Friday, August 19, 1949

CANADIAN DAILY NEWSPAPER ASSOCIATION an independent usity newspaper devoted to one upbuilding of rTince Rupers and all communities comprising northern and central British Columbia (Authorized as Second Class Mail, Post Office Department, Ottawa)

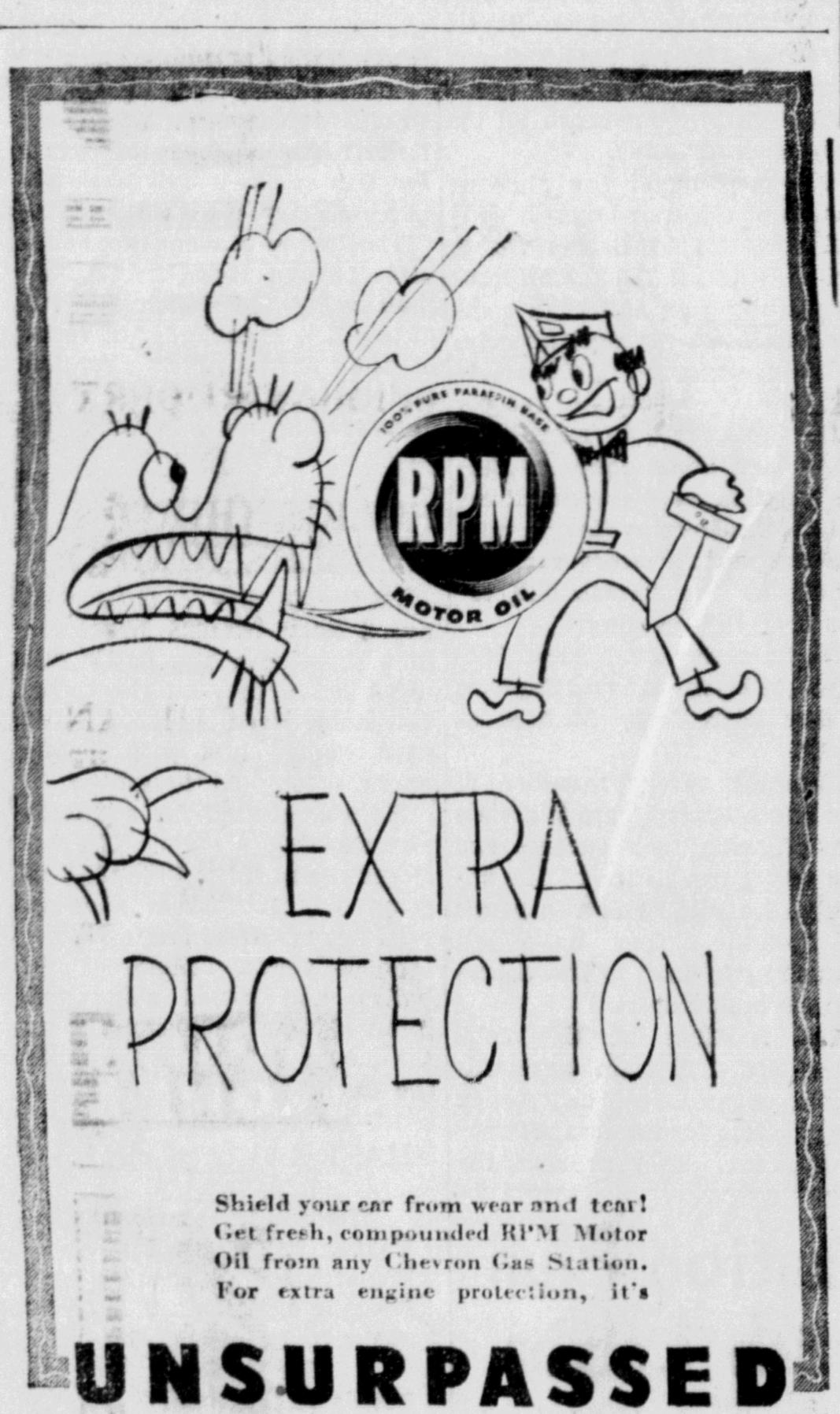
Prince Rupert Daily News Ltd., 3rd Avenue, Prince Rupert, British Columbia G. A. HUNTER, Managing Editor. H. G. PERRY, Managing Director. SUBSCRIPTION RATES ---

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## Death's Handyman

\V/E LIKE TO RISE in our wrath and impute the rising toll of traffice 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 "dimwits" 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.





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# Capt. Adams

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 Headuarters, 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 estab- Reserves. He relinquished the lishments of the Royal Navy former post in June, 1949, to defollowed until 1931 when Captain vote full time to his duties as Adams returned to Canada for Director of Naval Reserves. two years service in the destroy- Captain Adams was awarded er H.M.C.S. Skeena. In Decem- the Greek War Cross, Third ber, 1935, after further service Class, by King George II of overseas, he was appointed Greece, in December 1942 for First Lieutenant of the destroy- his services while captain of er H.M.C.S. Champlain. He was the Prince David. The Canadian promoted to the rank of Lieu-, ship was one of a number of

appointed to R.C.N. Barracks, ical and recreational training of the cement industry. The of-ship "simply because it seemed a acting rank of Commander in sports and athletic programmes July, 1940, and confirmed in in ships and establishments rank in January, 1941. He was under his charge. executvie officer of the barracks? at the time.

