

# Prince Rupert Daily News

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## As I See It



by  
**Elmore  
Philboott**

Toronto Forgot

TORONTO—In the words of the popular song, Toronto, like spring, is "busting out all over." The Ontario metropolis now spreads deep into the countryside.

But in one respect Toronto has made a mistake which is perhaps the most comic blunder of this class of the century.

It has just started operation of a \$58 million subway, which is in all but one or two respects the finest in the whole world.

BUT ONE thing Toronto forgot.

Toronto built the latest and most modern subway in the entire world—but without a single sanitary convenience of any kind.

In London, Paris, New York and (presumably) even in Moscow you can ride on the underground just as you can in Toronto. But only in Toronto do the authorities deny the facts of life. There are no toilets for men, women or children at any of the 12 magnificent stations, which Toronto has provided for the travelling public. The mother whose young child calls out "I have to go to the bathroom" will find no answer to that age old natural problem at any of the subway stations. The only remedy, presumably, is to wait till you can reach the nearest big department store, or to search for the nearest gasoline filling station. The city fathers of Toronto, and the managers of what is otherwise the finest underground civic railway in the whole world, are just not concerned about such bothersome things as public toilets. In this respect, Toronto clings like a burdock cluster to the type of mind that has come right down from the days of "muddy York."

IT HAS always amazed me how far all North America is behind all Europe in the matter of public conveniences. You can go all over Britain, and find that even the most unpretentious town has provided a sufficient number of public lavatories. Moreover, I have never yet found one that was not well kept up, clean and neat.

In France they provide such facilities almost on every street corner—and though their style of architecture for these facilities is not quite as discreet as the more puritanical Anglo-Saxon demands, the French at least face the facts of life, and provide for them.

But in North America there is hardly a city or town anywhere where public authorities have provided for human necessities by an adequate number of urinals. True, the big oil companies have stepped in and filled the need. It is a literal fact that at least one big U.S. oil company owes its considerable success to the fact that it has provided spit and span toilets for all its filling stations. The motoring public has come to take that for granted now—but the idea did not reach the managers of the Toronto subway in time to induce them to do likewise on the \$58 million subway.

I mention the matter now, because Montreal, Winnipeg and Vancouver will be following Toronto's example before too many more years by providing some kind of highway or subway rapid-transit service.

This is just an appeal to future planners of such systems not to repeat Toronto's monumental mistake. Spend less money on fancy chrome and trim, but more on plumbing.

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**CANADIAN NATIONAL**

## Looking Ahead For Drydock

FROM the great volume of discussion which has surrounded the Prince Rupert drydock in the past several weeks, one forward-looking idea has emerged lately which commands attention. It is that this valuable plant be made the nucleus of foundry operations which could handle the heavy work of industries springing up in this northern coastal area.

The idea is based on the justified assumption that, with power at Kitimat bringing new industrial activity to the northern coast, there will be pressing demand for a plant in the vicinity to undertake big installation and repair jobs. In present circumstances such jobs must be handled through Vancouver or other major centres and usually require outside labor to be imported at great expense.

The suggestion is an elaboration of the thought expressed earlier by Mayor Hills that interested local parties organize to purchase those facilities at the drydock which they need in the conduct of their business. The later scheme is more ambitious in scope as it envisions a greater outlay of capital and a wider area of service.

Although it would be two, three or more years before a plant of this sort could start to show real results, it is one which deserves our energetic thought. There can be no doubt that within a comparatively short time this area is going to see expanded activity on land and water which will create demands for heavy servicing work. At the drydock there is machinery and equipment which, though not of the latest manufacture, could provide a firm start for any project designed to handle such tasks. Without a central operation of this nature, new industries and present expanding ones may be forced eventually to establish their own heavy duty shops at much cost to themselves.

If the present plant is demolished, the scheme outlined probably goes with it. Let us never be put in a position of looking back a few years hence and saying ruefully, "We thought about it once, but..."

