

An independent daily newspaper devoted to the upbuilding of Prince Rupert and Northern and Central British Columbia.
Member of Canadian Press — Audit Bureau of Circulations
Canadian Daily Newspaper Association.
Published by The Prince Rupert Daily News Limited.
J. F. MAGOR, President. H. G. PERRY, Vice-President

Subscription Rates:
By carrier—Per week, 25c; per month, \$1.00; per year, \$10.00.
By mail—Per month, 75c; per year, \$8.00.
Authorized as second class mail by the Post Office Department, Ottawa.

A Wise Choice

BY A FAIR and honest expression of opinion the people of the Prince Rupert riding have selected the candidate of their choice—Bruce Brown, Liberal—to represent them in the B.C. Legislature.

It was no overwhelming majority that took Mr. Brown to head the polls on the second count; in fact, it was so close a race that it was undecided until the last handful of ballots was counted.

George Hills, CCF candidate and last year's MLA for this riding, however, is a game loser. He admits cheerfully that he was beaten fair and square, even if only by 33 votes.

That is the way democracy works. The candidate's lot is up to the people. They have decided who shall represent them.

It was a good, stiff, clean campaign in the Prince Rupert riding. This itself speaks for the calibre of all three candidates. William Murray, Social Credit, won a lot of support. But it is evident that the people of this northwest frontier believe Mr. Brown can most benefit their part of the province.

We believe the voters made a wise choice and that their trust in Mr. Brown will not disappoint them.

A community worker well known for his determination and integrity, the 43-year-old lawyer has an unquestionable background. Although he has no experience in politics, he is considered a sound businessman of high principles. To back up the trust placed in him by Prince Rupert electors, Mr. Brown will see to it that the developing northwest area of our province must not take a back seat in the B.C. Legislature.

The electors will hold Mr. Brown to his promise when he was nominated . . . "to give unstintingly of my time and effort."

HEALTH DEPARTMENT LISTS RULES TO WARD OFF POLIO

A set of rules to help ward off polio has been issued by Dr. A. F. W. Peart, a health department division chief. They are:

1. Keep general health up to par.
2. Get plenty of rest and don't become overtired.
3. Don't plunge overheat into cold water.
4. Put off until fall surgical operations unless needed immediately.
5. Keep the house free from flies.

Canada's worst polio infection is in the Whitehorse, Yukon, district where 131 cases have been reported this year.

Auto Industry Spending Thousands On Engineering Research Projects

By DAVID J. WILKIE

RETROIT (AP)—The auto industry probably now is spending more money on engineering research than it has at any time in the last quarter-century.

If you are inclined to question this you need only check over the number of "cars of tomorrow" and other experimental units that have been hand-built by the various companies and the many items of refinement under test.

There is scarcely a car manufacturer who has not built one of the "dream cars." Most of these, of course, never will reach the assembly lines. But many of their components will eventually get into production jobs.

Examples of the cars that will yield something to the assembly line models of the future are General Motors' Le Sabre, Chrysler's d'Elegance and Ford's experimental XL-500. All are strictly "idea" cars, designed to try out engineering principles and theories. Generally the cars are too costly to have any popular appeal, although they excite curiosity and the urge to own the best possible car.

Le Sabre has such future potentialities as aluminum body and fibreglass fenders; a 335-horsepower engine; disappearing headlights and built-in automatic wheel jacks.

Ford's XL-500 has a scarlet fibreglass body with a roof of glare-proof glass and three separate bumpers, one horizontal and two vertical, to protect the rear section.

Chrysler's d'Elegance has such things as a hydraulically-operated spare-tire mount, flush-type pull-out door handles and other such conceits.

While all this research on new devices is going on, the engineering departments also are giving more than normal attention to simplification of many

established accessory items like automatic transmissions and power steering. Simplification, of course, is the first step toward lower manufacturing costs which in turn will bring lower retail prices. Automatic transmissions and power steering are the most popular optional equipment items in the car industry's group of accessories.

The industry is selling just about as many of them as it currently can produce. However, it is aiming at making them standard equipment on all cars as soon as possible.

