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Good Fellow



Sunday-May 18

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Untidiness Is Deplorable

By Prince Rupert Man After
Trip Around World

Arthur Silversides, pioneer Prince Rupert business man, is home from a trip around the world and he dolefully observes that his home town is the dirtiest and most untidy place he saw in all his travels.

"It's a good town though," he hastens to add, "but it really should be smartened up. It's like a man who comes downtown unshaven and with a dirty face. It makes a poor impression and we might as well admit it.

"Maybe the city can't afford to blacktop the streets but it can, with a minimum of expense, get some of them oiled and certainly it could get some water trucks out to lay the dust."

Mr. Silversides was away four-and-a-half months and circled the globe in an easy-going passenger-carrying freighter, the Mount Davis, on which he embarked at San Francisco and sailed westward.

Travelling by such means, Mr. Silversides said he was able to get among the common people and even into their homes. He found these people, speaking more particularly of those in the Orient such as Japan and the Malay States, easy to get along with.

"These people," he said, "want, above all else, peace. Neither are they communists

although they are nationalists, wanting, as quite naturally they should, their own country for themselves."

Mr. Silversides found the cities of Japan such as Nagasaki, Yokohama, Tokyo and Kobe looking prosperous and extremely busy at least on the surface.

No Chinese ports were made, owing to the ban against visiting ships by the Communist government, but he did visit Hong Kong, then on to Manila in the Philippines.

One interesting port of call was Keelung in Formosa which appeared to be little more than a military camp with an astonishing amount of shipping.

"Manila," Mr. Silversides says, "still bears the scars of damage during the war. At least ninety wrecked ships are still strewn about the harbor, their salvage long deferred.

Singapore was blessed with beautiful weather in spite of extreme heat and the odd heavy rainstorm.

One point visited in the Malay States was a jungle port at the mouth of a river where cargo was lightered.

"Penang is a fine city and most interesting to visit," he said.

Also interesting was Colombo, the capital of Ceylon, where they picked up satinwood logs, tea and, of course, rubber which was something they loaded wherever it could be obtained.

Bombay was the only port of call in India. Then they went on to Karachi, the capital and principal city of Pakistan.

Passing through Suez Canal, a brief stay was made at Port Said and then on to bustling Alexandria, port of Egypt.

Calls were made at Messina and Catania in Sicily then up the west coast of Italy to Naples with a stop at Marseilles, France, before Genoa.

"The Mediterranean was as beautiful and blue as you always hear," he said.

Leghorn, Italy, was the last port of call before setting out through Gibraltar for the crossing of the Atlantic to New York where the ship was left and the journey made by rail across United States and Canada to Vancouver and thence home.

Mr. and Mrs. Harold Helgeson and two daughters returned this week from Limerlost Lodge Queen Charlotte Islands, where they spent a holiday.

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Ray Reflects and Reminisces

With three papers publishing every legal day, back in the pioneer times here it was hardly to be expected public affairs would suffer from lack of attention. Party lines were positive and consistent. The C.C.F. had not been heard of. But even that early, something like it might have been vaguely forming in the minds of men.

Liberalism meant exactly that and so did Labor. Sir Wilfrid Laurier and his supporters were behind the great new railway now under construction. The Chief, himself, might be in Prince Rupert before long. The Optimist's first editor was George R. T. Sawie who, with his brother Charlie, had recently arrived from Welland, near Niagara. He spent comparatively few years in Prince Rupert. He returned east to engage in private business. Charley (or perhaps better known as "Chuck") published the weekly *Optimista Herald* in New Hazelton for many years, selling it a year ago.

NEW HOME AND NAME
Campaigns were colorful. The Optimist found itself with a new name, as well as a new home. It was now *The News*. Its location became a two floor building on Third Avenue and has been giving service these many years. A contract let last winter is providing enlarged and modernized premises which, it is expected, will be occupied not later than selling it last summer.

It was not at all necessary to enjoy Mr. Newton's acquaintance long in order to understand his political views. His opinions were candid and clear. His full name was Seville Martineau Newton. But no one called him that. To practically everyone he was "Sam". And as Sam was Conservative, so was *The Empire* a faithful Tory.

T. D. Pattullo, F.G. Dawson and others became interested in *The News* before the property was purchased by H. F. Pullen of Victoria. Mr. Pullen, born in England, lived in Manitoba for a while prior to moving to the coast. He variously taught school on Vancouver Island and engaged in real estate and newspaper business in Victoria. In Prince Rupert he became active in public and community matters. He served as an alderman, and annually the flower show under his guidance was always awaited with deep interest.