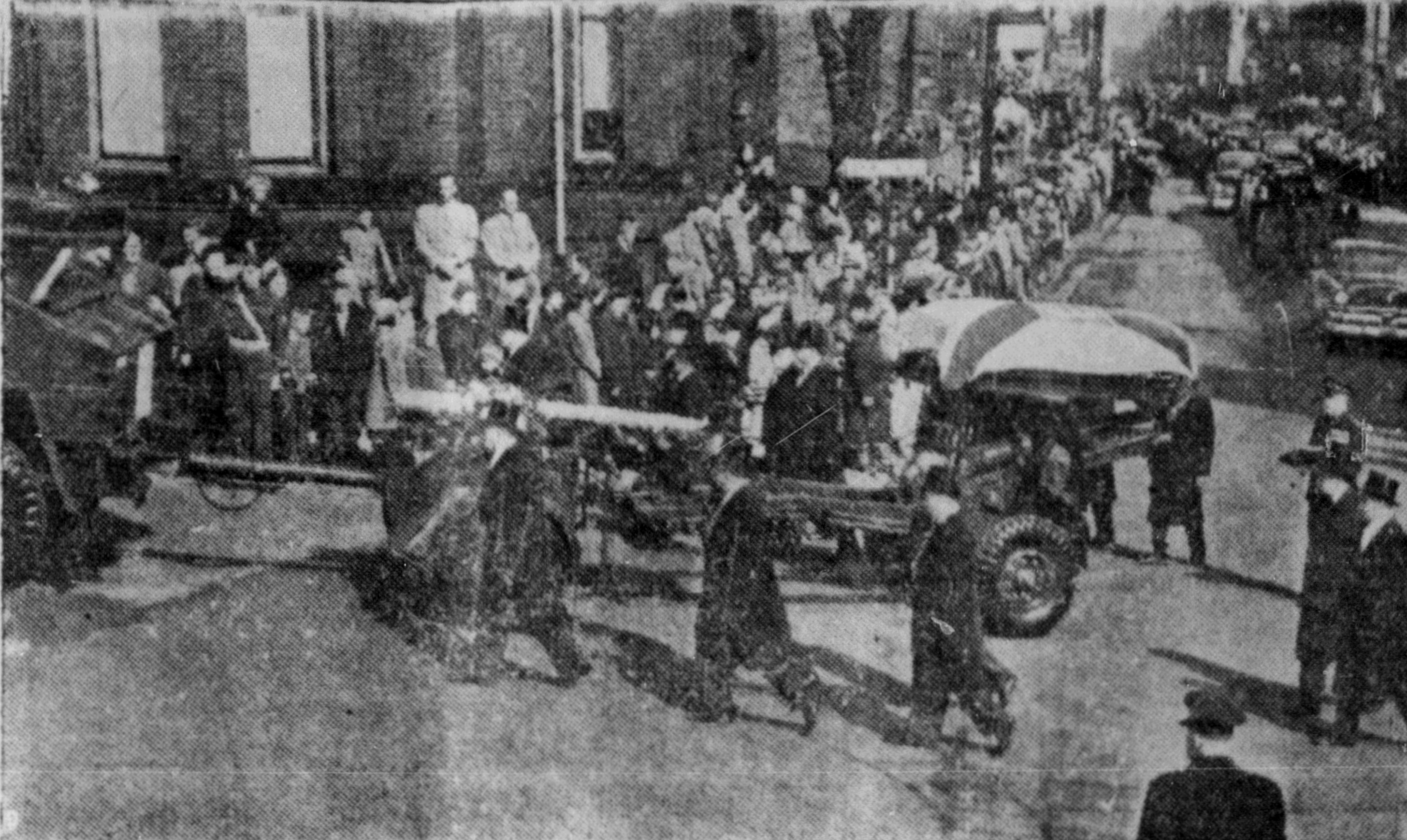
## Rising Generation

A NORTH country Englishman who has spent 60 of his 80 years in Canada without losing his accent was walking along Main street in Hamilton when he saw a small boy playing in the slush and mud. The little one would scarcely be more than four years of age and looked as though he was in need of some good advice.

The old gentleman decided to give him it. "Do not play in that muck lad; you'll get it all over your coat and your ma'll give you a good talking," he said. The four-year-old looked up from his play. "Mind your own... business," he replied. The promptness and the fluency of the reply flabbergasted the old gentleman. Then he reflected that 76 years divided them and suddenly he began to laugh. After all, what else could he do?  
—Hamilton Spectator.



LADY MINISTER Doris Belcher stands in the pulpit of the Congregational Church in Cummington, Mass. Miss Belcher was recently appointed pastor of the church. A graduate of St. Lawrence University Theological School, she also holds a master's degree from the Juilliard School of Music.



THE BODY of Angus L. Macdonald, late Liberal premier of Nova Scotia, is borne on a gun carriage from Province House to St. Mary's Catholic cathedral at Halifax. The 64-year-old native of Dunvegan, N.S., who served as Canada's navy minister during the Second World War, was accorded a state funeral that was the biggest in Nova Scotia's history. Pallbearers flank the carriage and part of the procession can be seen moving down Barrington Street in the background of this picture. Mr. Macdonald died in his sleep of a heart attack.

## OTTAWA DIARY By NORMAN M. MacLEOD

Parliament is hoping that by the time it returns from its Easter vacation better news will be percolating through from the economic front.

It's considered to be past due. For the government confidence which steadfastly has regarded the recent recession as only temporary, fully expected that reassuring signs of business revival would become abundantly apparent with the end of Winter. Instead, there has been only a seasonal upturn of so far unimpressive proportions.

