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Nothing To Fear

THERE has been a great deal of talk lately about the ripening future of Prince Rupert and environs. The question now arises, what happens to us?

Us, to play havoc with the English language, are the people. It is very well to picture this region as a great centre of industry and development, but unless it has some corresponding benefit to the spirit of the people, there is no reason to be enthusiastic.

Communists will interject at this point that there cannot possibly be any such benefit until the whole system is changed. In their minds, nothing will be right until the industry concerned becomes the property of those it now employs.

The fallacy of the Communists—and those of Prince Rupert are included—is that they advocate an existence even more materialistic than the one we already have. Friedrich Engels, who wrote most of the script for Karl Marx, expressed the opinion that the process of life is determined entirely by its material production.

On this premise, Lenin and his heirs closed down the church, demanded that all creative impulse fit the party line and viewed the individual as a unit producing so many ergs of work for so many amperes of human energy.

If this view were allowed to prevail here, in this particular area, it is unlikely that we would draw any satisfaction from whatever growth may be in store. There would be nothing inspiring in the efforts of men and women to extend the boundaries of development because their efforts would be those of duty, not of desire. There would be no gratification once this was accomplished because, under Communism, the individual's pleasure belongs first of all to the state.

As long as the people of Prince Rupert move ahead without forgetting that the material development is meaningless unless it is accompanied by the spiritual, there is nothing to fear and everything to hope for.

Scripture Passage for Today

"O come, let us worship . . . the Lord."—Psalm 95:6.

Captain Tisdall Made Commodore On Taking Over Duties at Halifax

INCOME TAX QUIZ

Q My 18-year-old daughter was dependent on me until she graduated from school in June, 1952, and went to work. She earned \$850 during the balance of 1952. Can I still claim my daughter as a dependent?

A No. Irrespective of the fact you supported your daughter for six months of the year, you cannot claim her as a dependent because her income during the year was in excess of \$600.

Q I am a single person and was formerly resident in Europe. I entered Canada to take up residence on July 1, 1952. I was employed for five months and earned less than \$1,000 but tax was deducted at source. How does the income tax law work in the case of new Canadians?

A Persons entering Canada to take up residence, or leaving Canada to take up residence in another country, during the year are taxable only on income earned or received while resident in Canada. Accordingly, they are entitled only to a portion of their exemptions and deductions in accordance with the length of time they were resident in Canada during the year. In your case, since you were resident in Canada for a period of six months during 1952, your personal exemption as a single person will be reduced from \$1,000 to \$500. You are therefore subject to tax on the amount of your income in excess of \$500. It is important that new Canadians who entered Canada last year, state the date of their arrival as requested on the income tax forms.

OTTAWA (CP)—Capt. Ernest Patrick Tisdall, 46, of Duncan, B.C., has been promoted to the rank of commodore on taking over duties as commodore of the RCN barracks at Halifax.

A native of Newchwang, North China, with 30 years' experience with the RCN, Commodore Tisdall has commanded the West Coast training cruiser Ontario for the last 1½ years.

He attended the University school at Victoria after coming to Canada in 1918, and attended the Royal Naval College at Esquimalt, B.C., during the 1921-22 term.

Commodore Tisdall resumed his naval training in 1924 when he went to the Royal Navy as a RCN cadet.

While with the Royal Navy, he specialized in gunnery and it was as gunnery officer that he was appointed to HMCS Stadacona, Halifax naval establishment in 1933.

