



Insurance will be made, said J. D. MacRae, who was seeking re-election as Liberal MLA for Prince Rupert. He was killed in the day of Dr. Thomas J. Speakman from Edmonton.

Province Aided UBC, President Says

Special to The Daily News

VANCOUVER.—The president of the University of British Columbia, Dr. Norman A. M. MacKenzie, in his report, stresses the importance of the university to the entire province.

Noted Engineer Suggests Local Men Affiliate

Dr. L. Austin Wright of Montreal, general secretary of the Engineering Institute of Canada, is in the city to organize an affiliate of the institute.

Dr. Wright visited Columbia Cellulose pulp mill at Watson Island and addressed a gathering of about 40 local engineers, foresters, geologists at Club 27 at a dinner Tuesday evening, under the chairmanship of Richard Garrett, pulp mill engineer.

The speaker told of the work the institute did in Canada and referred to a great deal to the meeting of the institute in Vancouver last week. C. H. Klotz, who had been in charge of construction at the Watson Island plant, had given an interesting paper on the mill. There were many other papers given on developments in the west, including the oil pipeline from the Alberta oilfields to the coast and the Aluminum development at Kitimat.

He suggested company engineers form an affiliate to the Engineering Institute of Canada, embracing men in related fields. He said it was more practicable to have one group with fair sized membership than several smaller groups.

Dr. Wright was highly impressed with the development of the northwest and said organizations such as his were taking more interest in developments all the time. He intends to return to Prince Rupert in the fall.

Britain Will Test Atomic Weapons

MON — Britain today announced it will test atomic weapons in Australia as the site for the first atomic weapon test. The tests will be carried out next December.

It will be a joint operation between the three services and the government agency will be responsible for atomic energy. It is so far been no announcement of the exact nature of the atomic weapons to be tested, whether bombs or some other device.

Monte Bello Islands are located only by wild cats and are named from survivors of a shipwreck that occurred fifty years ago.

TIDES—

May 16, 1952
Standard Time
6:11 13.0 feet
19:33 17.6 feet
0:13 8.9 feet
12:52 4.9 feet

Terrace-Kitimat Railway Construction Given Green Light By Federal Bill

Alberta Doctor Witness At Manslaughter Trial

Trial of Jack Anthony Barrie on charges of manslaughter and wounding was adjourned this morning pending the arrival later in the day of Dr. Thomas J. Speakman from Edmonton.

Before adjournment, crown counsel Gilbert Hogg, QC, called one witness to the stand.

Barrie is charged in connection with the death of Peter Nelson at Burns Lake, October 14, 1951. He had originally been charged with murder.

Dr. Speakman is being flown here to give medical evidence. He attended Nelson after he was flown to the Alberta capital. The physician was scheduled to testify at 2 p.m. when court resumed.

This morning's witness, George S. Dickson of Hanna, Alberta, told of going with accused to purchase a bottle of liquor.

He told court he attended a dance in Canadian Legion Hall at Burns Lake on the night of October 13. About 2 a.m., October 14 he said, Barrie asked him to drive him to "a boot-legger."

Dickson agreed, and on reaching the home of Chris Carlson, accused asked for a bottle.

After the man produced the bottle, accused had said "Charge it," and when the man refused, a fight ensued.

Dickson said he left in the midst of the altercation.

Carlson, a Burns Lake logger, testified at yesterday's day-long hearing before Mr. Justice H. S. Wood and a 12-man assize court jury.

He told the court he went to bed about 11 p.m. on the night of October 13 last and was awakened later by accused and another man, Peter Nelson, who had been staying with him for about two days before, was lying on the other bed.

After daylight, he said, he and Kelstadt returned to the cabin where they found Nelson lying on the floor. He was bloody, witness said. Kelstadt left him there.

Asked where the man who accompanied accused was all this time witness said he "beat it" after the struggle started and he could not stop it.

He went to the cabin about 1 p.m., saw Nelson and took him to hospital.

On cross examination, Carlson said he and Quinn took Nelson from the cabin on a stretcher obtained from the Morrison-Knudson Company with the help of another man. None of them, witness said, were first aid men. The doctor did not supervise the removal from the cabin to the light delivery truck used for an ambulance.

Carlson's cabin and one of a woodshed behind, which he said he took October 31.

