

MORROW'S
TIDES—
May 15, 1953
Pacific Standard Time
2:14 22.2 feet
15:17 19.1 feet
8:57 1.3 feet
20:55 7.4 feet

Atlee
speech
fired

McCarthy
Apology

LONDON.—United
congressional up-
over former Prime
er Clement Atlee's
tion that some ele-
in the U.S. oppose
ean peace "was
ell with alarm or
ness in much of the
h press today.

ew Radio, meanwhile,
all on the flames with
by review of the ever-
disatisfaction with
aspects of United States
in the British House of
Commons.
leader of the opposi-
party, made his as-
Tuesday during a Com-
mon policy debate.
independent Daily Ex-
said Britain should swear
cepting dollar aid from
a immediately and stand
ident and unsupported.
Beaverbrook paper as-

cannot lean on America
the same time aspire to
America."

Washington, Senator Jo-
McCarthy said Britain
apologize for what he
a cheap attack on Pres-
 Eisenhower and the Amer-
people."
ervative party members
liament, McCarthy said,
tently last Tuesday while
made "one of the most
giving speeches ever made
in history against an ally
when pouring out her con-
fidence for practically
other nation on earth."
eral times the text of Mc-
Carthy's speech mentioned At-

guib Pulls
Economic Noose
around British

RO.—Egypt was reported
trying to throw an econo-
mical around 80,000 British
men it wants to push out of
Suez Canal.

rior ministry sources said
Naguib's cabinet has
out commercial transac-
with British forces in Suez
by "special approval by
supply ministry."

order, these sources said,
to foodstuffs, alcoholic
drinks, building materials and
new materials.

ing of Egyptian sales of
these would force Britain to
its vast establishment
by from outside Egypt.

gyptian political circles view
the cabinet's move as the
of a growing economic boy-
cott of British forces in the
Canal zone.

Followed a hot exchange of
words between Britain and
Egypt in which each accused the
other of a series of shooting
incidents in the Canal zone since
1951.

mother, four children take steamer
to Alaska after near-fatal trip by dory

47-year-old mother and her
children—the eldest five
the youngest four months—
last night on the Prince
Rupert steamer, to catch
up with husband and father.

This is a sequel to a two-week
trip in an 18-foot
dory covered by a family
new home and employ-
ment in the fishing industry.

At the J. A. Potts family was
rescued in Prince Rupert after
a dramatic sea rescue 100 miles
off here and a fatherly talk
with Potts by Canadian cus-
tomers.

Potts left his family in the
dory after buying steamship
tickets for them, then took to
himself in the dory and
headed off for Alaska.



Miss Byline

CATHY DIGGLES, 19, formerly of North Bay, Ont., has been chosen Miss Byline, 1953, by newspapermen of Toronto Men's Press Club at the annual ball. One of five children, she is a secretary with a steel company in Toronto.

Reds Reject Allied War Prisoner Plan

PANMUNJOM.—The Communists today said "no" to the latest Allied plan for exchanging war prisoners and neither side gave any indication of yielding on that last major barrier to an armistice in Korea.

Nearby, Reds tore down tents used for exchanging sick and wounded war prisoners, indicating they're through trading.

At today's truce meeting, the Reds called the Allied counter-proposal to their eight-point May 7 offer "absolutely unacceptable."

Chief Allied negotiator, Lt. Gen. William K. Harrison, Jr., answered with charges that the Reds illegally took Allied prisoners across the Yalu River in Manchuria and used others for labor troops.

The Allied counter-proposal would free 34,000 North Korean prisoners who refused repatriation and, under certain conditions, would put 14,500 Chinese in temporary custody of a five-country commission made up of

Sweden, Switzerland, India, Poland and Czechoslovakia.

North Korean General Nam Il called the Allied plan "unreasonable and absurd" and said it was simply a disguise to hold prisoners forcibly.

Mr. Sinclair explained the government insurance is restricted to the \$7,500-and-under class of vessels, because larger ships can readily get insurance from private companies. Smaller ones cannot.

If the insurance plans work out, Mr. Sinclair said, he hopes to see a form of credit put into effect which would enable fishermen to get back into business after losing their boats.

Members of all parties expressed approval of the insurance plan, announced during consideration of Mr. Sinclair's departmental estimates for the year.

Chief Justice J. B. O'Connor, rendering the judgment of the court, said: "We find no grounds for interference of the sentence."

