the state within the limits set by the criminal code and the common law. Every inhabitant of Alberta is also a citizen of the Dominion, and the province cannot interfere with his status as a Canadian citizen and his fundamental rights.”

SECOND PRINCE GEORGE

HUNDREDS of Vancouver businessmen were making an admiring inspection of the new CNSS Prince George while Transport Minister Lionel Chevrier was telling the Commons that Canada needs a whole fleet of fast modern merchant ships.

Mr. Chevrier himself could do something about that. As the cabinet member directly concerned, he could intimate to the CNSS directors that he would be glad to approve a request for a sister ship to the George.

Indeed, the suggestion was made publicly by Howard Mitchell, president of the Vancouver Board of Trade. In a speech to the inspection party, he pointed out that Yarrow's still has the templates of the George. The skilled construction crew which built her is also intact. Why not put them to use, he asked.

Mr. Mitchell referred—and not too delicately—to the fact that the CNSS fleet on this coast now comprises one magnificent vessel and the 38-year-old Prince Rupert. Mr. Mitchell thought that a replacement for the Rupert is overdue. To judge from the tourist bookings already made for the George, however, the Canadian National might profitably run a fleet of three. The Rupert has by no means outlived her usefulness.

CNSS directors will undoubtedly weigh the business merits of the idea. Their calculations should also include the goodwill value of placing their construction contracts on the coast where the line operates. Ability of local yards to give fast delivery is another favorable factor.

The company placed the contract for the George with Yarrow's after The Sun waged a vigorous campaign on the principle plus the urgent need for new steamer accommodation on the Pacific service. It was a happy decision by the company, as anyone who has crossed the gangplank of the George will testify. The vessel is a credit to the builders and the line and her luxurious appointments will be a pleasure to every passenger. Another of the same would be doubly appreciated.

The man who invented the hole in the doughnut really had the secret to food conservation.

THIS AND THAT



The George Matthew Adams Service, Inc.

“And look—no walking home stuff!”

Bellingham Four Make Open Boat Cruise Up Coast to Alaska

A leisurely holiday trip from Bellingham, Washington, to Juneau in two open boats is the fortunate experience of four State of Washington people who stopped in Prince Rupert briefly Tuesday afternoon, a week away from their home port.

Forgetting their jobs and their shore-bound cars

are Roy Harris, superintendent of schools at Meridian, Washington, his son Everett, a high school junior, and Mr. and Mrs. J. Caylor, of Lynden, Washington. Both towns are near Bellingham.

They are travelling in open, 18-foot boats, powered with 33 horsepower outboard engines that send them scooting through the water at 19 miles an hour. They sleep and eat on the beaches, stopping where and when they like. The Caylor boat is christened Skip and the Harris craft the Aleta.

“This is our summer vacation and we are really enjoying it,” said Mr. Harris, a soft-voiced man who is proud of the fact that he coached Bellingham's champion amateur basketball last winter. “So far we have had nothing but good weather.”

They expect to be between 30 and 40 days making the round trip.

Their major concern is to make sure of a gasoline supply, since the big, hungry outboards each drink about four gallons an hour at cruising speed. Their daily progress is gauged according to the gasoline supply and with an eye for comfortable camping sites along the shore.

Since leaving Bellingham on June 6, they have moved leisurely up the coast, sometimes travelling only three or four hours a day.

“We move when we feel like it and we stop when we feel like it,” continued Mr. Harris. “We have enjoyed meeting the coast people, they are friendly and hospitable.”

Mr. Harris and Everett are both capitalizing on their holiday. The former plans to write an article for a boating magazine describing the journey and Everett, an enthusiastic camera hobbyist, is taking a 16-millimeter color film of their journey. In addition he is shooting color and black and white “stills” of scenic spots.

Mr. Caylor, a staff member of the Richardson Tractor and Implement Co. at Lynden, is mechanic for the boats while Mrs. Caylor is in charge of supplies.

Her comment that they had been “living out of cans” drew a storm of protest from her husband and the Harrises. She had, they averred, put up some mighty hearty meals along the way.

NEARLY CAUGHT BY HIGH TIDE

Only at one point on the trip so far had there been any threat of discomfort, and that failed to materialize. While camping on a beach down coast, they found that their tents had been pitched closer to the high tide level than they had realized. The water, however, just came up to the doors of their tents, then began to recede.

“We wouldn't have drowned, anyway,” said Mr. Caylor. “We were sleeping on pneumatic mattresses. We might have floated away, though.”

Idea for the cruise to Alaska

originated with Everett a year ago after the same group had made a cruise through the Gulf of Georgia and the Strait of Juan de Fuca. Everett made the suggestion to his father, a bit hopelessly, then was delighted to see it catch hold and mature.

“It's probably the only chance that we would have in our lives to do it,” Mr. Harris explained, “so I thought we might as well take it.”

On the Gulf Islands cruise, Mr. Harris kept a journal from which he wrote an article for Pacific Motor Boating, the same magazine for which he plans to write about the Alaska cruise.

