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## Parliament of Business

**B**USINESSMEN from every province in Canada are meeting today in Edmonton. The significance of the event cannot be over-emphasized.

Gathered together are representatives of businesses, large and small, at the 24th annual meeting of the Canadian Chamber of Commerce.

The mere fact that hundreds of individuals, some of whom are officially accredited delegates of their local Boards of Trade and Chambers of Commerce and others who are non-voting representatives of business firms who hold corporate membership in the Canadian Chamber, meet to discuss national problems is in itself evidence of the acceptance of the responsibility of citizenship.

The feature of the Canadian Chamber's annual meeting, which attracts delegates from far and wide, is that there is provided an opportunity for each Canadian in attendance to express his or her own views on the matters which are discussed.

While there is ample opportunity to hear the viewpoints of specialists and experts in various fields, it is never forgotten that in the final analysis it is the individual who must grapple with the problem in his own community and whose attitude must be considered if a sound practical solution is to be found.

The judgment and experience of business and community leaders in every field of Canadian endeavor are brought to bear on a wide variety of subjects.

Whether one agrees or not with the final decisions one cannot help but leave such a meeting with a far greater understanding and appreciation of the subject and be, therefore, better qualified to make a worthwhile contribution to the development of sound public opinion.

Faulty decisions are usually based on ignorance of the true facts. They flow from misunderstandings, misconceptions and sometimes the results of deception.

By bringing together people representing the viewpoints of various parts of the country and by providing an opportunity for the exchange of opinions a great deal of ignorance is dissipated.

At the Edmonton conference, there are no pressure groups, no lobbyists, no preconceived ideas. A free and frank exchange is encouraged and a decision represents the considered opinion of two-thirds of the communities represented at the meeting.

The Parliament of business is indeed democracy in action.

## Scripture Passage for Today

Mark 14:34-35

## Ray REFLECTS and REMINISCES

The neighborhood of Third Avenue and Sixth Street is getting away from what it used to be, but this is not saying any serious harm has been done. Once, that particular part of the town was important. But not today.

Elsewhere, between the western junction and Hays Creek, other realty values are gradually yet surely beginning to develop and expand. There's a difference in the look of things. And that—one might say—is practically true of no matter where one could wander between Westview and Seal Cove.

### ON ITS WAY!

There's no boom, and for that matter, little prospect. Nevertheless, a change is on the way. Let's look back along Third Avenue as far as the Port Office. There's little to make one jubilant. Let's do a bit of reminiscing. Some old timers have just naturally folded up. The White Lunch and Majestic Theatre, for example. As for Ben Self, no one has seen him for 'umpteens years.

### THE DAILY BREAD

George Richmond helped feed Prince Rupert, but he's not been doing so for years and years. Instead he's a flourishing baker and says there might be worse parts of the earth than California. Another cafe proprietor, Johnny Vacher did well while

he had his health but he lost it, and a sojourn in his native Italy did not restore it.

There used to be a group of musicians called Harveys' Orchestra. Anyone seen 'em? And where's Vernon Cole? One might also inquire about Jack Judge the barber who continues to go strong, just down around the corner.

### AN EARLIER DAY

Joe Scott's hardware store and George Tites furniture and toy shop? Pioneers of an earlier day. Across the avenue stood—and still stands—the McIntyre Hall bearing the name of a member of the first city council. Plenty has happened in this useful building—everything from election meetings, assize sittings and prize fights to start with. If memory serves correct, oe Bailey and Burns were both seen there.

Before Max Heilbroner moved into the handsome business block he built, just across from the CNR offices, he did business in the premises now occupied by the Singer company at 3rd and 6th. He followed the trail of '98, had spent his youth in Montana, and on the roof of the new store established a garden it was a pleasure as well as a privilege to behold.

We've gone back a few decades and lived an association with old friends.

## As I See It



by  
Elmore  
Philpott

### Nudes and Dudes

THE B.C. government's handling of the Sons of Freedom would be a sidesplitting joke if it were not so serious.

For months past Doukhobor homes have been going up in smoke, and whole chunks of railway tracks have been dynamited. Yet not a single arrest was made until some of the Sons of Freedom went on another of their nudist parades.

Then the government moved. A whole special trainload of arrested Sons of Freedom was rushed to Vancouver jails.

Yet all around Vancouver are nudist camps, where many respectable families of B.C. spend their weekends in their birthday suits—weather and mosquitoes permitting.

Why does the government get in such a terrible tizzy when Sons of Freedom use this particular fool stunt, when nobody has suggested that any harm comes to the children exposed to the sight in the nudist camps—which also operate under the laws of B.C.?

THE REALLY serious thing about the Bennett government's handling of the Doukhobor problem is that it has completely ignored the 342-page report of the Doukhobor Research Committee, appointed by the previous government.

Incidentally, this committee is still in full operation, and has I believe cost the treasury of B.C. over \$200,000 to date.

