

MEMBER OF CANADIAN PRESS — AUDIT BUREAU OF CIRCULATIONS
CANADIAN DAILY NEWSPAPER ASSOCIATION
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Death's Handyman

WE LIKE TO RISE in our wrath and impute the rising toll of traffic accidents to all sorts of causes. Liquor stands first in our minds, and perhaps it is well, even if it isn't quite the truth, for liquor, behind the wheel, is quite a killer. But death's favorite handyman is our own stupid selves in our stupid moments. According to an extensive survey made by the Northwestern National Life Insurance Company of Minneapolis, not liquor nor any other active hazzard, but just plain dumbness was responsible for 44% of all the fatal highway traffic accidents in the United States last year. You can divide that up too. Thirty-two percent of the "dim-wits" were drivers and 12% were adult pedestrians who took a chance that the driver would save their lives in spite of themselves. Not bad roads, or bad driving conditions or bad machines, but just dumb chance-taking humans resulted in 14,000 highway deaths in the United States last year. We suspect that the average would hold here.

There are two contestants for the place of second-best killer. They are rudeness and drunkenness. They share equal dishonor. The road hog who rides the centre line and the man who jumps the gun when the other fellow has theright-of-way are just as dangerous as the drunken driver. Each tallied 15% of all road traffic fatalities. Which ought to remind us all that you win no martyr's crown by dying at the wheel, or letting others die for you because of your stupidity or rudeness or drunkenness.

Capt. Adams Is Promoted

Well Known Naval Officer Goes to Magnificent

OTTAWA—Promotion of Captain K. F. Adams, R.C.N., 46, of Victoria and Ottawa, to the rank of Commodore and his appointment as commanding officer of the aircraft carrier H.M.C.S. Magnificent, and as Senior Canadian Naval Officer Afloat were announced yesterday by Naval Headquarters. His promotion is effective September 1, and he will take up his new duties a week later.

Captain Adams, for the past two years Director of Naval Reserves at Naval Headquarters, was born in Victoria, and graduated from the Royal Naval College of Canada in 1922. As there were no naval vacancies at that time, he entered the merchant service and obtained his master's certificate. He joined the Royal Canadian Naval Reserve in 1928 and a few months later transferred to the permanent force as a Lieutenant.

A period in the destroyer, H.M.C.S. Vancouver, and service overseas in ships and establishments of the Royal Navy followed until 1931 when Captain Adams returned to Canada for two years service in the destroyer H.M.C.S. Skeena. In December, 1935, after further service overseas, he was appointed First Lieutenant of the destroyer H.M.C.S. Champlain. He was promoted to the rank of Lieutenant-Commander in January, 1936. A year later he became First Lieutenant of another destroyer, H.M.C.S. St. Laurent.

Shortly before the outbreak of the Second World War he was appointed to R.C.N. Barracks, H.M.C.S. Stadacona, Halifax, where he was promoted to the acting rank of Commander in July, 1940, and confirmed in rank in January, 1941. He was executive officer of the barracks at the time.

From April until December, 1941, Captain Adams was in command of the auxiliary cruiser H.M.C.S. Prince David. He then returned to Stadacona as Commanding Officer of the R.C.N. Barracks.

Between February and December, 1943, he commanded H.M.C. Ships Assiniboine, Ottawa and Prince Henry, then took up an appointment as Director of Warfare and Training at Naval Headquarters. In August of the following year he was named Commanding Officer of H.M.C.S. Somers Isles, the Royal Canadian Navy's training base in Bermuda. Early in 1945 he commanded the destroyer H.M.C.S. Iroquois, and in July of that year became Commanding Officer of H.M.C.S. Stadacona, for the second time.

Captain Adams assumed command of the cruiser H.M.C.S. Uganda, in July, 1946, and was in this ship for a year before taking up the dual appointment of Deputy Chief of Naval Personnel and Director of Naval



BACK TO DIEPPE—Seven years older, these 32 veterans of the Canadian raid on Dieppe in 1942 are returning for special commemoration ceremonies scheduled for August 19, the anniversary of the raid. Representing all Canadian units that took part in the raid, these veterans come from all across Canada. This Canadian Army photo was taken as they left Montreal's Dorval airport for England Sunday. (C. P. Photo)

Reserves. He relinquished the former post in June, 1949, to devote full time to his duties as Director of Naval Reserves.

Captain Adams was awarded the Greek War Cross, Third Class, by King George II of Greece, in December 1942 for his services while captain of the Prince David. The Canadian ship was one of a number of warships which escorted another carrying the Greek King from North African waters to England in September, 1941.

Early in his naval-career Captain Adams qualified as a physical and recreational training officer. He has always fostered and taken a keen interest in sports and athletic programmes in ships and establishments under his charge.

NEW NATIONALIZATION

(Continued from Page One)

have expressed themselves as doubtful of the wisdom of nationalizing industrial assurance. Some opposition has come from the powerful co-operative wing of the party, which has big industrial assurance interests. There have been hints, too, that not all the Labor Party executive are agreed on this nationalization plan.

There is no opposition in the party itself to the nationalization of the cement industry. The official reason given for wanting nice plum, easy for picking—an

ship is that it would "raise the efficiency of the building industry."

The largest concern in this industry is the Associated Portland Cement Manufacturers, who control British Portland cement manufacturers. Their consolidated assets amount to nearly £24,000,000 (\$96,000,000).

Like insurance, the cement industry has also issued a memorandum opposing the nationalization plan. This statement declared that the industry was marked down for state ownership "simply because it seemed a

FUNERAL OF VIC JOHNSON

Final rites for the late Capt. Vic Johnson of Nanaimo were held Thursday evening at B. C. Undertaker's Grenville Court Chapel. Canon Basil S. Prockter of St. Andrew's cathedral officiated.

The remains were sent south on the Prince Rupert to Vancouver where burial will take place from the Home Funeral Chapel on Monday afternoon. C. D. Brown, brother-in-law of the deceased, accompanied the body.

During the service last evening the congregation sang the hymns, "Jesus, Saviour Pilot Me," and "Lead Kindly Light." Pallbearers were Frank McGowan, Harold Kenny, Billy Stewart, Rufus White, Billy McLeod and Joseph Van Walleg-ham.

Chest X-Ray Clinic Final Week

At the Prince Rupert Health Unit Office—2nd Ave & 4th St.
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will be closed from
AUGUST 11 TO
AUGUST 28
(inclusive)
This will allow us to turn over our facilities to the Civic Centre Association during the Annual Carnival and will provide holiday time for our staff.
NORM BAKER, Proprietor.

REBIRTH OF VISION

(Continued from Page 1)
ibilities of development of the northern line of Canadian National Railways and the port of Prince Rupert, but if the people of Prince Rupert and district did not stir themselves, Prince Rupert, despite all its advantages, would continue a second-class port.

E. T. Applewhite, M.P.-elect for Skeena declared that prosperity and industrial expansion were not a thing of the future, it was something that had already arrived and people of the area should prepare themselves to co-operate and take advantage of it. He urged that local people not worry so much about what other people were getting but to apply their energies to building up their own communities.

The convention passed resolutions urging immediate establishment of a Coast Guard service, the establishment of an airfield at Prince Rupert, the appointment of a resident of western Canada to the board of directors of the Canadian National Railways and the installation of better directional road signs from community to community along Highway Sixteen through Central British Columbia.

Delegates from New Hazelton

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