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Who's Right?

THE question posed in a Daily News story on Monday "Who's Right About Road?" has caused considerable discussion.

The city council agreed that a complaint made by the Prince Rupert Chamber of Commerce over the practical "impassability" of the road between the city limits and Galloway Rapids bridge, where extensive reconstruction work is under way, was justified.

Department of Public Works, on the other hand, says that the road has at no time been impassable and the contractors say that they are doing the best they can to speed the work and at the same time not interfere unduly with the heavy traffic over the road.

Meantime, the contractors have invited the highway committee of the Prince Rupert Chamber of Commerce to make an inspection of the project tomorrow and discuss the situation on the ground. That should prove very helpful and bring about an understanding.

The fact that the matter has been brought to a head should be beneficial all around.

There may have been some criticism, justified or otherwise, about the time it has taken to carry out the job and the arrangements which have been made for the carrying of traffic while the work has been under way.

Against that, it can be conceded that it has been a big and not an easy job and there is some satisfaction that, when the project is completed, it will be a really fine road even if, in getting it, some bother and inconvenience has been entailed.

QUEEN MARY, SYMBOL OF VIRTUE

In a day when virtue seems everywhere conspicuous by its absence, Queen Mother Mary symbolizes all the virtues that made Britain great, declares an article in the August Reader's Digest, condensed from Newsweek.

"A veritable landmark in British public life, as solid and unchanging as the 240-year old red-brick pile of her residence, Marlborough House, the Queen has a majestic indifference to what is called progress." This regal unconcern is perhaps best symbolized by her clothes. She does not patronize fashionable couturiers. Obscure dressmakers and milliners supply the plain gowns and distinctive hats that are her trademark.

Queen Mary has never tasted a cocktail, the article says. She has never flown in a plane, never been late for an engagement, never mentioned the Duchess of Windsor. She will not use the telephone. That instrument, she feels, "is not for royalty." Instead, she writes notes in longhand.

The Queen's dignity has survived many a severe test. One day in 1939 her big old Daimler limousine was struck by a truck and turned over. The Queen, with an injured eye and black and blue from head to foot, climbed through the shattered windows and calmly announced that all she wanted was a cup of tea. Despite her regal bearing, however, she blushes easily and refuses to make public addresses. Her only radio broadcast was a 23-word greeting when she launched the liner Queen Mary in 1934.

The Duke of Windsor is perhaps her greatest trial, the article states. The Queen does not talk much about him, though the Duke is very fond of "Mama" and always visits her when in Britain. But on such occasions he knows better than to speak of the Duchess.



As I See It

By ELMORE PHILPOTT
MR. KING PASSES

NEWS OF THE PASSING of Mackenzie King brings a sense of loss, even to those of us who knew for months of its imminence.

It is the end of an era, for Canada. For, skipping all the blah-blah that is customary at a key man's death, it is an obvious fact that Mr. King was unique not only in the field of Canadian statesmanship but as the technician par excellence of the science-plus-art of democratic politics.

WE SHALL NOT LOOK UPON his like again. And the world will be a poorer place because that is so. For Mackenzie King had in superlative degree the quality that modern democracy needs above all other qualities—reasonableness, moderation, conciliation, compromise.

On the Canadian scene Mr. King practiced those qualities, for better and worse, for several decades. He was taken from the stage of public life at the very moment in history when these same qualities are needed, as they were never needed before, on the international level.

IT IS DIFFICULT FOR ME to write this piece about Mr. King, for so much comes crowding in to mind from so many different directions. I can remember my own father coming home from Kitchener (they called it Berlin, Ontario, then) and telling us that there was a fine young man up there that "they say will be Prime Minister someday."

I can remember the first time I met him face to face, and how I revised my public impression of him, very much for the better, when I could see his eyes, and size up his sincerity, in a talk lasting hours.

In the years that I was in the Liberal party myself, and came under heavy fire from rear as well as front for being too radical, Mr. King could not have been more encouraging.

"Go as far as you like—then fifty per cent further—" he told me once like a friendly uncle. "But don't leave the party."

I think he meant it too, from the bottom of my heart. He looked on radicals as mere advance guards of the army of liberalism—in which he believed with all his soul.

YET WHAT A PARADOX was this great man! The platinous biographical jobs that have been done on him so far hardly get below the mask, the more or less false-face that Mr. King was given by the public.

More than any other public man I ever knew about, he had the democratic spirit. That is, he really believed that it was wrong to try to do anything that you were not SURE the public wanted done. That approach to public life was very different to that of most of his Canadian competitors. You cannot imagine Mr. King even attempting great feats of rhetoric like those of Mr. Churchill, nor even talking to the people on the plane on which Franklin Roosevelt showed such genius in the fireside chats.

Indeed, Mr. King himself regarded as his greatest virtue that quality which his critics hated most—that he deliberately waited to be pushed by the people into doing what he did do.

Even in the great conscription crisis of 1944 he clung to that lifelong formula. Many Canadians (including myself) were against Mr. King then. But who, today, will say that Mr. King was as wrong as he seemed then?

YET THIS GREATEST OF all the pragmatists had in him a great and deepening streak of mysticism. Like a good Presbyterian, he believed in survival after death. But he also believed that you could communicate with, or gain help and inspiration from, departed loved ones.