Because its construction is somewhat less complicated, power steering seems much closer to that than automatic transmission.

Yacht Haven Established Near Vancouver

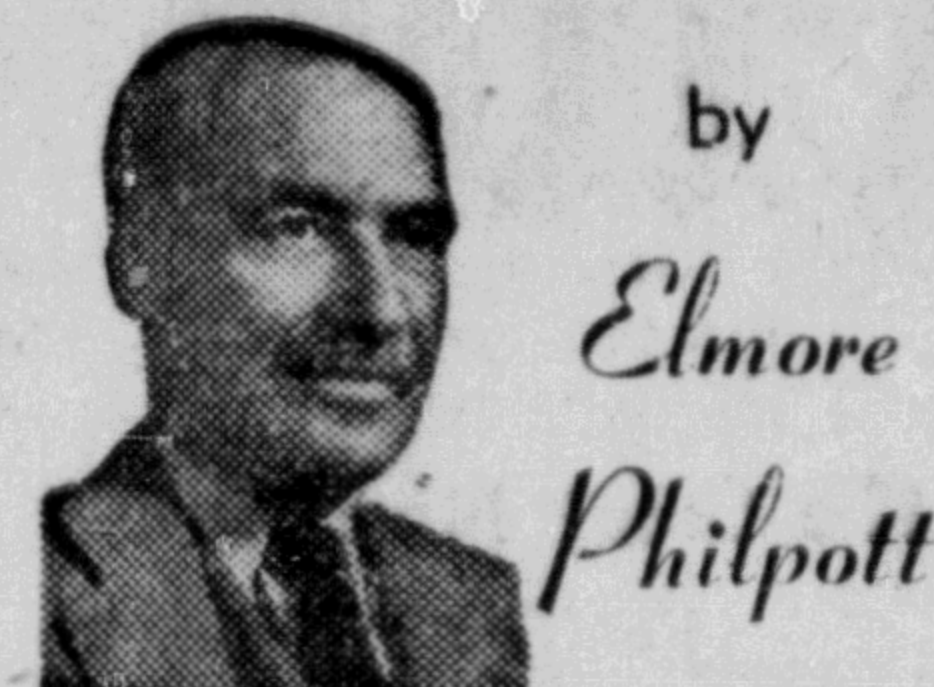
VANCOUVER (CP)—A new haven for British Columbia, Washington and Oregon yachtsmen and sportsmen has been established as a public trust by owner J. F. MacDonald.

It is on a picturesque inlet 100 miles north of Vancouver, six miles from the head of Jarvis Inlet. It is five miles long and the inlet has a 60-foot entrance, giving the harbor complete protection.

MacDonald filed on the property as wild land in 1927 and established floats, shore gangways and woodland trails for visitors.

"The trustees plan to develop the inlet for greater use of visiting boats," said Dr. Leslie Marshall of Vancouver's Burrard Yacht Club, who was named one of the trustees.

As I See It



What Wins Elections?
TWICE in my lifetime I have seen new parties throw out old professionals—and on both those occasions the new parties had no leader, no program, a very bad slate of candidates, and virtually no money.

Yet on both those occasions (Ontario in 1920 and B.C. in 1952) the new parties won.

PROFESSIONALS tell you sadly "elections are not won by prayers" as a French-Canadian, Israel Tarte, put it.

My old boss John Douglan of the Montreal Witness added "what he means is that they are won by the payers."

But that was just a joke. Every political realist knows that you can have the biggest campaign fund on record and still be beaten by a party running on a shoestring, if the latter is the handiest tool to beat what most voters want to beat.

THE SOCIAL CREDIT party in B.C. had very little money in 1952 and yet it ran two per cent ahead of the Liberals who had one of the biggest campaign funds in their entire history.

But by 1953 the Social Credit party had become the "big money party" and in fact had the second biggest campaign fund ever amassed even in B.C.'s big money politics. Yet it won only 36 per cent of the votes—that is just barely reached the peak strength the CCF reached in the middle forties, when the CCF was kept out of power in B.C. only by the coalition of the two old parties.

J. A. STEPHENSON writes in Saturday Night for June 20 about one stunt which certainly helped win the federal election of 1930.

