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Greater Danger

A SMALL Prince Rupert boy escaped with little, if any, hurt when grazed by an automobile which was, apparently, under admirable control by the alert young lady who was driving it.

Prince Rupert over the years has been miraculously free of serious traffic accidents considering the condition of the streets, many of which are narrow, in none too good surface shape and not a few of which lack sidewalks.

The fact that death and injury have stalked Prince Rupert streets so little must be a tribute to the ability and the care of car drivers generally although there are, of course, the lucky careless ones who never know when they may find themselves in an unfortunate situation.

With motor and pedestrian traffic becoming so much heavier all the time, and street facilities so far at least not keeping pace, the need for continued and even greater vigilance is apparent.

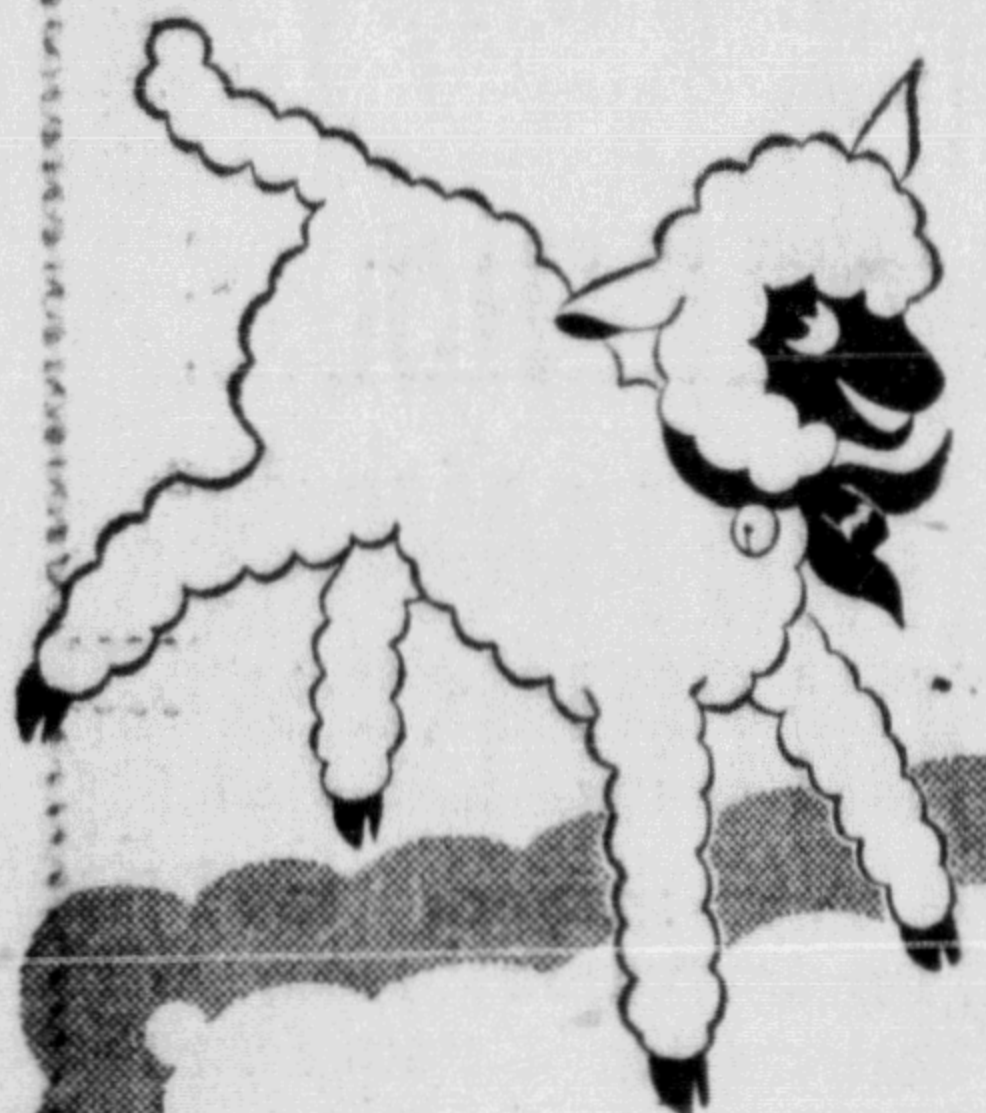
That vigilance is the duty not only of motorists but of those responsible for children and, while it may be a difficult thing to do all the time, the safest thing to do is to keep the children off the streets as far as possible. Even passing citizens can assist harassed parents in ensuring this is done.

GIVE A PINT

CANVASSERS of the Red Cross Society are heading out again this week—not for money this time but to enrol donors of blood for a mobile clinic which will be here next month to draw the blood and prepare and store it for blood bank purposes including a bank at Prince Rupert for which the necessary arrangements have been made.

Prince Rupert people who have always been so consistently generous in the past in giving of their dollars for humanitarian purposes are being counted upon to make a good showing in response to this appeal.