But the money spent has been well spent. For the first time in the history of B.C. real experts studied and wrote about all phases of the Doukhobor problem.

The best brains that could be hired in Canada and other countries gave their findings about all the matters connected with the problem. They did their best to show WHY the Sons of Freedom act as they do.

But the experts, who had no political axes to grind, made concrete and constructive proposals to remedy the situation. All these are included in the book (The Doukhobors of British Columbia) published on March 29, 1952. Yet up till now—almost a year and a half later—no single one of the recommendations of the experts has even been attempted—must less carried out.

In fact, by doing absolutely nothing about the arson and dynamiting, and then moving so drastically after a silly nude parade, the government has done the very thing its own experts told it NOT to do. For the experts found that the nudist weapon can only be effective as long as governments and the general public get so worked up about it.

One wise mother writes me that the way to end the Sons of Freedom nudism is: "Let the sentence be that any nude parader should have his or her clothes taken away for so many months."

ONE of the small jobs I hope to do in parliament is to ask my fellow MPs to repeal the fool law passed by R. B. Bennett. This disenfranchised the Doukhobors of B.C. because they had almost all voted Liberal in the election of 1930. As things now stand only B.C. Doukhobors are debarred from voting. But Saskatchewan Doukhobors may vote in both provincial and federal elections—while a B.C. Doukhobor may vote in neither.

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## 38-Mile Trans-Canada Highway Link To Take Two Years To Build

**GOLDEN, B.C. (P)**—Construction of the Trans-Canada Highway from here to Field, 38 miles away near the continental divide, is expected to take two years, and progress can almost be measured in pounds of blasting powder.

The road, when completed, will wind through the treacherous but picturesque Kicking Horse country, through Yoho National Park in the Rocky Mountains.

The road will equal the engineering wonder that takes the Canadian Pacific Railway track through the mountainous area. The highway is being blasted out of the sides of the steep slopes, about 500 to 1,000 feet above the white waters of the Kicking Horse river.

### RAILWAY BELOW

Below the road is the railway, and, of course, the rock and dirt that is blasted from the side of the mountains cannot be dumped over the side and onto the roadbed. It must be hauled to safer spots.

It takes a pound of powder to blast every yard of rock. The blasts vary in effectiveness and it is estimated that the job will mean removal of 500,000 yards of rock and an equal amount of dirt.

The job was started this spring and already considerable progress has been made. About 10 miles have been paved.

There have been many slides, but none so far of a too serious nature.

### FOLLOWS OLD ROUTE

The old road—24 feet wide—presented many a problem when a motorist met a car coming in the opposite direction. The new road, which follows the old one, will be 32 feet wide.

Nine miles east of Golden what will be the park bridge, a 450-foot span, will cross the Kicking Horse river at a height of 100 feet. Twelve miles east of Golden a 160-foot span will cross Mount Hunter creek at a height of 75 feet.

The traveller will get his first glimpse of what will be the Rocky Mountains' leg of the new road soon after he passes the east gate of Banff National Park.

Still a matter of interest is the route to be decided on from west of Golden to Revelstoke. From