—WEATHER—
Synopsis
Cooler and moister air has spread cloud to nearly all sections of the province. Scattered showers were reported at most coastal points overnight and are expected to spread to interior points during the day. A few thunderstorms may develop in the central and eastern interior during the afternoon.

Forecast
North coast region — Cloudy with sunny periods today and Friday. A little warmer. Winds northwest 15 today, light Friday.

Low tonight and high Friday at Port Hardy and Prince Rupert, 45 and 58; Sandspit, 40 and 55.

Several halibut vessels, steam-
ing northward from Vancouver,
sighted the small storm-tossed
boat and someone waving.

The Dalena II, skippered by
Norm Fiddler of Vancouver, took
the sea-stranded family aboard,
also the near swamped dory.

Only a tarp stretched over a
frame kept out the weather.
Three small children and the
mother with a baby in her arms,
were shivering with cold. Potts
himself was soaked.

Potts said he had had some
tough luck recently and was lim-
ited to a low budget. He and his
wife decided they would save
money by making the Seattle-
Ketchikan trip on their own
boat.

"Then we were beat," Potts
said.

Rail Barge Service To Alaska Starts With Shipment Of Engine

Insurance Plan Starts About July 1

By The Canadian Press

OTTAWA.—A government insurance plan for fishing vessels in Canada's six coastal provinces may be enlarged later to provide credit for fishermen such as farmers get under the Farm Improvement Loans Act.

This was disclosed in Commons Wednesday by Fisheries Minister James Sinclair.

Under the insurance plan, cheap coverage will be provided for loss or damage to vessels and their fixed equipment such as engines up to a value of \$7,500.

As a start in working out the plan for insuring fishing gear generally, coverage will be provided also on lobster traps, which are subject to heavy storm loss in the Maritimes.

The vessel insurance scheme, going into effect about July 1, will provide a coverage premium of one per cent per year up to a value of \$7,500.

For total loss, payment will be 60 per cent of the vessel's appraised value. For serious damage, the owner will receive 85 per cent of the amount by which his repair bills exceed 30 per cent of value.

Mr. Sinclair explained the government insurance is restricted to the \$7,500-and-under class of vessels, because larger ships can readily get insurance from private companies. Smaller ones cannot.

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A GENEROUS SLICE OF COOL, juicy watermelon is one way of enjoying a hot day, say Toddy Sinclair and Janis Platts of Winnipeg.

Board Seeks Three-Mill Levy For City Park Development

City council was criticized last night for a "wrong attitude towards parks" and a motion was adopted to investigate possibility of a three-mill tax levy for future park development.

Pat Forman, chairman of the board of park commissioners, said at the board's regular meeting that he wished "to go on record as severely criticizing city council for providing us with our budget so late."

"Here it is the middle of May and we have not yet been notified that we have any money, although we understand that \$15,000 has just been granted in 1953."

"That is decidedly the wrong attitude towards our parks," said Mr. Forman.

Park commissioner Bob Eby said that "the only answer to this is that parks be placed on a mill rate."

His motion that a three-mill tax be levied for park purposes was supported unanimously, although Mr. Forman doubted the legality of such a tax.

City council will be asked to consider it at its next meeting.

LEAVE TOTEM POLES
The parks board also will write the city disclaiming responsibility for the state of the totem poles in parks because no money was granted in council's estimates for their maintenance.

Reporting on a survey of the poles by himself and the superintendent of telephones, Carl Gustafson, acting superintendent of work, in a letter said six poles needed repairs. Cost would be \$30 each.

A parks board request for \$1000 to repair the poles was turned down.

Martin Saunders, contractor, reported that Plaza Park near Seal Cove was completed with exception of a few loads of cinders to be spread in one corner.

Commissioners were advised that playground equipment for the park, purchased by the Gyro Club, had arrived and included a baby chair swing, three swing units, a 16-foot slide and a teeter-totter. Equipment will be installed soon.

Before opening of the park, however, a gate will be erected on Plaza Street off Sixth Avenue. Commissioner Charlie Balagno was appointed to design the gate, rustic in appearance, bearing the sign "Casey Park."

The park will be named in honor of Ald. George Casey. Official opening date will include a celebration for children.

Pulp Mill Manager Supervises Loading

The first rail car barge of the Prince Rupert-Ketchikan transportation system eased off the ferry slip here at 1:30 p.m. today.