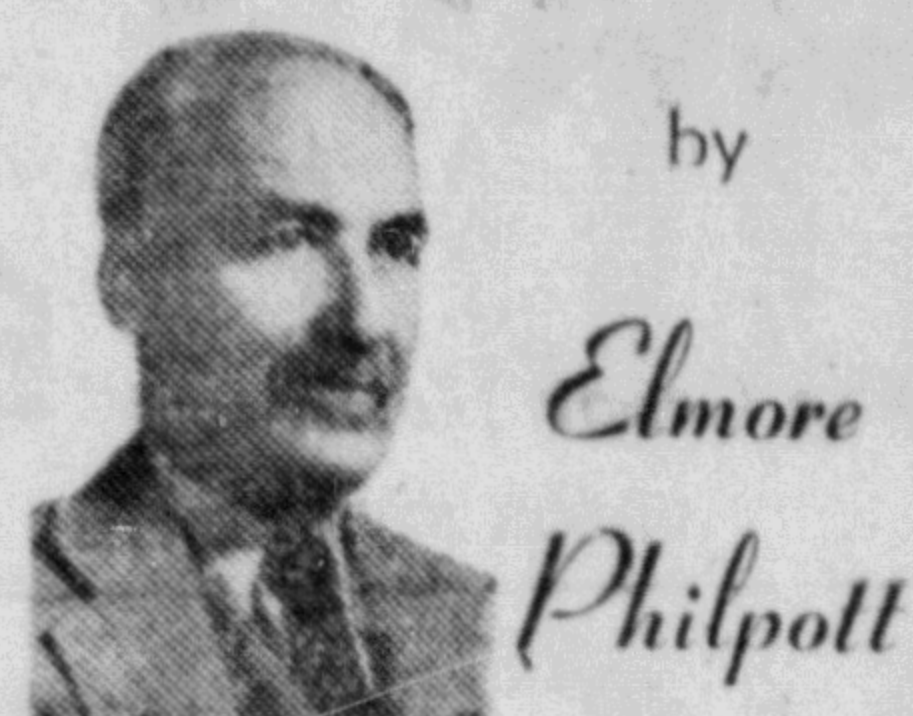
Commodore Tisdall commanded the Royal Guard at Victoria for King George VI during the 1939 royal visit and was in command of the parade at which the late King presented the King's Colors to the RCN.

His posts during the Second World War included command of the destroyer Skeena, executive officer of HMCS Stadacona, director of naval training at headquarters, commander of the destroyer Assiniboine, superintendent of the naval armament depot, Dartmouth, N.S., and commander of the Ontario.

In 1946, he took over the post of executive officer at HMCS Naden, naval establishment at Esquimalt, and from 1947-49 he served at headquarters as director general of naval ordnance and then director of weapons and tactics. He was promoted to captain on Jan. 1, 1948.

He returned to the Ontario in 1951 and his ship was chosen to convey the Royal couple from Charlottetown to Sydney, N.S., and St. John's, Nfld.

As I See It



Salmon Bottleneck

THAT plan for cheaper shipment of Canadian gift parcel salmon to Britain has touched a live public nerve.

Almost as soon as it appeared in print business men as well as ordinary citizens were phoning or writing me about it. They tell me of an almost unbelievable bottleneck.

Here is the almost incredible truth which comes from the most responsible exporters in B.C.:

Up to date we have not been allowed to keep stocks of salmon etc., in Britain, from which Canadians can forward gifts, because the British government will not permit that. Believe it or not, the present British Conservative government stands pat on exactly the same policy as did the Labor government. It probably doesn't know the situation exists—it may seem small! So far as Canadian business men can discover, the principle behind the strange policy of exclusion seems to be this:

The idea behind food rationing was that everybody was to get "fair shares." Hence, the British government reasoned, if stockpiles were permitted in Britain from which people living across the seas could regularly send parcels to families in Britain those latter families would be in a preferred position over the others.

LAUDABLE as this policy may have been in the early years of dire scarcity in Britain, it is clearly out of date now.

Maybe readers of this column will clip and send it to friends, newspaper editors, M.P.'s, or cabinet ministers in Britain. It will let them know exactly what it is we in Canada are trying to get, and what is the British government's short-sighted policy which is blocking us.

Our plan is this: Canadian salmon packers would forward to Britain a stock of canned salmon. When people in Canada wished to send parcels to friends in Britain they would place the order here, as they do now, at any store co-operating in the plan. But the order would go forward airmail. The parcel would actually be packed in Britain and delivered to the lucky family in Britain within a week or so—from the stockpile in Britain.

