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With a grateful heart... and
with an open hand
GIVE to the RED CROSS

Worthy Cause, Support It!

THE Red Cross night tonight in Prince Rupert. Canvassers will be on the march throughout the city's residential areas. Householders are being asked to have their porchlights on and their most generous donations ready so the collection may be expedited with as little delay as possible.

It is few people who do not know now of the various good works and special endeavours of the Red Cross—all in the humanitarian interest. There is the blood transfusion service that goes on all the time and which has become so important as a ready aid in case of medical emergency. There are the outpost hospitals and the nursing stations in pioneer areas where community hospitals cannot be organized. There is the work among the sick and disabled war veterans. And of prime importance is the organization standing ready to give disaster relief—and who knows when and under what circumstances disaster might strike?

Should war come, the Red Cross will be ready this time. It will not have to be rushed into operation after the hostilities are started. In fact, the Red Cross is doing international service of various kinds now.

Yes, the Red Cross is a vitally important institution and we have once again no hesitation in recommending to all people the most generous support on its behalf.

Children in Boats

EVERY so often thoughtless people venture forth on reckless expeditions in boats which cause a lot of unnecessary anxiety and inconvenience.

It is bad enough to go forth under doubtful conditions when a little thought might suggest that trouble would ensue. It is worse to make no particular effort to report or make a real effort to get back when it can be very well assumed that others are worried and may be instituting searches that are costing time, effort and trouble.

These things are bound to happen once in a while, especially if those involved are children who are not old enough to realize the trouble they may be causing.

These stormy, changeable days are no time for anyone to be prowling around in small skiffs. The results might be more serious, too, than just anxiety and inconvenience.

Now the Main Line

THE Prince George Citizen has something when it suggests that the changing economy of this country and the new importance it has given the railway should call for some shifting of Canadian National "brass" and key personnel to Prince George and Prince Rupert.

It was rather a convincing statement that was made recently at system headquarters in Montreal that business along the main line to Prince Rupert is now twenty percent greater than that on the Red Pass-Vancouver line.

The prospects are that the traffic on this line will become even heavier in proportion to Vancouver what with the stepped-up tempo of Alcan operations, the building of the Terrace-Kitimat line, the connecting up of the Pacific Great Eastern with Prince George and the mounting shipments of lumber.

With the business shifting this way so definitely, it is logical that administration and control will also have to be moved from the less important to the more important locations.

Scripture Passage for Today

"The Father, the Word, and the Holy Ghost... are one."
—1 John 5:7.

OLD INDUSTRY
Ancient granite carvings indicate the art of making leather was known at least as early as 2,000 B.C.

SUMMER NOTE
Laboratory tests show that black shoes are much warmer than white especially in strong sunlight.

As I See It



by
Elmore
Philpott

Taft Could Bring War

IN EARLIER articles I have tried to show, from Senator Taft's own book, why his election would mean a grave threat to U.S.-Canadian neighborliness.

I think calm consideration of his larger program will show that it would almost surely mean world war.

Here is his own program as set forth on page 66 of his book, "A Foreign Policy for Americans."

1. The creation of powerful American armed forces.
2. Economic aid to countries where such aid will enable anti-Communist countries to resist the growth of communism from within.
3. Arms aid to countries where such aid will enable anti-Communist governments to resist aggression from without or armed Communist forces within.
4. Warnings to Soviet Russia or its satellites that armed aggression beyond certain lines or against certain countries will be regarded by the United States as a cause for our going to war.
5. The sending of American troops to a country threatened by attack from Russia or its satellites (European army) or where the attack has occurred (Korea).
6. An ideological war against communism in the minds of men.
7. An underground war of infiltration in Iron Curtain countries.

THERE IS nothing new in the first five points above. It must also be made clear that in his ideas re Europe Senator Taft takes a much less provocative line than does, say, President Truman.

He recognizes that too big a build-up of military power by the NATO nations may actually cause the very thing it is supposed to prevent. Taft says:

"I do not think arms aid should be given in such a way as to lead Russia to believe that an attack is contemplated against Russia itself and so incite it to a war which it might not otherwise undertake."

But how in the name of commonsense can the man who wrote the above also calmly urge "an underground war of infiltration in Iron Curtain countries."

RECENTLY an American plane was forced down in Hungary and the U.S. government paid \$125,000 fines to secure the release of five airmen. The U.S. claimed these men were "lost." Hungary claimed they were spies.

Taft suggests that the west should not fib about or deny such activities but organize them on a large scale. "The OSS did work of this general character during the war," he says. "Today we hear nothing of anything being done in this field."

WAR IS WAR, no matter how you disguise it. What Taft suggests above is a new method of beginning world war three. He does not deal in his book with this, his later suggestion, to outfit Chiang Kai-shek to re-invasion the Chinese mainland. This is the plan which our own Mr. Pearson has rejected in advance. He seems oblivious to the plain fact that what he plainly sets forth is clearly contrary to the UN Charter. What is perhaps more to the present point is clearly contrary to common sense. Not a single ally, outside U.S. would condone it.