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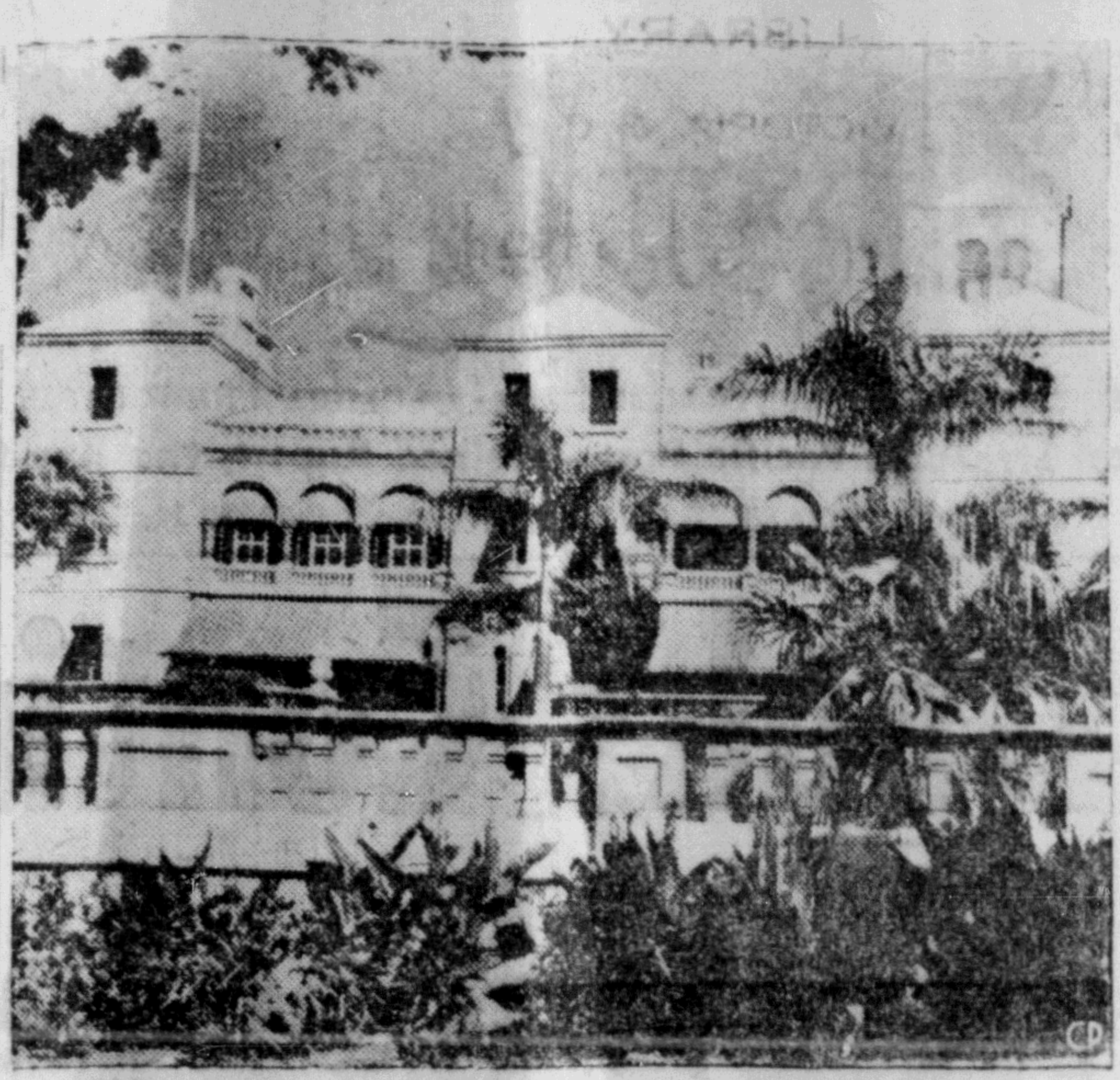
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**FIRST STOP** on the Royal tour by the Queen and the Duke of Edinburgh, starting next November, is Bermuda. They will fly there from London before continuing on to New Zealand and Australia. While in Bermuda they probably will visit Government House, shown here. It is the official residence of Bermuda's governor, Lt.-Gen. Sir Alexander Hood and is ringed with royal palms and cedar trees.



## ALL ABOARD

By G.E. Mortimer

The superhighway drills straight across country, ignoring the landscape. Quaint bends and gnarled, rickety bridges are foreign to its nature. The superhighway hurries from one town to the next, stopping only for hot dogs and hamburgers.

Because it follows the shortest route, the superhighway is often accused of being a sterile monster among roads, as soulless as a tunnel. Yet the charge is most unfair.

Somewhere in the hinterland to the right or left of the broad new highway is the old road which it replaced. Like an old workhorse in semi-retirement, assigned to light duties, the old road is still available when it is wanted. It dawdles across country, free at last from the dust, smell and punishment of heavy traffic.

When the old road was the main highway, gangs of public works ruffians were attacking it all the time, lopping off its elbows, crushing its shoulders, pummeling, widening and straightening.

Now the old road is left in peace. The superhighway is its protector. The new road takes the main shock. Behind its shelter, the old road winds along the way it did before, a happy case of arrested development.

Sometimes people have cause to travel through the country around their old home to reach some other place. Likely as not they drive along the new highway.

Then one day, when they are in less of a rush they get to wondering whether the old haunts are still the same. So they turn down the old road, and there it is as they remember it, a stretch of the past neatly preserved alive.

Some changes have taken place, but the chief outlines and many of the details are still there: the same house, the same barn with an ad-

vertising sign on it, the paint faded and flaking now; the same dip and turn of the road, the same big tree.

Recently I turned aside and drove along the old road which I had known in early childhood. The soft sweet country extended thorns and twigs to scratch the heart.

The old humpback bridge was gone, and there was a new one, but it was the same river, and behind the church stood the same house where I used to live, a small lonely boy who had no one to play with.

Further along, the road had changed little. It was this road that I used to follow when I went on expeditions with the dog Towster, carrying something I called "lunch"—raisins and crumbs packed in a mackinac. This scanty nourishment I used to share with the dog. He pretended he liked it.

The little stream appeared

to be dry, and there was a culvert instead of a bridge. The old schoolhouse had converted into a garage. With the dog sniffing at my side, I used to go to the old schoolhouse on mer days, looking into vacant windows, finding rics in the bushes near.

But all that was a long ago. I turned the car back on the new highway and on the gas, watching the speedometer needle move ward as the car sped along the smooth road toward the north.

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