Modern Etiquette

By ROBERTA LEE

Q. Hasn't a devoted wife the privilege to open her husband's mail?

A. No. This has nothing whatever to do with devotion. Neither should he or she pick it up and read it after it has been opened, without permission. A well-bred person will not even scrutinize a postal card that belongs to someone else.

Q. How should a girl introduce a man to her mother?

A. “Mother, this is Mr. Martin,” or, “Mother, this is Ralph Martin,” if she knows the man well.

Advertise in the Daily News!

Do You Know about these TRAVEL RATION REGULATIONS

● United States dollars allowed for pleasure travel are limited to \$150 per person for the 12 months between Nov. 15, 1947 and Nov. 15, 1948.

● A Form H Permit, obtainable at any bank, is required by anyone taking out of Canada more than \$10 U.S., or more than a total of \$25 in Canadian and United States funds.

● Special allowances of United States funds for strictly business travel may be secured, but... applications must be accompanied by certificates from employers.

● Applications for U.S. funds for travel for health or educational reasons must be made on special forms obtainable at banks.

This caution is given for the guidance of the public and to help avoid possible embarrassment at border points.

CANADA NEEDS U.S. DOLLARS

FOREIGN EXCHANGE CONTROL BOARD OTTAWA

PRINCE RUPERT YEARS AGO

June 12, 1923

Alaska Steamship Co. announced that it would make Prince Rupert a regular port of call for its Alaska-bound ships. The steamer Jefferson was to be the first to make the call.

Thirty members of the B.C. and Alberta Weekly Press Association arrived in the city from Jasper where they held their annual convention. The party was entertained by the Board of Trade.

Spring salmon were running well on the Skeena River and a large number of boats were engaged in catching them. Most of the fish was being mild-cured at Balmoral Cannery.

June 12, 1913

“Hazelton Old and New and the Resources of the Interior” was the title of a six-page illustrated article appearing in the Vancouver News-Advertiser from the pen of Sydney Billingham.

The Prince Rupert Hardware Co. which sold out, disposed of a large portion of its stock to Fred Stork.

A company with a capitalization of \$25,000 was formed for the operation of nurseries and greenhouses at Terrace. Stockholders were Mr. King, D. D. Munro, M. P. McCaffery, E. C. Gibbons, Fred Stork, G. W. Nickerson, L. W. Patmore, F. G. Dawson and others.

CO-OPERATION ON GARBAGE

Public co-operation will be necessary if the city's back-door garbage pick-up scheme, instituted this month, is to work effectively. City Council was informed Monday night by City Engineer Don Stewart.

He pointed this out after Alderman T. B. Black had registered a complaint that city garbage crews have in some cases failed to return the garbage cans to their proper places on collection rounds.

“The amount of garbage is much heavier than it was when we made pick-ups off the street,” Mr. Stewart said. “It seems that, since people don't have to carry it from the back step any more, they have a lot more garbage.”

Since the new plan was put into operation, Mr. Stewart said, the collection crews have been getting not only garbage, “but bed springs, mattresses and all sorts of stuff” as well.

“We eventually will get the collection worked out properly but it will require co-operation on the part of the citizens,” he declared.

Alderman Black pointed out that articles in excess of the regular amount of garbage could be charged for under the new bylaw.

SAME FAMILY TREE

The laurel of cherry is closely allied to the almond and the plum.

FLOOD RELIEF CONTRIBUTIONS

(Continued from Page 1)

Frank Gale	5.00
Claude F. Leigh	2.00
Harry Raven	2.00
Ray LaMarche	1.00
Knut Ostrom	1.00
Klaus Ostrom	2.00
W. Falkerson	3.00
C. Hogan	2.00
K. Kaisia	2.00
Art Hodgson	3.00
Ivar Odgaard	.50
I.O.E. Municipal Chapter	100.00
Mr. and Mrs. J. Sandhalls	2.00
Hygge Club	5.00
Mr. and Mrs. Eric Faure	5.00
W. Smith	5.00
J. Brentzen	2.00
N. Peters	1.00
Gus Quist	10.00
E. Hogan	2.00
Karl Clin	2.00
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Emil Quist	1.00
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J. Thompson	5.00
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HOLIDAY in STYLE



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PHONE 81

LOCAL MAN IS FIGHTING FLOOD

Despite its remoteness from the flood scene in southern British Columbia, H.M.C.S. Chatham, Prince Rupert's naval reserve division, has representation in the fight to save property and aid flood victims.

Leading Supply Assistant Gerry Woodside of H.M.C.S. Chatham, now attached to H.M.

C.S. Discovery at Vancouver serving at Barnston Island members of the southern division.

He is the son of Mr. and Mrs. Sydney Woodside, 1264 Street. As a naval reserve was called “active” on emergency flood duty.

Normally, he is employed at the Janzen Knitting Mill in the southern city.

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