The savings would be truly tremendous, not only in time but in money. Postal charges are now \$2.25 to a 10 to 14 pound parcel and \$3.25 for one from 15 to 20 pounds. It takes several weeks for individual delivery.

B.C. SALMON men thought out an ingenious system a few months ago to pool gift parcel sending. Parcels were consolidated into shiploads at Canadian eastcoast ports. But this proved too clumsy and too complicated at the far end. Among other things, the losses from pilfering at the ports were very heavy.

But one can get an idea of what savings there might be when one notes that under the consolidated parcel shipping plan it was possible to send six tins of choice B.C. salmon to Britain for \$2.95. When the consolidated shipping plan had to be abandoned the rate went up to \$3.75 for the same six tins.

PLEASE LET your friends and editors in Britain know, through this column if you wish, that we in Canada are not asking Britain to spend any of her very scarce dollars on this plan. We want to set up in Britain a stockpile of the finest salmon in all the world. We would own it. From that stockpile, Canadians could send parcels of salmon to friends in Britain.

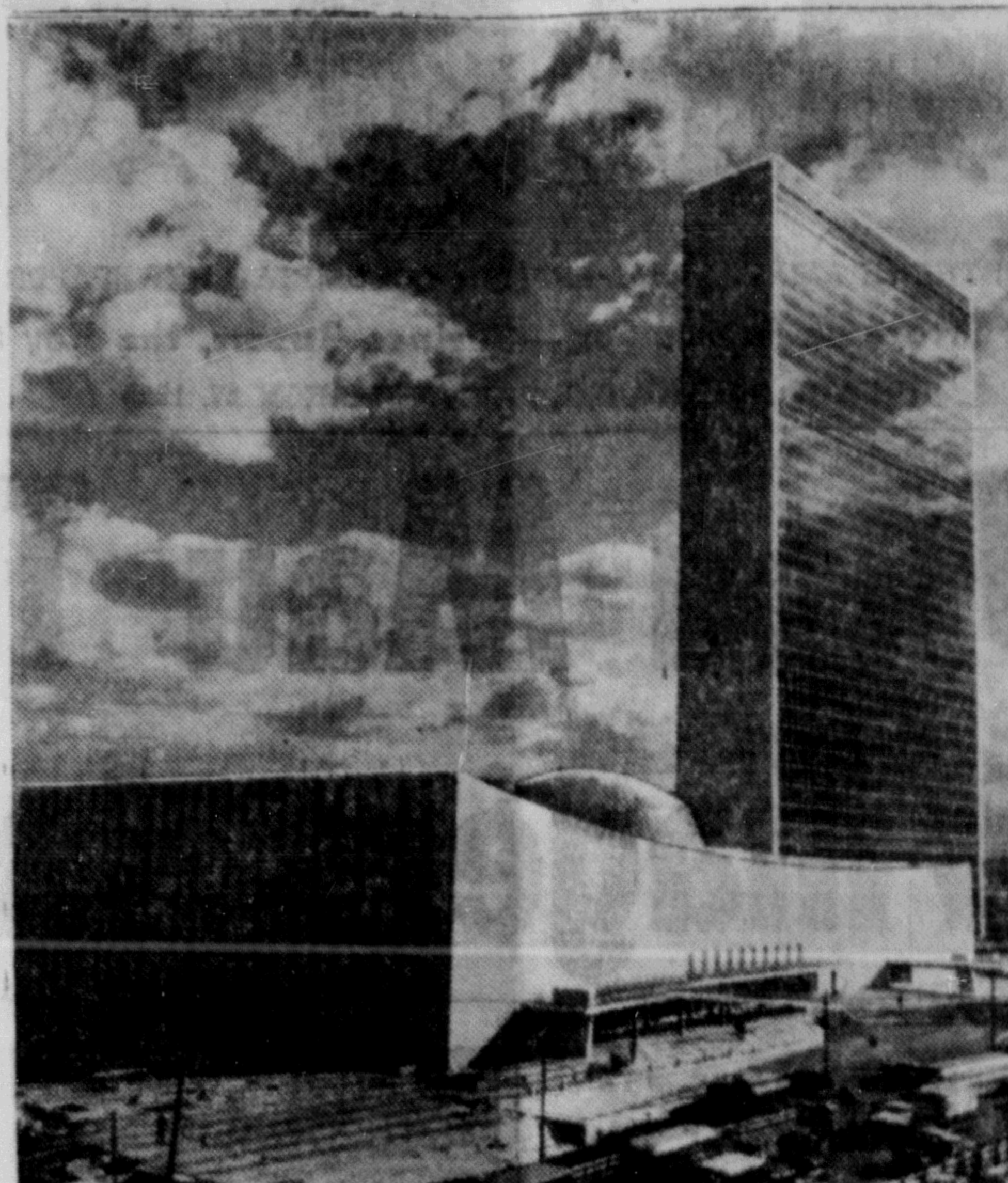
All that we ask is this: We want to keep on spending the same amount that we are now spending on parcel gifts to friends in Britain. But we want to save the vast sums now lost on shipping and inefficient handling.