For if it comes to an international civil war, such as Taft suggests it will be fought with all the devilish devices of modern war, including disease germs.

Coal Freight Hike Deferred

MONTREAL — Railway companies announced Monday that they were deferring for a year the \$2.35 per ton increase on the freight rate for western coal to Ontario.

Carson to Run Again

VICTORIA — E. C. Carson, Progressive Conservative MLA and former minister of public works, announces that he will be a candidate for re-election in his constituency of Lillooet.

MERCHANT SHIPPING						
U.K.	U.S.A.	JAPAN	NORWAY	GERMANY	U.S.S.R.	
1939	1939	1939	1939	1939	1939	
1951	1951	1951	1951	1951	1951	

MERCHANT SHIPPING—The world's total merchant shipping of 87.2 million tons now exceeds that of 1939 by 25 million. Shipbuilding is also being undertaken at a remarkable rate, and Lloyd's Register Annual Summary shows that in 1951 world ship construction reached a record figure, over a third of it launched from United Kingdom yards. Of this British tonnage 45 per cent (100 ships) was for export, while 62 per cent is accounted for by oil tankers, many for Norwegian Registration. Germany doubled her production for 1950. The United States post-war merchant fleet of 32 million tons, now decreased to 27 million, is still the world's greatest. Some ex-United States vessels now sail under Liberian and Panamanian flags for United States financial interests.

MURRAY REPORTS

Doing Ottawa with Cariboo's M.P.

FLYING BOOM—Grant MacConachie, popular young president of the Canadian Pacific Airways, has been a recent visitor on Capital Hill. He had an official conference with the Transport Department, the Post Office and a few minutes with his old friend, Rt. Hon. C. D. Howe of Defence Production.

He reports the future never was so good for air transport in the North. Renewal and extension of airways at all points along the north-west staging route and in the MacKenzie River Valley is urged by Mr. MacConachie. He says by 1953 his company will have a fleet of DC 6 A's, freight-carrying aircraft, on the northern route, and that air freight from Vancouver to Whitehorse will be reduced to 14 cents a pound. These ships are now on order along with a fleet of jet planes for the trans-Pacific run.

"Export Air Service should be a Canadian policy," said Mr. MacConachie. "Canadian Pacific Airways is doing this very thing and will open new mail routes on the Pacific from Japan to South America which will mean bringing home a lot of extra foreign dollars for the Canadian economy."

Foot-and-Mouth Disease — Rt. Hon. James G. Gardiner was in Saskatchewan during the critical hours of the foot-and-mouth epidemic. Our legislation to provide compensation for livestock owners who have suffered great loss as a result of the outbreak seems to have met with general approval. Fortunately, the epidemic is not the great disaster which was at first indicated. The response of the House to the bad news from Regina proved again that Canadians are united in the face of a common enemy.

Ridiculous Policy—The ridiculous policy of stopping movement of Canadian farm goods into the U.S.A. as a result of F. and M. in Saskatchewan was revealed by L. E. Roberge, MP for Stanstead, Que. when he told of loads of Canadian hay being stopped at the border at Rock Island, Que. by U.S. authorities.

While Mr. Roberge was speaking in the House, I asked Mr. Speaker if the Stanstead member would explain further how unjust and ridiculous were some of the embargoes resulting from F. and M. "Could germs from Saskatchewan travel over 2,000 miles and infect the loads of hay at Stanstead?" I asked.

F. and M. has been greatly exaggerated. The frenzied debate in the House last week, no doubt, helped to panic the public from coast to coast.

Railway Trucking — Donald Gordon, president of the Canadian National Railway, made a statement some days ago that he would explore the possibilities of a new policy of employing motor trucks as a companion transport service to C.N.R. lines. Gordon's plan, while not fully outlined, has aroused wide interest particularly in the Peace River country and in territory along the Canadian National Railway where freight must be hauled long distances to rail head. In the Peace River country, it was hoped that a test may be made using trucks in areas not served by steel rails, granting the usual rail rate, where the load is carried jointly by truck and rail.

Maximum amount that may be deposited in any one year in Canada post office savings banks is \$1,500.

Safety Is Questioned

Trades and Labor Council Worried About Alcan—Fishermen Endorsed

At the last meeting of the Prince Rupert Trades and Labor Council concern was expressed regarding safety inspections at the Alcan project where a new record for heavy work was in progress. A request is being made to have a safety inspection officer stationed here for the northern area it being felt that the great industrial expansion in this area can no longer be properly cared for by inspectors stationed in Vancouver.

Resolutions were endorsed from the United Fishermen and Allied Workers Union in their campaign to have all commercial fishermen covered by the Workmen's Compensation Act and for a better agreement to be made to protect fishermen in our offshore waters from fishermen of other nations which protection, it is held, is not given in the proposed treaty with Japan.

Notification was received from the Workmen's Compensation Board that hearings and medical examinations would be held on April 2 at the Prince Rupert General Hospital, claims to be in the head office by March 17.

President W. H. Brett was chairman for the meeting.

Sentenced on Rare Charge

A northern B.C. miner was sentenced to two months in jail in county court here Monday by Judge W. O. Fulton. Patrick O'Hara pleaded guilty to a charge of bringing stolen property into Canada, a charge very seldom laid, RCMP said.

