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Let's Hear About Airport

NOW that the survey of Digby Island as a possible airport site is completed and the project can be considered with all the facts at hand, we look forward to an early decision by the government in this connection.

We do not doubt for a minute that the estimated cost will be high. Digby Island has its full share of muskeg indigenous to this part of the country and there is bound to be the problem of obtaining gravel for the operation.

Yet we trust the government will not allow itself to be readily discouraged. As aviation experts have pointed out, the cost of laying down a runway cannot be any more than that of building a mile or so of very good highway. The problems of foundation and surface are similar, if not identical. In fact, a runway is probably a less expensive undertaking in the long run because it is not subjected to the incessant wear and tear of motor traffic which includes vehicles much heavier than the average aircraft.

At the same time, a mile of runway does as much to facilitate transportation as hundreds of miles of road. With all the up-to-date lighting and landing equipment, it means that air traffic can move with minimum interference from the weather.

In the case of Prince Rupert, the establishment of a good airport could mean that air movements during winter would be increased by as much as 100 per cent, perhaps more. It would bring this busy district within effective reach of main Canadian centres and possibly open up new links with the Orient.

This period of uncertain waiting cannot be tolerated much longer. Lack of an airport here is a serious handicap to northwest coastal development which unquestionably has resulted in loss of business far exceeding the cost of any airport. The tight international situation is another cause of anxiety since we are virtually unprotected against air assault.

No more surveys or taking the matter into advisement will suffice. Quick and positive action is the only sensible choice that remains.

OTTAWA DIARY

By Norman M. MacLeod

You don't hear very many complaints about Rt. Hon. Mr. St. Laurent's leadership amongst Parliament Hill Liberals. That, of course, is exactly the situation you would expect. What have the Liberals to complain about, anyway? They're not doing too badly, thank you.

Perhaps the surprising thing is that you hear any Liberal complaints about Mr. St. Laurent at all. But you do. And the still more surprising fact is that those who do hear are almost unbelievably basic—at least in political eyes.

For example, right now the superficially amazing complaint is current in Liberal circles that the Prime Minister lacks the sympathetic understanding of

peoples' emotional sensitivities so necessary to any great politician. He is represented as dominated in his outlook by ideas of cold efficiency, unaffected by any regard for the warmer factors of personal considerations which may be involved in any situation.

It is this alleged "blind spot" in his otherwise broad and brilliant mental equipment which Parliament Hill Liberals blame for his failure to understand the great Central Ontario industrial area over the failure to accord it Cabinet representation. Mr. St. Laurent believes that the viewpoint of industry and finance are adequately and ably represented in the Cabinet by the great C. D. Howe, the eminent "Doug" Abbott, the conscientious and able Claxton, and—last but not least—by his own long experience in large corporation law practice. With this galaxy to guarantee fair play in federal policy, Rt. Hon. Mr. St. Laurent is said to be incapable of understanding why financial Bay Street or industrial Central Ontario should be so worked up over the mere question of geography.

The Prime Minister is said to find it even more difficult to understand the new voices of discontent which are ringing in his ear from the Montreal area of Quebec province. The complaint they utter is similar to the Toronto and Central Ontario grievance in the fact that it is basically a charge of geographic omission in the Cabinet. Its basis is the fact that at the present moment the Montreal area, home of the Quebec Cardinal and in that sense centre of Roman Catholicism in Quebec, has two Protestant Cabinet members—Messrs. Abbott and Claxton—but no Roman Catholic representative. Near-by St. John, where Postmaster-General Paul Cote sits, is not regarded as part of the Montreal area.

Rt. Hon. Mr. St. Laurent is said to be incapable of seeing the point raised against him. Like all sincerely religious men, he rebels instinctively against the misuse of religion as a political football. And he suspects that something of that order is involved in the Montreal unrest.

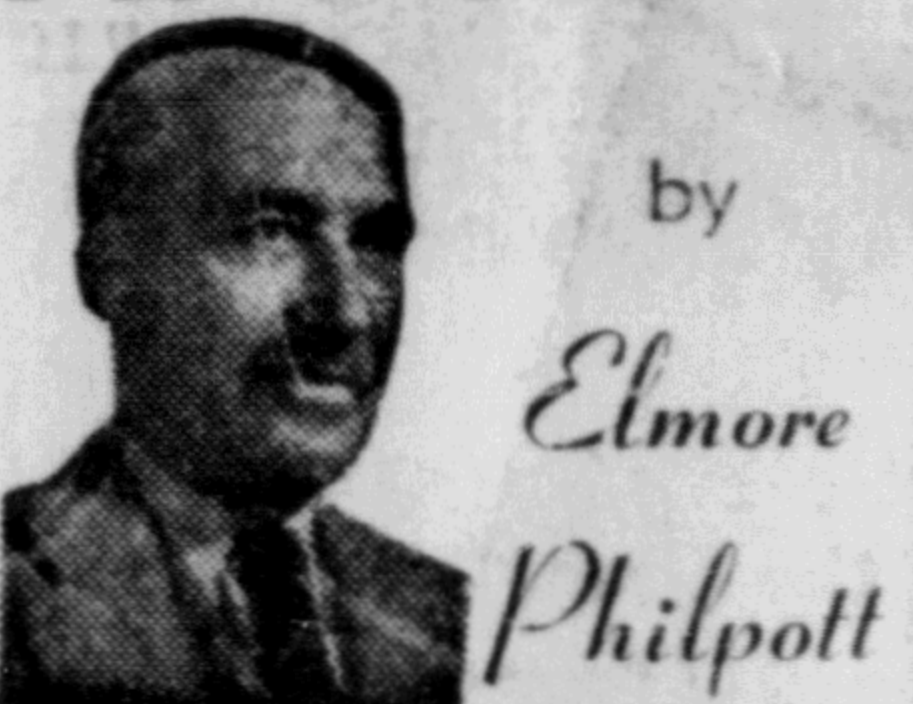
Yesterday more than 150 district residents hunted the hilly, heavily wooded area but found no trace of the missing man. RCMP also joined the search.