Two factors in the situation are causing the government some unspoken uneasiness. One is the fact that business indices fell lower than ever had been anticipated in the course of the economy's downswing. As an example, volume of freight by rail and truck—a particularly basic economic indicator—dropped by more than 10 percent. In the book of some economists a shrinkage of that extent is recognized as something more than just a recession.

In addition, business conditions in the United States have been less buoyant than Parliament Hill economists had hoped. The dependence of Canadian prosperity upon United States export markets is fundamental. But a recent comparative survey carried out by a group of New York economists revealed United States conditions as slightly less

favorable than conditions in Canada. Production increases, new orders, and employment all were reported to be making a better showing in Canada than south of the border. If United States activity should continue to lag, obviously Canada will be a long-time sufferer.

Fortunately the news is just a little bit grey, not really black. In Canada, for instance, unemployment has been dropping steadily for the past three weeks in the larger centres. The reason appears to lie mainly with the construction industry. It gets going faster in the Spring in the cities than it does in non-urban areas. And the widely advertised for residential housing is demonstrating that it is a reality, not a myth.

Furthermore, the last-minute rush of pre-Easter shopping is reported to the government's statistical agencies as having been spectacular. In most sections of the country the previously unseasonable weather cleared just in advance of the holiday. Apparently it was all that was needed to put consumers into a buying mood.

Encouraging reports are commencing to come, too, from the United States. April motor car sales there are said to have increased sharply. And it was the automobile industry that was the centre of a good share of the Republic's economic anxieties.

## Ray REFLECTS and REMINISCES

Remember the old days of parliamentary debate when a cabinet minister could answer a question the same day it was asked.

Newly weds, advises a marriage counsellor, should start out in a small house. There is this much about it. There is less room for argument.

Toronto Saturday Night calls an Ottawa Citizen's staff member a "silly ass." This is apt to make you think of the celebrated dialogue between the pot and the kettle.

**BEST STAY SOUTH**  
A special writer in Harbour and Shipping of Vancouver makes a few remarks concerning the present campaign concerning the Prince Rupert drydock and shipyard. He goes back to 1920 when that publication suggested the northern plant be towed to Vancouver which caused an immediate uproar in Prince Rupert. He goes on to say: "I was told that a couple of weeks later, the editor received a letter from a friend in Prince Rupert telling him he had better keep away because the angry inhabitants had resolved to throw him in the harbor if he showed his face there. I don't believe that. It is more probable he would have talked himself out of the awkward situation."

The trouble with a love triangle is that it is very likely to turn into a wrecktriangle.

Nothing the Federal government has done in the way of social security has been more popular than old age pension. But let there be no illusions. The money to finance this scheme is not growing on trees. This help means a hefty burden on every taxpayer.

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**HEALTH MINISTER** Harold Connolly, 53, has been sworn in as premier of Nova Scotia to succeed the late Angus L. Macdonald who died April 13. Premier Connolly said he regarded his tenure as temporary until a convention is called and a permanent leader selected. A former editor of the old Halifax Chronicle and Star, Mr. Connolly also will hold two other cabinet posts, the highways and health portfolios.

**CHANGED CAREER**  
John Keats, famed English poet who died in 1821, was originally intended by his family to be a surgeon.

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## LETTERBOX

The Editor,  
The Daily News:  
Until a couple of years ago I had never paid much, if any, attention to the fish union in B.C. However, at that time, my son worked in one of the fish plants here in Prince Rupert, and I was much perturbed to find that their union the UFAWU, had a very strong pro-Russian flavor. Since then I have followed with increasing disgust the editorials and the news as interpreted by "The Fisherman."  
This paper follows the Communist line. It shows hatred for the U.S. and sympathy and loyalty to Soviet Russia.  
Last month the UFAWU held its annual convention in Vancouver and one result of the convention is that the union is sending a representative to the May Day celebrations in Moscow. Even now, I hear, the delegates who have returned home are asking the rank and file members of the union for contributions to finance this man's trip.  
I have been concerned over this situation for a long time, but what prompted me to write was reading in the Daily News last week that the Senior Chamber of Commerce is planning to form a Civil Defence organization with the head officers of the various unions holding the responsible positions.  
I fervently suggest that the leaders of the UFAWU be omitted from the plan. I sincerely feel that no good could come from including them in any such project, but a good deal of harm could and might result from having them take any active part or from giving them any information which they would be free to pass on to their superiors in Soviet Russia.  
"CONCERNED."  
Editor's Note — The Daily News story referred to above concerned a Civil Defence meeting at which it was planned to contact various seeking personnel for police and other required for a civil defense. The organization sponsored by the Chamber of Commerce or any other group.)

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