Prince Rupert Daily News Ltd.
Friday, June 25, 1954

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

School's Out, Drive Carefully

WITH Annunciation school closing its doors for the summer today, and hundreds of pupils from the other elementary schools already on holiday, vacation time for the city's children is launched once more. To the smaller youngsters this means endless days of carefree play, with meal times the only worry and long evenings ahead with no thought of having to get up early to go to school.

To the motorist, however, it means that for two months the speed limit through school zones is nullified. No longer do drivers have to creep past schools at 14½ miles per hour with a versatile eye cocked on the speedometer, school crossings and side streets. Some slight relief from the wear and tear of city driving is provided by this temporary easing of the speed laws, but not all.

With the emptying of the schools comes the crowding of the parks, play areas and some streets. Streets like Sixth Avenue East which were deserted, except for lunch time, between the hours of 8 a.m. and 5 p.m., will now have children running across, and possibly playing across the roadway. Parks that stood vacant during the spring will contain youngsters most of the daylight hours. For that reason the 15 miles-per-hour limit will apply very forcibly where playground area signs are posted, and the speed limit is in effect from daylight to dusk.

McClymont Park, thanks to the co-operation of the city and the Provincial government, will be less of a hazard this year than previously, with the construction of the new sidewalks along McBride Street. But caution is urged for drivers all along McBride from Eighth to the top of the hill due to the crowds of both adults and children that attend four Little League baseball games a week.

However, the responsibility does not lie entirely with motorists by any means. Parents of youngsters old enough to go to nearby parks or even far afield, should be the time the children reach this age, have instilled in them a large measure of safety consciousness. Children should know to keep their eyes open and be alert to traffic dangers at all times. When walking on a street or road with no sidewalk they should walk on the left hand side of the road facing oncoming traffic. If in a group they should walk single file and not cause a motorist to swerve onto the wrong side of the road, thereby placing himself in a dangerous position. They should let a ball that bounces across the road come to a halt and not dash after it before they've ascertained whether there is any traffic or not. A ball can be replaced for half a dollar if lost, a broken limb or a life cannot. With co-operation between motorists, parents and the children themselves a summer unmarred by tragedy can be assured.

Ray REFLECTS and REMINISCES

"It is impossible to talk and simultaneously listen to another person talk," says a psychologist. Well, who wants to listen to another person talk, anyway?

Then there was the multi-millionaire's son who went broke because he started living beyond his means.

Beauty will not last long but it's possible the trouble it can create will keep on going for ever.

Perhaps we should be grateful that people talk about the weather a lot. It's one of the few subjects that nearly everyone understands and upon which most people can agree.

HADN'T THOUGHT

There was a time when the payroll was something definite, writes Joe Rutledge. It was the old cash that went into the pay envelope every week. It was the complete fulfilment of the owner's obligation to his worker. We hadn't thought of calling it "take-home pay" because as yet government's hadn't thought how nice it would be to take a substantial slice of those pay-roll dollars.

It's about the 350th anniversary of the discovery and naming of the St. John River, way down in New Brunswick. The city is having fitting recognition to the memory of Samuel de Champlain and his voyageurs who chanced on it June 24, 1664. Wonder what the weather was like? Should have been grand, had season anything to do with it, and there was no fog. Were we wagering, the bet would be "YES." Plenty.

Tipping is a unique custom. Nothing good can reasonably be said of it. It tends to corrupt the giver. It tends to degrade the receiver. It enables an employer in service trades to pay miserably low wages.—Toronto Star.

As I See It

by Elmore Philpott

Canada Pipeline

CANADA has just had another sharp lesson in how not to get on with the Americans.

We recently passed a bill in the parliament at Ottawa which permits Texas natural gas to serve the Ontario market. It was distinctly understood that the Texas gas would only be used in Ontario until our own Canadian pipeline was built from Calgary to Toronto and Montreal. The idea was that as Texas gas is already serving the big U.S. cities south of the Great Lakes, it was only common sense to allow it into Ontario, pending arrival of the Alberta product. The Texas gas would meanwhile serve to build up the market. People would have stoves and gas furnaces already installed, even before completion of the long pipe line from the west.

✣ ✣ ✣

BUT there was another reason why the parliament of Canada gave the green light to importation into Ontario of Texas natural gas.

MPs knew very well that B.C. natural gas people would soon be seeking permission from the U.S.A. to export B.C. gas into the states of Washington, Oregon. It was felt that our favorable decision, for entry of U.S. gas into Ontario, would help predispose the U.S. tribunal to give equally favorable consideration to the entry of B.C. natural gas into the Pacific Northwestern part of the U.S.A. The subsequent decision by the U.S. tribunal shows how wrong was Canada's too trusting approach.