His father said the youth was able "to take care of himself in the woods" though he was not an experienced woodsman.

Green played senior lacrosse for five years, and won one Mann Cup medal in 1949 when he starred as Burrards defeated Hamilton Tigers in the Canadian final. Since then, he played goal for Vancouver Pilseners in two other Mann Cup finals—in 1951 and 1952. Pilseners lost both.

For action—try Classifieds

As I See It



Vancouver's Future

ON A SINGLE day two major new industries began operating in Vancouver.

The Trans Mountain Oil pipeline stood ready to deliver oil—the "black gold" to the homes and industries of B.C.

The Continental Can Company opened its magnificent new plant.

A few hours earlier a panel discussion of the UN Association agreed that stable peace in Asia would open up a vast new commerce for Canada; and that Vancouver was certain to become a vast industrial seaport to service this trade.

IF YOU TALK with hard-headed experts, such as the men sent over to organize the bid Duke of Westminster's development at New Westminster, you quickly learn that the coming vast expansion around Vancouver is no mere pipe-dream or booster-boasting.

The expansion is actually starting. Before very many years the whole area from Vancouver to Chilliwack will be one vast industrial and residential cluster, like the area from Oshawa to Toronto to Hamilton and Niagara Falls.

While the expansion is absolutely certain, the precise form the expansion takes is anything but certain. If the growth is unplanned and haphazard much of the best agricultural land will be needlessly taken up for residential purposes.

I HOPE Vancouver does not make the very same mistake I saw Toronto make. My old predecessor on the Toronto Globe, T. Stewart Lyon, had crusaded for years to have a subway built, while the city was still fairly small. Nobody would listen to him—in time. When the Great Depression came on, the construction of that subway would literally have been a life-saver—and it could have been built at a dirt-cheap price.

Now, 20 years later, the subway is being completed exactly the same as the old Globe campaigned for it from about 1910 till about 1930. The present cost is "out of this world." But the cost of the one short line in 1953 would have paid for subways criss-crossing the entire city of Toronto in 1913, 1923 or 1933.

VANCOUVER needs a super-highway, running with eight lanes well beyond New Westminster. The longer we wait to build this the more it is going to cost.

I think this super-highway should be run, as the Vancouver Sun suggests, by a Lower Mainland Highway Commission.

This super-highway should be a complete "freeway," that is, with sides completely fenced off, and absolutely no level crossings either for ordinary road traffic or railways. If Hitler could do it, why can't we?

I AM heart and soul with my old friend General Worthington who is trying to wake up the people of Canada to the need for civilian defense against atomic attack.

But with all due respect to "Worthy" surely we need proper exits from and entrances to our great cities, even more than we need shelters from bombs.

The Russians would not need to fly a plan over to drop the atom bomb on Vancouver. All they would need would be about 20 well-trained saboteurs with dynamite to blow up about a dozen bridges and this great port city would be tied up in knots for weeks to come.

Islet Named After Pilot

VICTORIA, B.C.—The name of Wing Cmdr. E. M. (Ted) Williams, AFC, Victoria RCMP pilot lost on a flight to Stuttgart in 1945, will be perpetuated on the rugged coast of B.C.

The Canadian board of geographical names has approved the name "Williams" for an islet on the Outer Passage-McKay Reach chart in recognition of his services.

One of the first nine Canadian airmen to be decorated in the Second World War, he was honored at an investiture conducted by the Earl of Athlone.

The chart to bear the name Williams Island covers that portion of the mainland coast directly opposite the Lower Queen Charlotte Islands.



MEETING IN THEIR LONDON OFFICES Roy H. Thomson, 59, (right) and his son Ken, 30, discuss their newspaper holdings in Canada, Britain and the United States. Starting from scratch in Canada little more than a decade ago, the elder Mr. Thomson's interests now include 23 papers, including four in Britain and one in St. Petersburg, Fla., and five Canadian radio stations. He will take personal direction of his latest purchase, the Edinburgh Scotsman and associated publications, turning over direction of the North American interests to his son.