Vancouver's own Senator A. D. Macrae was the Tory campaign manager that time.

"When he saw a chance to exploit the issue of New Zealand butter, he seized it. At considerable expense, he bought a large consignment of New Zealand butter, which had arrived in Montreal, and taking a considerable loss upon his purchase, dumped it on the market at bargain-counter prices. . . . The outraged dairy farmers turned over a substantial number of seats in the Eastern Townships of Quebec."

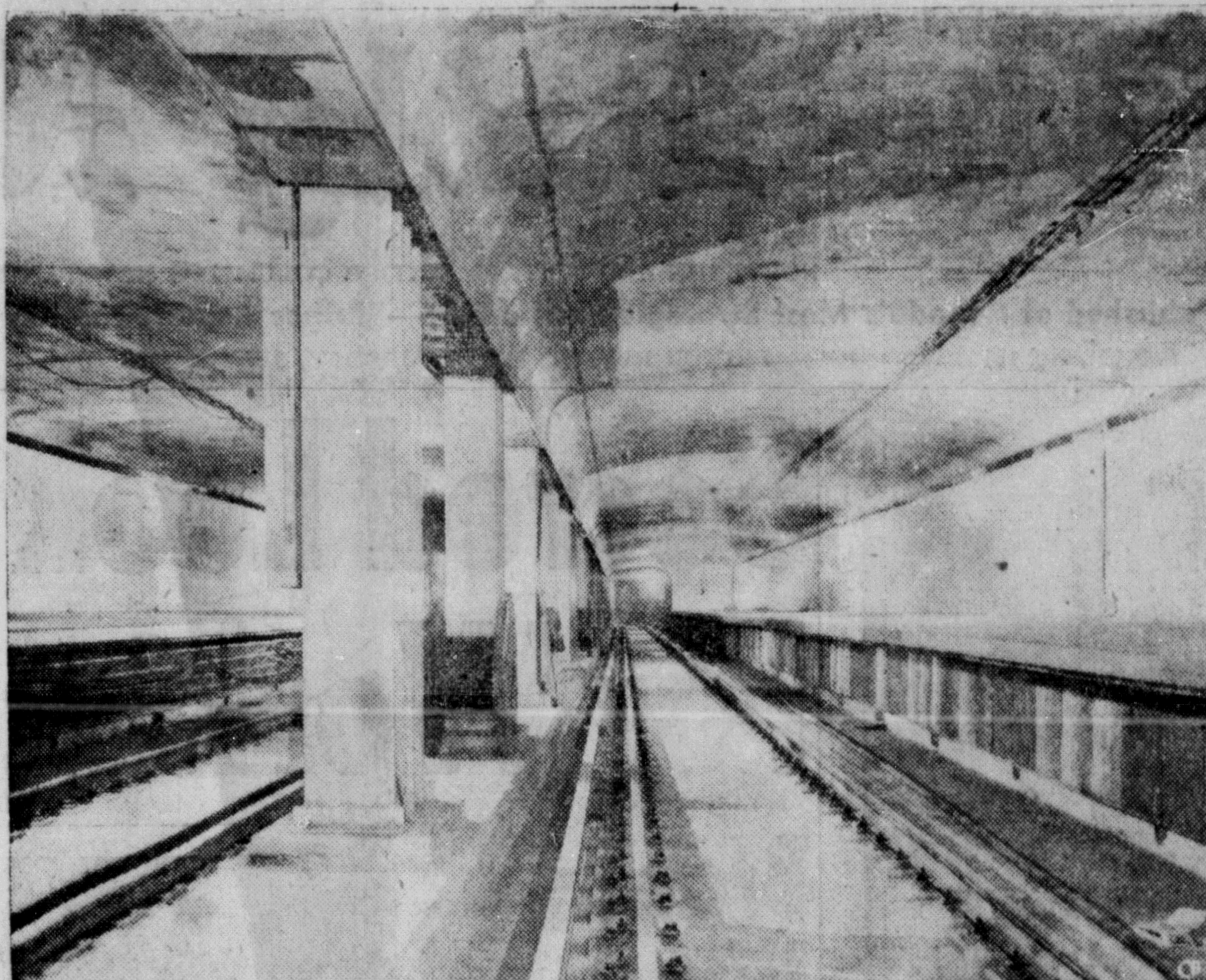
THERE are newspapermen still alive who remember another election stunt—which also scored heavily.