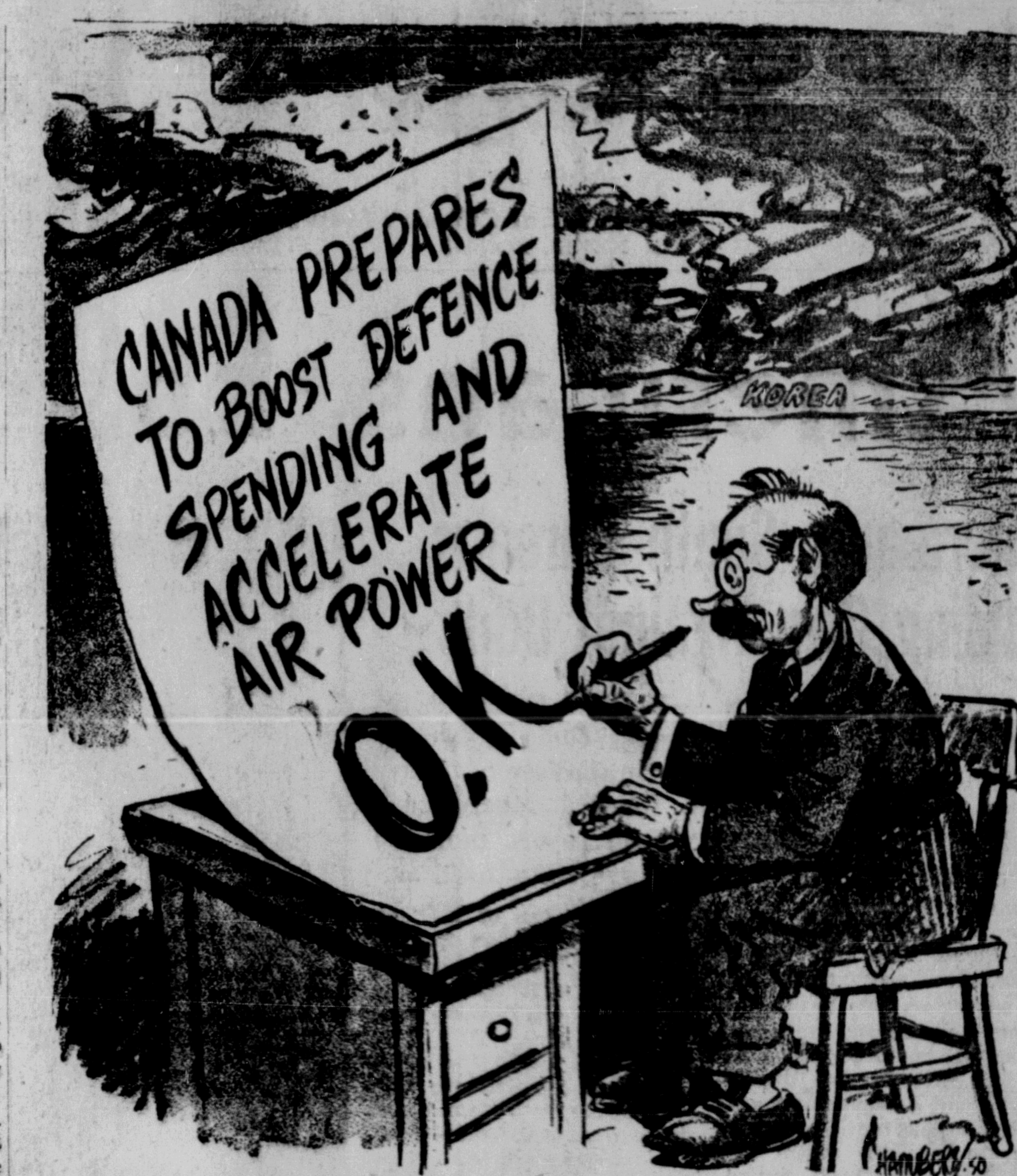
When his "hunch" or intuition, or cosmic sense, conflicted with his five-sense conclusions, he went by hunch.

AIR PASSENGERS

To Vancouver (today)—N. C. Morrow, Mrs. C. Reich, Mrs. A. Godmarie, T. W. Ogilvie, H. E. Guest, Miss M. Taylor, Mrs. G. Napper, Mr. McCaskel, A. Trask, Dr. Pringle, H. M. Seaton, Mrs. B. Fitzgerald.

To Sandspit (today)—A. Albert, Mrs. B. Sabourin.

From Vancouver (yesterday)—A. W. Artindale, Mr. Henderson, Mr. Taylor, Sgt. Mowatt, D. J. Rouse, Mrs. J. Johnson, S. Fleet-



Rupert Missed On Road Signs

Lack of road signs showing Prince Rupert as the terminal of a trans-provincial highway is commented upon by Eddie Mussellam, president of the Prince Rupert Public Relations Council, who returned to the city at the first of the week from a motor trip south—and he intends to see if the Public Relations Council cannot do something about it. The matter will be taken up with the public works department. During their trip Mr. and Mrs. Mussellam visited Sicamous, Kelowna, Haney and Vancouver. They were away two-and-a-half weeks.

Fishing Good South Of Here

Gillnetters in the Rivers Inlet district continued with excellent catches in the first day's fishing this week as the 1500 boats averaged 125 sockeyes per boat in a day's fishing. In Smith's Inlet average for the 150 boats fishing was 65 for the same period.

Seiners in Fisher and Fitznugh Sounds in the Bella Coola area hit their stride Monday when they turned in catches of 3000 pinks per boat.

But fishing in local waters remained slow with gillnetters reporting catches averaging in the twenties.

Mr. and Mrs. A. Caspers and sons, Clarence and Robert Caspers, of Edmonds, Washington, after a visit to Ketchikan, disembarked here from the Prince George last evening. Having motored here in a handsome Pontiac station wagon, they picked up their car here again for the return drive south.

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