He described it as a two-room cabin enclosed on three sides by trees. There was a slough at the rear, he said. The cabin was cluttered up, but he did not notice overturned furniture or cabinets or shelves pulled away from the wall.

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States Lifts Ban on Basic Metals

WASHINGTON (CP)—The United States government today lifted controls from four metals and ordered relaxation, effective July 1, on its ban on building of amusement and recreation places.

National Production Authority also restored the use of structural steel and aluminum to new houses as of mid year and eased restraints on construction of shops, stores and office buildings.

Four metal orders—those regulating lead, antimony, cadmium and bismuth—were revoked outright.

In addition, allocations and limitations on the use of zinc were lifted. This left zinc subject only to inventory control.

Kemano Accident Victims Confined to Hospital

VANCOUVER.—John Magor, publisher of the Daily News, joined J. D. (Jack) McRae in Vancouver General Hospital late Wednesday.

Mr. McRae, who is seeking re-election as Liberal member for Prince Rupert in the June 12 provincial election, and Mr. Magor were seriously injured last Saturday when they plunged 30 feet after a ramp collapsed at Kemano.

G. A. (Alex) Hunter, managing editor of the News, died on the way to hospital 30 minutes after the accident.

Interviewed in his hospital bed here, Mr. McRae said he hoped to return to Prince Rupert shortly to conduct his campaign from a hospital bed there. He does not expect to be walking for some time.

Asked to describe the accident, he said:

"There was no warning. Suddenly I was falling. One minute I was standing on the bridge chatting with John Magor and Alex Hunter, then I was lying on the rocks below."

"I remember myself in the air trying to twist my body. I landed with my back to the others amid wreckage of the ramp."

The injured men were carried up the cliff in wire baskets and taken to the company hospital.

"That 10 mile journey without sprains was pretty tough," said Mr. McRae, who suffered multiple fractures to one ankle.

Mr. Magor suffered multiple fractures to the heel and ankle of one foot and severe fractures to the ankle of his other foot. He also was cut and bruised about the face.

Specialists will thoroughly examine both accident victims today.

It is not known when either will be allowed to return to Prince Rupert.

Mr. Magor was flown here by Canadian Pacific Air Lines and was met at Vancouver's International Airport by an ambulance.

WEATHER

Synopsis

The weather picture for B.C. for the next two days is quite optimistic. An area of high pressure along the entire coast is gradually extending inland and should result in sunny and slightly warmer weather.

Temperatures in the upper seventies should be reached at several interior locations today and Friday and coastal points especially in the southern part should enjoy values in the higher sixties.

Forecast

Southern portion cloudy today, clearing in the later afternoon. Otherwise sunny today and Friday. Little change in temperature. Winds light northwesterly. Lows tonight and highs tomorrow—at Port Hardy and Sandspit, 45 and 57; Prince Rupert, 43 and 63.

New Steel Strike Looms In States

PHILADELPHIA (CP)—United Steelworkers of America (CIO) hinted broadly today there might be a new steel strike in the United States unless the steel industry comes to terms—and very soon.

Threat of a walkout of 650,000 workers was contained in a resolution up for consideration by 2500 United States and Canadian delegates to the union's sixth biennial constitutional convention.

Tanker Burns, Collides With Steamship

WILMINGTON, Delaware (CP)—Two ships collided half way through Chesapeake and Delaware Canal today, unleashing a series of explosions on the oil tanker F. L. Hayes.

Four crew members are missing.

Five of the tanker's 10-man crew leaped into the 200 foot wide waterway and paddled ashore. Another was rescued from the water. Flames, visible for five miles, engulfed the westbound Hayes soon after collision with the steamship Barbara Lykes shortly after midnight.

Shortly after midnight a column of black smoke rolled lazily over the Delaware countryside from the still burning tanker. The 270-foot Hayes was carrying 7000,000 gallons of high octane gasoline. No one tried to put the fire out. Firemen were unable to get close enough to battle the flames.

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Will Open up Biggest Development in B. C.

The \$10,000,000 46-mile Canadian National Railway branch line into the remote Indian village of Kitimat received its official go-ahead signal yesterday.

House of Commons Railway Committee approved the bill yesterday which allows the CNR to begin immediate construction of the Terrace-Kitimat connection to British Columbia's greatest industrial development site in history.

It is expected to be completed by the end of 1954.

Alcan plans to be in production by April, the same year.