✣ ✣ ✣

WE CANADIANS have already decided to build a natural gas pipeline from the foothills of the Rocky mountains to Toronto and Montreal. This line will not take the most immediately profitable route. As an act of faith, Canada decided to have this line run north of the Great Lakes, through a sparsely settled wilderness, rather than through the vast rich markets of U.S.A.

We are, of course, willing to sell our natural gas to U.S. customers. But we are only willing to do this from sidelines—and not from a mainline pipe running to eastern Canada via U.S.A.

We made this national decision with our eyes wide open, for exactly the same reason that our grandfathers built our railways across Canada, and not across the U.S.A. That reason was that they were willing to face extra handicaps, at the beginning of the enterprise, for the sake of longer range benefits. They wanted to tie our nation-to-be together.

✣ ✣ ✣

SURELY the answer to Canada's natural gas problem is this: We need an all-Canada mainline gas pipe from Vancouver in the west to Montreal in the east. That line should run close to the American border, so that our neighbors could buy gas from us for great cities such as Portland, Seattle, Spokane, Minneapolis. But the mainline should stay in Canada, so that we would always have physical control of it, especially in wartime.

Into this mainline natural gas pipe, should be feeder lines, bringing the supplies from Peace River and all fields, by the cheapest route.

It seems to me that this Canadian pipeline should be financed, built and managed by Canadians.

CAREFUL EATER

The racoon has a well-known habit of dabbing its food in water before eating.

A TIE A DAY—The faces are the same; it's the bow ties that are different. Army special counsel Joseph N. Welch has more than 150 different bow ties and has been showing them to television watchers of the McCarthy-Army hearings at the rate of one a day. A few years ago, Welch's then current collection was stolen from his home, but when reporting theft to police, his Massachusetts modesty came to the fore and he said that only 75 had been taken. Said Welch to his wife, "I cannot admit that I have 150 neckties."

OTTAWA DIARY

By Norman M. MacLeod

Liberal M.P.'s are scattering to their home constituencies in the firm belief that before they return for the Autumn session the current quarrel with Premier Duplessis over the Quebec income tax will have been patched up. Rumors of a settlement are in the air.

The general expectation is that the dispute will be settled mainly on the Quebec Premier's terms. The Federal Cabinet is said to be sick enough of the issue to be ready for virtual surrender. And it is no secret that terms of near-surrender are the only ones that Hon. Maurice will consider. Any compromise to which he will agree will have to be more nominal than real.

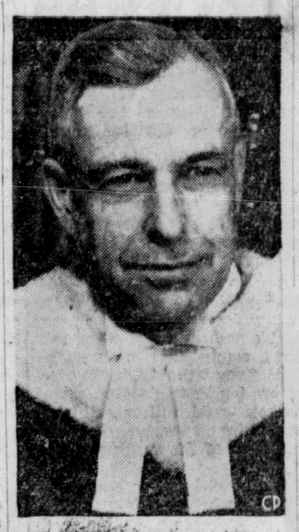
The suggestion which is being heard in Liberal circles here is that grounds for some measure of compromise exist in the field of the tax's collection. The Federal income tax machinery already in existence is said to be sufficient to collect the Duplessis tax on behalf of the province with little, if any expansion.

Such an agreement would save Premier Duplessis the very considerable cost of setting up a separate collection agency. It would also serve the convenience of the taxpayer, who would be saved the trouble of making duplicate returns. As matters stand now, Premier Duplessis is being put to considerable collection expenses, and the taxpayer to corresponding annoyance.

Just what concession the Quebec Premier might make in return for the Federal government volunteering to collect and remit the tax hasn't been suggested here as yet. There's even a belief that no compromise whatever might be given—that the Federal authorities might just back out of the quarrel empty-handed.

When the issue first arose, the Federal Liberals believed that if the Duplessis policy resulted in double taxation of Quebec residents, it would lead to wide dissatisfaction with the Duplessis Government. Now, however, they admit that this view of the situation was optimistic. They concede that Hon. Maurice has strengthened his position in the province by his shrewd handling of the issue.

Furthermore, the rank-and-file Liberal M.P.'s aren't too satisfied with the position the Federal Government has taken. They recognize that Quebec has always been conceded the right to a little different treatment from the other provinces where matters of autonomy are concerned. And against that background they suspect that perhaps the Quebec Premier should be allowed to handle the tax situation in his own way, just so long as he doesn't try to get more than the other provinces. His present tax actually is yielding him $25,000,000 less annually than he would get from Ottawa under a tax rental agreement.