Allied Troops Quit 'Old Baldy'

SEOUL (CP)—American troops today abandoned Old Baldy to the victorious Chinese.

Under cover of darkness, the U.S. 7th Division infantrymen pulled out.

It is the worst beating for United Nations troops since they were thrown off the Kumhwa ridges five months ago.



THE U.N. GENERAL ASSEMBLY BUILDING is in the foreground, the 39-floor Secretariat Building rises in back of it. The two are connected by a third main structure, the Conference Building (not visible on this photo) to make up the permanent headquarters of the U.N.

OTTAWA DIARY

By Norman M. MacLeod

Whether by accident or design, M.P.'s from the Maritime provinces are in process of demonstrating that, as strategists, they aren't above taking a leaf out of the book of their colleagues from the Western Prairies.

Timing their move tactically on the eve of a general election, they have raised the claims of the Maritime coal industry—the small mines especially—for Federal assistance.

At the moment it looks as though their crusade is going to achieve some measure of success. For on both first and even subsequent glances the arguments of the Maritimers are fully equal to those which in the past have pried tens of millions of dollars loose from the national treasury for the benefit of the wheat growers and livestock producers of Western Canada.

It follows that if the government wishes to retain the support of the Nova Scotia and New Brunswick coal mining areas when election day comes, it cannot afford to turn a deaf ear to the powerful representations which the Maritimers currently have succeeded in making.

The situation in a nutshell is that the small mines of the Maritime provinces can only survive if the CNR buys their coal. But CNR President Donald Gordon says the CNR can only buy their coal if it is priced competitively with coal available from United States sources. For the CNR to pay more for it would involve an indirect subsidy to the Maritime mines. And President Gordon properly takes the stand that subsidies are a matter for Parliament to decide, not for the CNR.

That puts the problem right in Parliament's lap at a moment when the first rumbles of the election campaign guns already can be heard. President Gordon

made this plain when he said that the CNR "needs and will buy all the coal that Maritime mines produce—if prices are competitive." He told the Commons Railways Committee that United States coal laid down in Moncton cost the CNR \$12.33 per ton, while Canadian coal laid down at the same point cost \$13.04 per ton. That leaves a margin to be covered by subsidy of 71 cents per ton.

Since CNR purchases of anything above 50,000 tons per year would solve the problem of the small Nova Scotia mines, the amount involved is reasonably modest when measured against the huge grants which have been paid out to Western farm interests over the years on grounds of compassion and equity alike. It is important to note that during wartime Nova Scotian mines supplied the CNR with coal below the market price at that time. That puts them in a position comparable to the Western wheat growers who sold wheat to Britain during the war at lower than world prices. Subsequently the wheat growers received \$60,000,000 from the public treasury as compensation. A small fraction of this amount will meet the temporary problem of the Nova Scotian mines and its fair wage that they will get it.