One of the main clauses which Alcan has had to underwrite in the rail agreement is to guarantee a million dollars a year of rail revenue for the first 10 years of operation.

This is exclusive of other possible customers who are expected to provide much additional traffic after the first five years.

While CNR officials, Alcan officials and B.C. Members of Parliament, including Prince Rupert's E. T. Applewhite, were enthusiastic about the new venture, one eastern Canadian member spoke up against the move.

Official Tells of Kitimat Future

CNR vice-president painted an exciting picture Wednesday of multi-sided developments that should stem from British Columbia's Kitimat aluminum project.

S. W. Fairweather told Commons committee Kitimat should open a new window on the Pacific through which would flow wealth to benefit all Canada.

However, A. W. Whittaker, Jr., vice-president, Aluminum Company of Canada which is backing Kitimat's huge aluminum project, said "I got hell from my boss" for accepting one phase of the company's bargain with CNR for constructing the branch line.

This is a guarantee the company has given railway that rail revenues for the first 10 years won't fall below set minimum.

Mr. Whittaker said his company doesn't like it, but had to take it because CNR insisted.

"We're a private company spending millions on this project because we have faith in aluminum and in Canada," he said.

"I wouldn't be surprised if this branch line turns out to be one of the most profitable moves the CNR has ever made. So why should the CNR and the government be snubbing Quebec?"

Who says so? Jean Francois Pouliot.

He said so Wednesday with uninhibited indignation as he engaged in the sort of exercise he likes best, a parliamentary slugging bee.

There are those who think the legendary stormy petrel from Temiscouata is mellowing and gradually cooling off to a slow boil now that he's 62. But Wednesday he was back in his best, old-fashioned form, abusing and amusing in turn, as he hooked up with two B.C. members in Commons committee to pay off what he considers a debt of two years standing.

His estimate of his revival's success: "I hit a home run."

Feud was waged by the Liberal from the rural Quebec riding with two Conservatives, Howard Green of Vancouver-Quadra and E. D. Fulton of Kamloops, but a couple of high priced witesses got caught in crossfire.

Fodder provided by bill to authorize CNR to spend \$10,000,000 to build branch line to big Kitimat aluminum project in B.C.

Mr. Pouliot, frank in confessing that his main reason in hurling questions and accusations was the fact that he considers Messrs. Green and Fulton were unnecessarily skeptical and unkind in past years when the bill came up for CNR to buy the Temiscouata Railway.

First witness to get caught in crossfire was E. W. Fairweather, CNR vice-president, who—unable to provide statistics himself—was informed by Mr. Pouliot that the CNR has three times as much railway per capita in B.C.

As in Quebec, The Kitimat line would only make this ratio worse. "We haven't got the St. Lawrence river," said Mr. Green.

Mr. Pouliot turned on him. "When Quebec gets something it's a bonanza. When B.C. gets something, it is only fair... To tactics..."

Transport Minister Chevrier appeared and Mr. Pouliot heaped his sorrows on him.

"The CNR is snubbing Quebec," said Mr. Pouliot. "We get the left-overs."

"That is not true," retorted Mr. Chevrier.

"He has to say that," said Mr. Pouliot to world.

He twitted Mr. Green about empty (ship) bottoms for Peace River products and Mr. Fulton implied that Mr. Pouliot had a empty head.

"Withdraw," cried Mr. Pouliot. "I won't be insulted by a junior super-excellency." In heated exchange that followed, Mr. Pouliot said it was obvious he wasn't referring to Mr. Fulton when he mentioned empty bottoms.

Finally Mr. Fulton agreed to withdraw his remark if Mr. Pouliot considered it offensive.

It all ended in kindly note. Mr. Whittaker soothed Mr. Pouliot by indicating the Kitimat project won't harm the Arvida project in Quebec.

By the time Mr. Whittaker finished talking, the stormy petrel was beaming.

"You are a miracle man," he said. "You have converted me to a supporter of your project."

WEDDING MONTH

The month of June, traditional month for weddings, was named after the Roman goddess Juno, regarded as the protectress of all women.

Motorist Takes No Chances

INDIANAPOLIS (AP)—There's one Indianapolis motorist who's not taking any chances on the oil strike.

He told a gas station attendant to "fill 'er up."

The attendant filled the tank to the brim. It took nine cents worth of gas.