MR. JUSTICE Roy L. Kellock, 60, is considered likely to be the government's choice as a successor to Chief Justice Thibaudeau Rinfret who is retiring from the Supreme Court of Canada this month at the age of 75. Mr. Justice Kellock gained fame as a royal commissioner investigating the Soviet spy ring in 1945, the Halifax VE-day riot in 1945, the 1949 Noronic ship disaster and the 1950 rail strike. He is a native of Perth, Ont.

FLEET OUT IN FULL FORCE

SEATTLE (AP)—Washington's big commercial salmon fishing fleet were out in full force with the opening of the main Puget Sound season yesterday.

About 20 Puget Sound canneries and 900 boats from Bellingham, Blaine, Anacortes, Everett, Tacoma, Gig Harbor and LaConner are expected to participate in this year's net fishery.

Men's Suits, Topcoats, Sports Jackets
"AT CLEARING PRICES"

MEN'S SUITS
Brown shades. Venetian Gabardine. Double-breasted. Sizes 35 to 39.
Clearing at $24.50

MEN'S TOPCOATS
All wool covert cloth. New shades in Brown and Sand. Perfect fitting. Sizes 35 to 44.
Clearing Now at $28.50

MEN'S SPORT JACKETS
All wool. Assorted tweed shades. Sizes 36 to 44. Now Only $18.75

MEN'S ALL-WOOL DRESS PANTS
Blue stripe effect. Best tailoring and fit. Sizes 32 to 42. Real value at $20-$22. Now, pr. $12.50

MEN'S SHOES
Black and brown loafer style. All sizes.
SPECIAL, Pair $6.45 to $6.95

BOYS' SEMI-DRESS PANTS
Dark shades. Well finished. Regular $3.75. NOW, pair $2.75

BOYS' PULLOVER SWEATERS
All wool worsteds. Sizes 4 to 16 years. NOW, SPECIAL, each $2.35

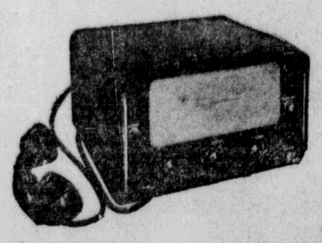
BOYS' WINDBREAKERS
Zipper style. Attractively tailored. Less than factory cost. FROM, each $2.45

LOOK FOR THE NAME
B.C. CLOTHIERS LTD.
3rd Avenue
Since 1930
Between the Royal and Belmont Hotels

Rock Mount
SPECIAL OLD CANADIAN RYE WHISKY
$3.55 plus tax
This advertisement is not published or displayed by the Liquor Control Board or by the Government of British Columbia

Advertising in the Daily News Brings Results

SPILSBURY and TINDALL
Now Present the
6-12-32 Volt
MRT—15D
15 Watt Phone
$359.00



Small — Compact — Rugged — Dependable
YOUR AGENT IN PRINCE RUPERT AND DISTRICT
644 - Rupert Radio & Electric - 644

PRINCE RUPERT TO
KETCHIKAN $15.00
WRANGELL $27.00
PETERSBURG $29.70
JUNEAU $41.40
WHITEHORSE $56.00
SEATTLE $65.00
WHEN YOU FLY ELLIS AIR LINES
Phone 266 (Office opposite Post Office) Third Ave.

359 smart new passenger cars

for service all across Canada by
Canadian National

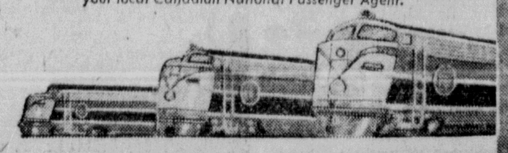
Canadian National's modern-as-tomorrow new equipment is bringing you travel with a flair, a new kind of "Travel Living"! As more and more of these new cars join Canadian National trains all across Canada this summer, you'll discover the added comfort and convenience that is yours — with the widest choice of day-and-night accommodations for every budget.

It costs less than you might think to travel on the C.N.R. For example look at these low coach fares between Montreal and Prince Rupert. One way $78.56; Round trip $127.90. Proportionately low fares apply for tourist and other types of sleeping car travel.

Ask about substantial savings offered by New Family Fares to Winnipeg, Eastern Canada, Eastern U.S.A.

For reservations and information, see, write or phone your local Canadian National Passenger Agent.

Restfulness and comfort are yours in spacious new drawing rooms. In each you'll find two lower beds and one upper, with two folding arm chairs. It's a bedroom by night, a living room by day!



CANADIAN NATIONAL RAILWAYS
THE ONLY RAILWAY SERVING ALL TEN PROVINCES