On board were three railway cars and the first locomotive to arrive in southeastern Alaska—a 50-ton 0440 Baldwin Lima Hamilton diesel electric.

But the modern version of a "lokie" is not going very far when it arrives at Ward Cove, site of the \$50-million Ketchikan pulp mill.

The locomotive will be used for yard switching on the plant's 8,000 feet of track. There are no rail connections with Ketchikan.

Along with the big engine are three rail carsloads of heavy plant equipment, the advent of several trainloads of the material which will be used to build the modern mill, said Carl Reis, plant manager of Ketchikan Pulp Company.

Supervised Loading
Mr. Reis supervised loading of the barge which will be towed the 100-mile distance to Ward Cove by Alaska-B.C. Transportation Company's tugboat Dolly C, skippered by Capt. M. S. Cappelen.

The towing company is under contract to the Ketchikan Pulp Company for all towing, including incoming equipment, and outgoing pulp when the mill is in operation.

Deadline for completion of the mill, said Mr. Reis, is June, 1954 "not any later than that."

When in operation, nine earloads of pulp a day will be produced and an 18-car barge will be used, making two trips weekly into Rupert.

T. A. Mainprize, Canadian National Railways superintendent here, who watched the barge slip from the wharf, said the pulp shipments would add another trainload a day out of Prince Rupert.

Big Difference
"This barge service will make a big difference in traffic even now," he said. "We understand the equipment for the mill will come pouring in from now on."

Mr. Reis said that as far as he knew, the Ward Cove slip, six miles out of Ketchikan, would not be practical for any other than "strictly company use."

"I've heard a lot of tales about general freight being shipped through Prince Rupert to Ketchikan. That is strictly the business of the towing company and the CNR."

"But most likely another landing would have to be built, perhaps right in Ketchikan."

Mr. Reis said that all of the equipment needed for construction of the mill will come through Prince Rupert by rail from various parts of the United States, then by barge to Alaska.

"The shorter water haul can't compare to the risks involved in the long haul from Seattle."

"Our company couldn't afford to hazard losing any piece of the equipment it needs for the mill. A single item could hold up construction for a year."

The present four-car wooden barge being used will soon be replaced by a larger steel barge, now being converted at Ward Cove. It will likely carry 12 to 18 cars, said Mr. Reis.

The service will operate twice a week, it is expected.

City Observes
Citizenship
Day Tomorrow
Citizenship Day, according to a proclamation of Prime Minister St. Laurent, is Friday—tomorrow—and to observe it, the Prince Rupert Citizenship Council will present its second and elaborate concert at the Civic Centre auditorium.

Concert will include music by the Prince Rupert Concert Orchestra under the direction of Peter Lien, the Rotary mixed choir and other performances in many different languages.

Father F. J. Rayner, OMI, president of the Council, will make the opening address.

Capt. George Oystrik of the Salvation Army will introduce the concert in several different European languages. IODE standard bearers will march in at the opening.

There will be dances, songs in German and in Japanese, Dutch, Irish and Scottish.

Main speaker will be R. G. Moore, principal of King Edward school, on the subject of "Canadian Citizenship." Other speakers include Mayor Harold Whalen and Inspector Taylor, RCMP. Concert ends with showing of a film, "The Family Tree." The show opens at 8 p.m.

Dr. Arnott Awarded \$7,000

SASKATOON (CP)—Dr. David H. Arnott of London, Ontario, Wednesday night was awarded \$7,000 damages in his libel suit against the College of Physicians and Surgeons of Saskatchewan.

Dr. Arnott is the Canadian manufacturer of the Koch treatment for cancer, which involves injection of a chemical compound.

He based his suit on the college's quarterly for December, 1951, which denounced the treatment.

Dr. Arnott had asked unstated damages.

The Court of Queen's Bench jury hearing the case found the college's report was defamatory but not published maliciously.

Vancouver Asked to Host Japan-U.S. Davis Cuppers

VANCOUVER.—Vancouver has been asked to be host to the Japan-United States Davis Cup tie July 9-11.

Official confirmation of Vancouver as venue of the big international tennis show was made in a telegram from Alrick Main, chairman of the U.S. Davis Cup committee, to Victor Denny, president of the Pacific Northwest Tennis Association, who lives in Seattle.

The Davis Cup committee's decision was made after an exchange of telegrams Wednesday between the United States and Japan, in which the Japanese team decided to take the alternative Vancouver grass courts rather than play on asphalt courts in Seattle.