In 1911, when the Tories finally defeated the Laurier government, the issue was reciprocity—free trade in natural products between Canada and U.S. The Tories were scaring the living daylight out of the people by saying it was a "back door" through Canada would be annexed to the United States. The then President Taft had used a fool phrase that the pact would make Canada an "adjunct" of the U.S.A.

Some of the hard-boiled Tories went down to Washington and paid back-bench Congressmen one hundred dollars per speech to advocate "the annexation of Canada." That was just duck-soup for those Congressmen who would have been glad to make the speeches for free.

Anyway, the trick worked. Nobody down in the States was paying the slightest attention to those fool speeches—in fact, hardly a newspaper bothered to report them. But up here in Canada they were spread over the front pages. And how!

But I hasten to add that in my opinion the Tories would have won both in 1911 and 1930, stunts or no stunts. For the real thought was "it's time for a change."



THIS IS KING STREET STATION, one of the downtown stops in Toronto's subway, now under construction and expected to open in February, 1954. The \$58,500,000 rapid-transit system—first in Canada—will carry 40,000 persons an hour from downtown Union Station 4½ miles north to Eglinton Avenue.

Engineers Take Elaborate Precautions to Prevent Accidents in Subway Under Construction in Toronto

By HARRY KINGDON
Canadian Press Staff Writer

TORONTO—One of the coolest places in Toronto is Canada's first subway.

Rapid transit system workers say the temperature never varies

between 50 and 60 degrees Fahrenheit, whether surface dwellers are sweltering or shivering.

The city-owned Toronto transportation commission expects its subway to cost a cool \$58,500,000

before its turnstiles open to the public in February, 1954.

The concrete tunnels that will carry the trains under crowded downtown streets are complete. More than 70 per cent of the track has been laid and most of the stations are in the final stage of construction.

CARS EXPECTED SOON

First of the 104 English-built cars will arrive in Toronto in July. The fleet will cost about \$8,000,000. By the end of 1953, officials expect to start preliminary test runs.

In full operation, the trains will be able to carry 40,000 persons an hour from downtown Union station 4½ miles north to Eglinton Avenue. Trolley buses then will carry "northerners" about two miles farther to the city limits.

The whole subway trip is expected to take less than 20 minutes in rush hour.

Surface travellers should save time too. Yonge street—the city's main north-south artery—will be cleared of street-cars when the subway starts rolling. Yonge cars now carry about 12,000 passengers an hour in rush periods—and move an average of six miles an hour.

STATIONS IN STORES

Six of the 12 stations will have entrances directly from stores or office buildings.

Engineers have taken elaborate precautions to prevent accidents. The signal system not only warns the driver to stop with a red light, but automatically stops the train if the driver doesn't.

There will be no coffee dispensers, no soft-drink machines, no sandwich or food purveyors in stations.

Each station will have its news stand concession selling papers, cigarettes and candy. Advertisements on the station platform will encourage the passengers to buy all manner of goods—somewhere else.

Getting lost in the subway will also be difficult. Each station is marked with its name in large letters along the walls and also by a distinctive color combination.

More than 1,000,000 bags of cement were used to build the subway and 12,000 tons of reinforcing steel. Structural and rail steel accounted for another 12,850 tons.

VICTORIA REPORT

By J. K. Nesbitt

VICTORIA.—The storm that blew up in the Social Credit camp about suspension of two civil servants for what the government thought was wrongdoing is dying down.

Premier Bennett has so far won that one. A Social Credit group in Oak Bay attempted to censure the government for the suspensions. The government would not be censured. Premier Bennett flew into one of his cold rages, in effect told the Social Crediters to mind their own business.

An Oak Bay Social Credit meeting blew up in confusion over the whole affair. The tide that first brought the matter up were severely reprimanded. Social Credit's enemies took great comfort from all this, but it was too late. If only the rumour had come before the election, said they in some agony.