Police evidence disclosed that O'Hara had stolen a revolver in Hyder, Alaska, enroute to Stewart from Premier Mines. Prosecuting attorney was T. W. Brown, QC.

Confidence In France

Canadian Ambassador Says She'll Find Her Way Out
HALIFAX — "Don't be pessimistic about France," Major General G. P. Vanier, DSO, MC, Canada's ambassador to France, returning home on leave with his family, told newsmen here Monday aboard a Canadian National Railways special train on his way to Montreal.

The French would find a way to stabilize their government, he said. Whether it would be done under the new premier, Antoine Pinay, or another no one could tell. They were a hardy race with tremendous resources in agriculture, mining and other fields, and production was never higher.

The country had suffered terribly from two wars and occupation, his excellency said, and this should always be considered when drawing up a balance sheet of its morale. France lost 2,300,000 persons in the two world wars, including many of her best men. Politically and in every other way France was feeling that loss.

"In southeast Asia France stands as a bastion against the Communists," Major General Vanier said. "To defend Indo-China it is costing her more than \$1,500,000,000 each year. Should Indo-China fall, France knows that the door barring the Communists from swallowing other countries in that area would be opened."

Canada's ambassador to France had high praise for NATO. It had made a tremendous difference in the morale of Europe. Nations open to Russian attack and with little to defend themselves, now had a firm spirit and realized they could defend themselves.

Other prominent persons among the 800 passengers who arrived aboard the Cunard liner Scythia and are enroute across the country in two CNR boat trains were L. H. Ausman, Canadian Trade Commissioner, J. Frankfurt, Germany, H. J. Horne, assistant commercial secretary, Canadian legation, Oslo, Norway, and C. E. Smith, director of Canadian immigration, Ottawa.

No Shortage Of Beef Now

VICTORIA (CP)—Minister of Agriculture Harry Bowman said Sunday night that the province "need not run short of beef for the next few days."

The ban on prairie beef will continue, Mr. Bowman said, until authorities are assured that British Columbia herds will not be endangered by foot and mouth infection.

Meanwhile, a government survey showed that 1000 head of British Columbia cattle are ready for market, enough to supply retail outlets for nearly a week.

The cabinet minister said: "We still hope the ban will be relaxed soon."

Hon. R. W. Mayhew, minister of fisheries, arrived from Ottawa today to discuss with Hon. Harry Bowman, minister of agriculture, the possibility of an early lifting of the B.C. embargo.

Still Hope To Settle Iran's Oil

TEHRAN (CP)—A World Bank team wrote "failure" today in the latest efforts to start Iran's oil flowing west again.

Talks with Iran's government broke down last night and a spokesman of Iran's joint oil board announced: "Negotiations are now ended."

Later a government spokesman said that it was hoped, after officials of the World Bank had reported to Washington, a solution for an oil settlement still may be found.

In the official order of precedence in Canada, the Prime Minister ranks second, directly behind the governor-general.



WEARS "G" SUIT—FO. Bill Bain of Hamilton, a jet pilot with the RCAF based at North Luffenham, demonstrates an anti-gravity suit, worn by a distinguished visitor, Lord de l'Isle and Dudley, British Minister of State for Air, right. Group Capt. E. B. Hale, centre, is officer commanding the base.

Missing Boat Called Here

It turns out that the small American pleasure boat Reva, missing on a trip from Port Townsend, Washington, to Vank Island, Alaska, did call at Prince Rupert after all last Wednesday afternoon to undergo engine repairs.

But the vessel neither entered or cleared the customs. Ed Lindquist, Prince Rupert waterfront machine shop operator, reported to customs yesterday that the Reva was lying at the nearby Cow Bay floats last Wednesday and a couple of men from the vessel called at the shop to have some valves repaired.

The two men, who did not give their names and paid cash for the job, had little to communicate except that they were in a hurry.

Lindquist did not have time to do the job in the morning but, at urgent request, did it about 2 p.m.

Lindquist noticed that the boat was registered from the Wash-

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DEPARTMENT OF PUBLIC WORKS

The travelling public is advised that highway to Terrace will be closed to traffic Wednesday, March 19, between hours of 7 a.m. and 7 p.m. for bridge repairs at Diana Creek, approximately 14 miles of Prince Rupert.

(Signed) L. E. SMITH,
Divisional Engineer,
Dept. of Public Works

Prince Rupert General Hospital Association

NOTICE is hereby given that the Annual Meeting of the Prince Rupert General Hospital Association will be held in the Civic Centre, Common Lounge, Friday, March 21st, 1952 at 8:00 p.m.

- BUSINESS:
- To receive President's Report.
 - To receive Auditor's Report and Balance Sheet.
 - To elect five members of the Board of Management.
 - To appoint an auditor.

Membership fee is \$1.00 per annum, which may be paid at the Hospital or at Ormes Drugs prior to 5:00 p.m. Wednesday, March 19th, at which time the meeting will close.

D. C. STEVENSON,
Secretary.

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