Pioneer publishers kept passing out! Some long ago, and others but a few weeks back. The life of F. G. Dawson was shortened by an accident at the railway station. Illness, in time, laid its firm hand on Mr. Pullen. He did not recover. Mr. Newton, a sufferer from asthma in Ontario, came to Prince Rupert to find himself freed. Health, however, can fail in other ways. He lived the three score and ten Sid Macdonald, so brimming with life and energy, witnessed his last football match. Neil McKay who pursued elusive schemes for the *Evening Empire*, enlisted and went to France, never to return.

DIBB, DABB, DOBB IN SAME HOUSE

Ripley is dead, but "Believe It or Not" syndicated data in picture form goes on. Trevor Johnston of S. D. Johnston Co. Ltd. this morning showed a clipping of one of Ripley's two column blocks and in the left hand corner was this:

"Dibb, Dabb and Dobb were tenants in the same house! Prince Rupert, B.C."

Phoning Mrs. Frank Dibb this morning, the reporter was told that two persons by the name of Dobb had lived at her home a few years ago, but that she could not remember anyone living there by the name of Dabb. An Ernie Dobb is employed here with the C.N.R. Another Dobb is at Stewart.

Mrs. George Dibb, upon being asked the question and informed of the source, immediately replied that the reporter should contact her mother-in-law. Apparently she was unfamiliar with the names.

B. McGinnis, a representative of Peacock Ltd. of Vancouver, leaves the city by plane after completing a business trip at Telkwa. Mr. McGinnis is a cousin to Bob McGinnis, pilot with CPA here.

Report On Highway 16

Road conditions between Prince George and Prince Rupert on Highway 16 are described in detail in a road report which has just been issued by the Provincial Travel Bureau. Here it is:

Prince George-Vanderhoof—72 miles, gravelled and in passably fair condition. Roadway is narrow, the right of way is cleared wide to assure plenty of vision, for 5 miles. Next 12 miles is winding and narrow, motorists should drive slowly and cautiously, considerable clay. Last 15 miles before Vanderhoof is in fair condition, all gravel.

Vanderhoof-Port St. James—42 miles. Practically all gravelled. 25 miles north from Vanderhoof some new construction of last year giving some trouble but all bad spots are taken care of daily.

Vanderhoof - Priestley — 70 miles. Gravel, road in fair condition.

Priestley - Burns Lake — 23 miles. Surface mostly gravel and in good condition.

Burns Lake - Houston — 53 miles. Mostly gravel, winding road, surface in good condition. Care should be taken on curves.

Houston-Smithers — 43 miles. All gravel surface, good condition, care should be exercised on narrow curves.

Smithers - Moricetown— 22 miles. 12 miles good gravel road. Some breaking up is taking place due to frost boils but as fast as they occur.

Moricetown - New Hazelton — 22.5 miles. Narrow in places fair condition, drive carefully.

New Hazelton-Kitwanga— 23 miles. Narrow and winding in places but surface good.

Kitwanga-Pacific — 35 miles. Good gravel road in excellent condition. 20' feet wide, winding in places.

Pacific-Terrace—30 miles. Surface generally fair, badly broken up due to frost boils. Extensive repairs are being made on last four miles into Terrace. It is necessary to drive carefully on this 30 miles as the road is narrow and winding in places and vision is poor.

Terrace-Tyce—59.5 miles, road runs close to C.N.R. tracks for long stretches. Gravel loose and although good after grading, frequently unravels and forms pot holes, before available grading equipment can get over it again.

From Tyce for 13 miles, road 20' feet wide, good.

Next 4 miles to Galloway Rapids Bridge, road is winding, 16

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No Telephones For East End

Telephones came up for discussion at Monday's regular meeting of the city council on question of Ald. T. B. Black as to what progress was being made. Ald. McLean answered there was work being done on Eighth and Ninth Avenues but that nothing was being done toward the east end. Ald. J. N. Forman said Ninth Avenue had been completed and a certain amount had been done at the waterfront. There was no chance that anything would be done in the east end this year. He did not think that all the money allotted for telephones would be spent during the year.

Ald. Black said Superintendent Edwards had said it could be done and suggested a progress report be submitted by the superintendent for the next meeting. Ald. W. J. McLean said the members of the utilities committee merely held honorary positions as far as telephones were concerned. He said the superintendent could talk his way into doing just what he wanted to do.

Next 5 miles, to Prince Rupert, road under construction, caution necessary

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