Amateur Spotters

LONDON (CP)—Amateur "spotters" who study the movements of trains, airplanes and buses have become so numerous in Britain that a special publication, "every spotter's weekly," has been launched.

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A fine thing about Mr. St. Laurent is that he is never ashamed to speak proudly of Canada. He wears, in this respect, his heart upon his sleeve, with the happy result that Canadians everywhere respond to his words and themselves feel the better for it—Montreal Star.

A physician gave a boy in Indiana a resounding slap on the back and up came a dime. It's a cinch adults have never been known to cough up that readily.

It has taken about a century and a half to discover the correct place near Quebec where Wolfe and Montcalm shouted unkind remarks at one another. Historians declare the battle of the Plains of Abraham did not take place there but at what is known as "Neveu's Knoll" at the upper centre of the ground. As fighting areas go, the exact location hardly makes much difference. But what does matter, where this one is concerned, were the results flowing from it. Consequences can be considered the most historic in the continent's history.

ABOUT EVERYTHING

Millions attending the coronation will also have a first class opportunity to study Scotland Yard engaged in solving a first class mystery. This is the discovery of the bodies of four women. They had been strangled and sealed away in the walls of a dwelling house that had changed hands. In London, this summer, there is everything to suit every taste.

Rupert old timers will recall William Gilchrist, now living on Vancouver Island and years ago employed at the drydock yards here. Of special interest is word of the recent death of Mr. Gil-

christ's mother, aged 102, not far from Belfast, Ireland.

With elections and all that, this looks like an empty-dumpty sort of summer in B.C. And then, along comes Attorney-General Bonner to introduce double beers, together with pretzels, cheese straws and chips. By jingo, this is living!

SOON OR LATE

Seattle is at last realizing Prince Rupert's planned barge service to Ketchikan and, doubtless will, give Seattle a body blow. Then Puget Sound people have long known this, and are sports to admit it. The whole coast has been familiar with local advantages, but somehow

these could never be made react in a practical way. Day, times are changing.

The Queen looked, spoke, walked like one, and unsuspectedly possessed a humor. The theatre ever ed to her, and sometimes be heard whistling a few popular music (but never away from home).