The case of the suspended civil servants has caused a lot of public argument, and a great deal of confusion in the public mind. Should a political party attempt to run the government, even if it's of the same political persuasion? Mr. Bennett said he would take no dictation from anyone, not even his own party. The Oak Bay dissidents cried that B.C. no longer has Social Credit, it has Bennettism.

A lot of people—even non-

Social Crediters—agree with Mr. Bennett. A political party is not the government, even if it helped elect that government. Political parties are important, yes, and they may, and should, make their wishes known to the government, by resolution, like any other organization. But there shouldn't be attempts by a political party to tell the government it MUST do so-and-so—or else. A government is responsible to all the people, not just the members of one political group.

One of the curses of the past has been the party machine, operating in the background. Governments seldom make important decisions without consulting these machines. That was one of the many abuses the people eventually became fed up with. Such dictation by the machines eventually brought ruin to Liberal and Conservative parties in this province.

It's going to be difficult for Premier Bennett to keep a Social Credit machine from building up. Machines are like cancers; they start innocently enough, before anyone is aware of them; suddenly the growth is all over the body politic.

There are hangers-on in Social Credit, as in any other party. They are bound to increase, and more and more feel their oats.

Premier Bennett isn't going to find it easy, either, keeping out patronage. He says he will—but patronage, of one kind or another, is almost certain to build up. It always has, and always will, with governments.

Some of the Social Credit boys are bound to want patronage, and they're going to demand it. They'll say they fought to get Social Credit elected, and so they want their reward. It's going to be interesting to see what happens.

Rhee Opponent Arrested in Seoul

SEOUL (AP)—The South Korean government announced that Chough Byong Ok, a political opponent of President Syngman Rhee, was under arrest by South Korean military police for his own protection.

Chough, a leader of the Opposition Democratic Nationalist party, was beaten up by four young assailants Tuesday night—a day after he spoke out publicly against the anti-truce policy of President Rhee.

Dr. Karl Hong Zee, director of the government public information office, said Clough was under arrest by a certain organization.

Karl did not name the organization, but other officials said Clough was being held by military police of the provost marshal general's office.

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OTTAWA DIARY

By Norman M. MacLeod

One of the popular pastimes in a politically aroused national Capital these days is comparing the qualifications of the campaign teams working in support of the leaders of the two major political parties.

On paper, they're curiously well-matched. The PC machine, contrary to what might be a general expectation, shades its Liberal counterpart in the factor of experience. But the Liberals have an admitted superiority in the important field of advertising and public relations.

Both machines have undergone an approximately equal infusion of new young blood since the last contest back in 1949.

At the Bracken House headquarters of the PC's, R. A. Bell, QC, brilliant Ottawa lawyer, is the presiding genius. An individual of solid and practical, rather than spectacular but erratic methods, his sagacity stems from key association with every national Conservative campaign since 1935. In riding organization and in the sheer mechanics of fighting an election, Bell is an acknowledged authority. Past Conservative failures have never been attributed to lack of thoroughness or efficiency on his part.

Teamed up with Bell as phrase-maker extraordinary and general idea man—in many respects the J. H. Pickersgill of the PC's—the Drew machine has another formidable veteran. He is R. K. Finlayson, QC, Winnipeg lawyer who came to the Capital in 1932 to help then Prime Minister R. B. Bennett organize the Imperial Economic Conference. When the Imperial Conference ended Finlayson stayed on Parliament Hill to become one of the recognized powers behind the Conservative throne. Along with Washington Ambassador W. D. Herridge he was the author of the Bennett Government New Deal legislation—which only failed to save the Ministry politically because of the severity of the economic depression. In addition he being recognized as one of the ablest

Teachers Needed At Smithers

SMITHERS.—Five vacancies still remain on the 1953-54 Smithers School District No. 54 teaching staff. Six appointments have been made to fill 11 vacancies, including two new positions for additional classrooms starting in September. The principalship of Telkwa superior school is one of the posts to be filled.

The British Order of Merit, established in 1902, is restricted to 24 members with a few honorary members.

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