New Social Security Tax Takes Effect As Wallace Gives Assent to 49 Bills

By STEPHEN SCOTT
Canadian Press Staff Writer

VICTORIA—British Columbia's 24th legislature prorogued Saturday, leaving Canada's west coast province with new laws governing liquor sales, the voting age, Doukhobor marriages, balloting and taxation.

Lt.-Gov. Clarence Wallace, in giving royal assent to 49 bills, expressed "deep sorrow" over the death of Education Minister Tilly Rolston, fighting grandmother of British Columbia politics, buried in Vancouver Friday.

As the 49 bills became law, immediate effect was felt in restaurants throughout the province, where a three per cent tax came off meals under \$1.00 and in the province's liquor clubs, where a 10 per cent tax went on.

Another top piece of legislation gives voting rights to 19- and 20-year-olds, making B.C. Canada's third province to drop the voting age below 21.

In Saskatchewan the voting age is 18, in Alberta 19.

Officials estimated the extension will add 28,000 names to provincial voters' list.

The liquor bill provided four types of licences.

Public houses will replace beer parlors, the only place out of private clubs where British Columbians could previously get a drink by the glass.

Liquor by the glass will be served in cocktail lounges, and with meals in "dining lounges" or night clubs. Beer and wines will be served with meals in licensed restaurants.

The surprise piece of legislation was a revision of the three per cent sales tax now to be known as the Social Security Tax. The revamped tax puts a 10 per cent levy on drinks by the glass, with the exception of beer.

Also hit by the tax will be meals, cigarettes and other sales made in night clubs and similar

establishments where entertainment is provided.

Another new tax is a 10 per cent levy on the net mining and logging company profits over \$25,000.

Dealing with Doukhobors, the government extended them the franchise, legalized their bread-and-salt form of marriage and set up a commission to investigate the re-sale to them of lands seized for non-payment of taxes.

Bread and salt, sacred Doukhobor symbols, are features at sect weddings.

Also hammered out during the five weeks and four days which the legislature sat was a revision of the ballot system. From the alternate ballot, B.C. now reverts to the X system of single choice ballot.

Premier W. A. C. Bennett's government went into office last June, gaining its first House majority in an election following the Social Credit defeat on the floor of the House last March.

Instead of the 19-member minority government held at the defeat, the premier was returned in June with 27 seats. His opposition was 14 CCF members, four Liberals, one Progressive Conservative and one Independent Labor.

Pulpworkers Vote to Strike

Pulp and paper workers at seven plants in six northwestern Ontario towns Sunday night voted in favor of strike action to back up demands for a five-per cent wage increase and other contract improvements.

The dispute between 11 AFL unions and 12 companies involves 15,000 pulp and paper workers in Ontario. Other results were not known.

Voting were members of the International Brotherhood of Pulp, Sulphite and Paper Mill Workers (AF) and members of the International Brotherhood of Paper Makers (AFL).

The votes were ordered after a majority report of a conciliation board recommended against any wage increase in the industry. Ontario mills now have a 40-hour week and a basic hourly rate of \$1.41.

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Ray Reflects and Reminisces

Between what's going on around Edmonton and the laying of a pipe line across the Rockies, the subject of oil continues to occupy a lot of newspaper space. Yet it's nothing new. Alberta's first oil was wrung out of gunny sacks laid over oil seepages in the southwestern corner of the province near Waterton. It was sold to ranchers for use in lamps, as a lubricant at a dollar a gallon. The time was 1886, and nobody was excited.

SERVES HIM RIGHT

A press dispatch, dated Johannesburg in South Africa, says Adolf Hitler was fined \$5 Thursday for drunkenness and sentenced to 20 days in jail.

This is the time of the year for fall fairs, pumpkins, clam chowder, conventions and saving for Christmas. The latter may not be so simple.

WITH OUR NUDISTS

There is still such a thing as the nudist craze and this is not meant as another slam at Doukhobors except in an indirect way. It is intended to suggest that when cranks, called no matter what, start getting queer, a few degrees of good vigorous frost will go a long way toward curing it.

Seagulls are finding the lawn fronting the museum a captivating spot to solum in. They are tame, but not any more so than the hundreds of other sea-birds, crows and rooks making use of the sidewalks. You can hardly pick one up to fondle it. But perchance a bit of feather stroking will be permissible in course of time.

After the woman had spent thirty minutes of the doctor's time describing her symptoms in a sonorous voice, she asked for the diagnosis. He hesitated just a moment: "Acute loquaciousness."

Last Tuesday's Vancouver Sun ran a story on the front page under a three column headline and about three fourths of a

column long. It was all about Prince Rupert, and this need not cause the slightest surprise. The province's chief city has been spilling about rain in Prince Rupert for more than 40 years—or ever since there has been a port up north bearing that name. But dashed little ever read about anywhere else, and do not infer from this it doesn't happen good and plenty.

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