From April until December, 1941, Captain Adams was in FUNERAL OF command of the auxiliary He then returned to Stadacona VIC JOHNSON as Commanding Officer of the R.C.N. Barracks

cember, 1943, he commanded held Thursday evening at B. C. H.M.C. Ships Assiniboine, Ot-, Unch ntaker's Grenville Court tawa and Prince Henry, then Chapel. Canon Basil S. Procktook up an appointment as ter of St. Andrew's cathedral Director of Warfare and Training at Naval Headquarters. In officiated. August of the following year he The remains were sent south was named Commanding Offi- on the Prince Rupert to Vancer of H.M.C.S. Somers Isles, couver where burial will take the Royal Canadian Navy's place from the Home Funeral training base in Bermuda, Early Chapel on Monday afternoon. in 1945 he commanded the des- C. D. Brown, brother-in-law of troyer H.M.C.S. Iroquois, and in the deceased, accompanied the July of that year became Com- body. manding Officer of H.M.C.S. During the service last eve-

mand of the cruiser H.M.C.S. Me," and "Lead Kindly Light." Uganda, in July, 1946, and was Pallbearers were Frank Mcin this ship for a year before Gowan, Harold Kenny, Billy of Deputy Chief of Naval Per- Leod and Joseph Van Wallegsonnel and Director of Naval ham.



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 (C. P. Photo) Dorval airport for England Sunday.

troyer, H.M.C.S. St. Laurent. England in Septembre, 1941.

Final rites for the late Capt. Between February and De- Vic Johnson of Nanaimo were

Stadacona, for the second time, ning the congregation sang the Captain Adams assumed com- hymns, "Jesus, Saviour Pilot taking up the dual appointment Stewart, Rufus White, Billy Mc-!

### Chest X-Ray Clinic Final Week

At the Prince Rupert Health Unit Office-2nd Ave & 4th St. August 22, 23, 24, 25, & 26,—9-12 2.m.—1-3 p.m.

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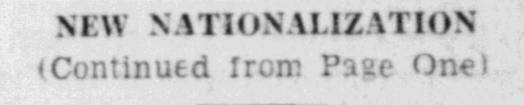
THE REPORT OF THE PROPERTY OF

CLOTHES LINES IRONING BOARDS GALVANIZED WARES

-PAINTS

SATIN-GLO

ENAMELS



tenant-Commander in January, warships which escorted an- There have been hints, too, that 1936. A year later he became other carrying the Greek King not all the Labor Party execu-First Lieutenant of another des- from North African waters to tive are agreed on this nationalization plan.

where he was promoted to the and taken a keen interest in to bring it under state owner- orchid-robber's joy."

ship is that it would "raise the efficiency of the building in-

have expressed themselves as The largest concern in this doubtful of the wisdom of na- industry is the Associated Porttionalizing industrial assurance. land Cement Manufacturers, Some opposition has come from who control British Portland the powerful co-operative wing cement manufacturers. Their of the party, which has big in- consolidated assets amount to dustrial assurance interests nearly £24,000,000 (\$96,000,000). Like insurance, the cement in-

dustry has also issued a memo randum opposing the nationalization plan. This statement de-Shortly before the outbreak of Early in his naval-career Cap- There is no opposition in the clared that the industry was the Second World War he was tain Adams qualified as a phys- party itself to the nationalization marked down for state owner-\*\*\*\*\*\*\*\*\*\*\* H.M.C.S. Stadacona, Halifax, officer. He has always fostered ficial reason given for wanting nice plum, easy for picking—an



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**AUGUST 11 TO** 

This will allow us to turn over our facilities to the Civic Centre Association **AUGUST 28** during the Annual Carni-(inclusive)

val and will provide holiday time for our staff. NORM BAKER, Proprietor.

#### REBIRTH OF VISION

(Continued from Page 1) bilities of development of the northern line of Canadian Na- merce and Fort a tional Railways and the port of dition to the de Prince Rupert, but if the people previous member a of Prince Rupert and district did not stir themselves, Prince Ru- | Senator J. G. m. pert, despite all its advantages, speaker at a dinne would continue a second-class to the convention

E. T. Applewhaite, M.P.-elect vention adjourned for Skeena declared that pros- day afternoon un perity and industrial expansion ing. 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 communi-

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 com- | MEN'S GABARDIN munity along Highway Sixteen through Central British Colum-

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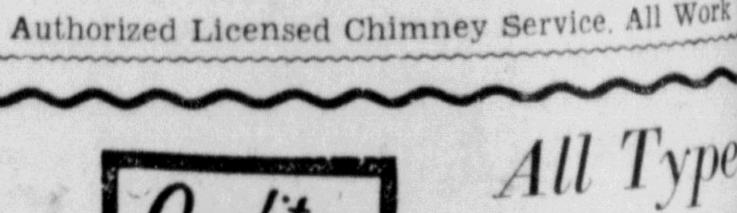
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