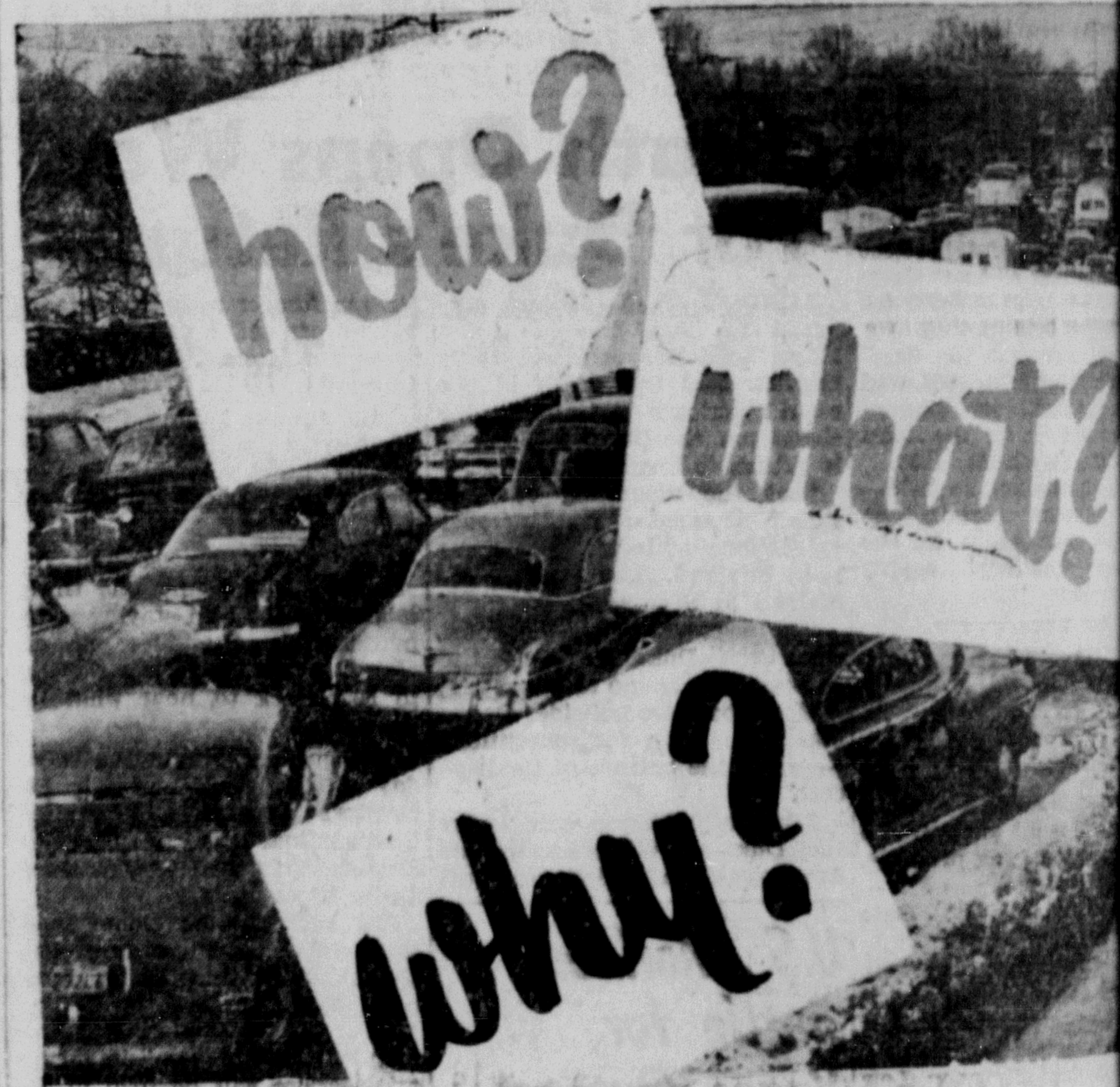
"Montreal, Too, Can be tiful" editorial heading elephants may fly but most unlikely birds. Stratford Beacon-Herald ertheless, since Canada cities, more folks have to dwell in Montreal than where else.



After the doctor says "It's a boy..."

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HOW much have automobile insurance rates increased?

- In relation to other car costs they've gone down.
- Each \$100 of insurance carried takes a smaller portion of the motorist's dollar than ever before.
- But cars are more expensive. You can't insure the \$2,400 car of today as cheaply as the \$850 car of 1939.
- So, in dollars, how much have auto rates gone up?
- An average of 30% for Public Liability and Property Damage. An average of 60% for full coverage.

WHAT affects the cost of automobile insurance?

- The number of accidents
- The average cost of accidents
- The costs of doing business
- The profit or loss of the insurance company

WHY have rates gone up in dollar cost?

- Because accident rates have been soaring.
- Today one person is killed every four hours in Canada—one person is injured every fifteen minutes—a lender is smashed every two minutes.

- Because accident costs have been soaring.
- A wrecked car costs two to three times as much to replace as in 1939—a damaged car costs twice as much to repair—these lenders every two minutes cost three times as much.
- Because medical and hospital costs have increased an estimated 165%.
- The bill for injuries is the highest in history.
- Because average Canadian earning power is up 150%.
- That means higher payments to settle "lost time" claims.

THEN HOW have insurance companies kept rates from going much higher?

- By cutting operating costs.
- Overhead is higher but operating costs per vehicle have been slashed.
- By losing money.
- Auto insurance companies paid out \$65,000,000 in claims last year. They lost \$6,300,000 doing it.

THE REMEDY

- Reduce accidents.
- When the accident rate goes down—unless the cost of each accident goes "way up"—insurance rates will go down too. Competition makes that certain.

REMEMBER—The accident that doesn't happen never costs anybody a dime.



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