The pint of blood we give in this appeal will cost us nothing and, we are assured, will hurt us not at all. Properly classified, stored and readily available when the time comes it might well save a life, shorten an illness or hasten a recovery. That possibility should eliminate any hesitancy there might be about responding. There should be very few "No's" in answer to these canvassers.



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AILEEN OF NANAIMO

(Continued from Page 1)

art T. Viggers, and F. Com-A-Dee, Robert Wall of Bellingham, were still outstanding.

The Jeanne of Seattle, owned by George Moore, had dropped out at Alert Bay, choosing not to face Queen Charlotte Sound owing to weather conditions.

Except for minor delays to small breakdowns, one vessel having run out of fuel and having to be supplied by another, the race thus far was without spectacular incident.

The skippers and those on board expressed delight with the pleasure of the cruising through the "Inside Passage" and were appreciative of the welcome they received in Prince Rupert.

President A. P. Crawley and Dr. R. G. Large, president and secretary-treasurer respectively of the Prince Rupert Rowing & Yacht Club, were the moving spirits in the reception here.

Immediately on arrival, the skippers and observers went to work on their report sheets for presentation to computers and judges. Gradually, the banquet and dance at the Aero Club got under way.

MAYOR'S WELCOME
Mayor Nora E. Arnold was on hand with the reception committees at the Yacht Club to lend her voice of civic welcome. Later she was the principal speaker at the banquet as well as carrying out the presentations. President Tony Crawley was in the chair and called upon the skippers of each of the visiting yachts.

It was a jolly, informal affair with many local people swelling the crowd.

Music for dancing was by the Four Dukes.

By 2 a.m. the visitors had returned to their boats, three to rest in readiness for the take-off today on the third and final stage of the aquatic marathon.

Several of the boats are promising themselves another visit to Prince Rupert in the course of their homeward cruises from Juneau.

The flotilla reaching here consisted of the following:

Spunky II, 25 foot, 93 Gray gas engine, Dr. Wayne Graham, Mrs. Graham and Toughy Elford.

Nika, 50 feet, 151 h.p. Chrysler Royal VIII, George Ross, Miss Elaine Ross, Miss Zeda Loveless,

Miss Elzada Freas, Miss Lora Lee Holte, Ray Krantz and Wallis Hill.

Devshir, 66-feet, 150 Winton diesel, John H. Smith, Portland, Ralph Parker, Dewey Denison, Tommy Morris, Mrs. Sidney Mosher, Lawrence Barber.

Aileen, 48-feet, 102 h.p. Gardner diesel, Capt. and Mrs. Stan Fraser, Mayor and Mrs. George Muir, Miss Albertine Miller (Victoria), Clyde Brewster and Roy Nadon.

Conquest, 34 feet, 115 Chrysler, Mr. and Mrs. H. B. Garrett, Vic England, Tom Pidduck and Everett Fells.

Carmelia, 67-feet, twin 165-h.p. Grays, Norton Clapp, Edwin Mott, Allan Link, Gary Dyer, James Clapp, Matthew Clapp, Walter West and Harvey Van Cello.

Donalie, 36-feet, Buda diesel, Ray Hart, president of International Power Boat Association, Mrs. Hart, Miss Jean Hart, H. M. Benson and Paul Lemargie.

Klatawa, 42-feet, 143 h.p. Chrysler Royal, Mr. and Mrs. C. L. Klieves, Miss Carol Klieves, Ted Engebretson, Carl Johnson and Ed. Hedlund.

Last named in each list are special observers assigned one to a boat by the United States Coastguard service.

Ray Reflects . . . and Reminisces

For a while there will be less spot news from the troubled East. Tuesday, thirteen of the ablest and best informed correspondents in the world—men and women—died in a flash when an air liner crashed in India. They will all be replaced. Perhaps they already are, in a sense. But not actually, for there were distinguished names in that mournful list.

If the recent spell of cloudless weather, with now and then a touch of summer warmth and whirling clouds of dust, had lasted another week, there would have been no disguising of the fact that Prince Rupert was all set for rain—because she wanted and needed it. And had it not come, none would have cried louder.

There will no doubt be a ready response to the request from the Red Cross for a pint of blood. The object is noble and there

must be any number of persons here physically capable of meeting requirements. We give almost that much away struggling with the morning shave—and all to no particular purpose.

P. D. Ross, in his 92nd year, is dead in Ottawa where he published The Journal for more than 60 years. Most of that time he arrived promptly at the office every day, usually on foot. So much for those twin fetishes "too old at forty" and "quit at 65."

Vancouver's population is 50,000 less than Portland's, yet the latter city can point with pride to not a single motoring fatality within a given time—98 days. That's more than Vancouver can do. There were five deaths. Why? There must be reasons. One hears much about the high cost of living. Has anyone ever thought of the cheapness of death—as so frequently demonstrated?

THE WAR'S OVER
WINNIPEG @—The threat of enemy sabotage in Winnipeg officially ended on June 23. That was the day the public works committee reopened a lane beside an electrical sub-station. It had been closed with barbed wire in October, 1939, but was opened when the electric company found it had been paying taxes on the lane.



Vancouver - Victoria Seattle

Tuesday, 1:30 p.m., Camosun
Friday, 5 p.m., Catala

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