An independent newspaper devoted to the upbuilding of Prince Rupert and Northern and Central British Columbia. A member of The Canadian Press — Audit Bureau of Circulation — Canadian Daily Newspaper Publishers Association Published by The Prince Rupert Daily News Limited JOHN F. MAGOR

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Authorized as second class mail by the Post Office Department; Ottawa

MONDAY, MAY 12, 1958

Safety important to more than worker

TL over British Columbia in pulp and paper mills, logging operations, sawmills, shingle mills and plywood plants, more than 60,000 workers in the forest products industry are keenly aware that the eyes of the province are upon them. Today marks the start of another Forest Safety "Products Week and safety flags, banners or poster are flying in the mills. Co-operation is again the keyword

as the men go about their work today and for the rest of the week. Since 1947 the accident rate in all industry "has been reduced drastically by the efforts of management and employees in the forst industry. Arthur Francis Workmen's Compensation Board accident prevention director said in Vancouver recently that the employers in the forest products industry have been the most safety-conscious employer group in the province. "Their efforts have helped immeasurably to reduce the accident rate from 119 accidents per million man-hours worked in 1947 to less than 50 in 1957." Mr. Francis "also credits labor unions with recognizing that their participation in safety has had a marked effect on accident rates.

"A good record for Safety Week and every week in the year can be achieved by all parties co-operating with one another," Mr. Francis said. "When lives are at stake that shouldn't be difficult. Every worker in the industry must be cautioned and disciplined if necessary in order to attain everyone's goal of an accident-freesafety week in the forest products industry of B.C."

Out at Watson Island, management of Columbia Cellulose Company Limited and the membership of Local 708 of the International Brotherhood of Pulp, Sulphite and Paper Mill Workers are joined in a war on accident. Everything that it is possible to do has been done to point up ways and means of avoiding accidents and to keep men safe and healthy on their jobs. It is up to the workers to be alert and to observe the elementary rules of safety so that they will not only get through Safety Week without mishap but through the remainder of the year and the year after that. That should be every mill worker's goal, not only for the sake of the company and his own job but for the sake of his family and his future.

Salute to a senior

HIS newspaper, as its readers know, is celebrating its 50th anniversary. The Milwaukee Journal has just completed celebration of its 75th. As the junior we salute an esteemed senior contemporary!

A newspaper, like other institutions, can often be measured by something which symbolizes the ideals which have guided its growth. In the case of the Journal, the symbol can be found in the Niesman Fellowships. These were established at Harvard University in 1937, shortly after the passing of Lucius W. Nieman, the paper's founder by his widow, Mrs. Agnes Wahl Nieman.

These fellowship are awarded on merit to working newspapermen and women to afford them, without loss of income, a year in which to enrich the

background of knowledge and understanding out of which they write. The roster of the 229 who thus far have been Nieman Fellows presents a representative cross section of enlightened journalism. And this newspaper is proud to have had four of its staff numbered among them.

The Journal, from its early days, has remained courageously nonpartisan and independent. During World War I it battled pro-Germanism in a community of overwhelmingly German heritage; after World War II it aggressively fought the threat to American civil liberties implicit in Mc-Carthyism, and in Senator McCarthy's home state.

Here is the "fourth estate" functioning as it should.

-Christian Science Monitor.

INTERPRETING THE NEWS

Tugging Uncle Sam's whiskers new pastime By GEORGE KITCHEN Canadian Press Staff Writer

Twisting the lion's tail has given way to tugging at Uncle Sam's whiskers.

U.S. Vice-President Richard Nixon has been the target of this pastime in each of the five countries he has visited on a South American goodfwill tour.

Mactors behind these outbursts of anti-Amprican sentiment include anger against U.S. trade policies and resentment over lack of economic aid. But they also reflect a few bricks at the big fellow, especially if he's a rich big

Nixon was jeered in Uruguay and Argentina, showered in Bolivia with pamphlets urging him to go home and greeted in Paraguay by students crying "long live liberty."

The worst outburst was in Peru, where students at San Marcos University pelted him with stones and fruit, spat at him, and tore up a floral American flag he had placed at a monument.

The Peruvian demonstrations, though apparently Communist-inspired, have a deeprooted economic background.

Peru's biggest export is cotton and she long has felt that U.S. cotton export policies interfere with her natural markets, in much the same way that Canadians feel U.S. farm surplus disposal policies interfere with Canadian wheat marketings.

Peru also is a prime sugar producer and her people resent U.S. quota limitations on the importation of Peruvian sugar.

Her lead and zine industry, which gives * jobs to 35,000 Peruvians, is heavily dependent " apithe U.S. market and will be seriously hurt "if President Elsenhower agrees to tariff incroases recently recommended by the U.S. tariff · commission. Peruvian sources say 25 per cent , of their country's economy is supported by lend and zine sales to the U.S.

Thore also is resentment over the fact Latin America has not received the same treatment as western Europe in the field of economic mid: After the war many South Americans felt they should have received some share of the vast sums the United States poured into Europe in its foreign aid programs. The demonstrations have produced reper-

cussions in the U.S. itself. Many American editorial writers are questioning the wisdom of sending Nixon to South America when the state department, they suggest, must have been aware from its ambassadors of popular feeling in the countries on his itinerary.

There also is general admiration for the manner in which Nixon has conducted himself in the face of the outbursts. There are suggestions his composure there will benefit him when the Republican party selects its presidential candidate in 1960.

Critical lookers-on

From the Courtenny Argus As might be expected, the lethargy of a few people is leading them to question the value of carrying out some of the centennial plans, even to suggesting local contennial plans are a waste of time and money. But this sort of attitude is an old story and if we were to heed the critical lookers-on, community life never would linve much color and interest. Let's not heed the critics now.

Sound "legal advice"

From The Union Steamer A professor of law was lecturing to his students-"If you have the facts on your side when fighting a case, hammer them into the jury. If you have the law on your side, hammer it into the judge. But if you have neither the facts nor the law, hammer, the table as hard as you can!"

Lunatic fringes

From The Victoria Coloniat There are lunatic fringes in every country and Canada is no exception. Sad as it may be, we have people who are anti-American, just as we have others who are anti-British or anti-somebody else. But they are inconsequential soreheads who do not reflect the attitude of the country.



bol of Canadian Pacific Airlines' Polar Route, is Mrs. Molly Frances Edhouse, who was the 25,000th passenger to fly the "roof-of-the-world service between Vancouver and Amsterdam. Mrs. Edhouse was enroute from London, England, to Auckland, New Zealand. When the airline first started the Polar Service in June, 1955, some writers termed the venture a:"million dollar gamble." Mrs. Edhouse was attractive proof that the "gamble" payed off. To commemorate the event, the Airline presented the pretty housewife from Wellington, N.Z., with flowers representing various countries at each CPA destination point enroute. In Amsterdam, she received tulips, in Vancouver, roses, carnations surrounded by maple leaves. Awaiting her in Honolulu was an orchid lei, in Fiji, bougainvillea blossoms, and in Auckland, a Fernleaf bouquet and a warm homecoming.

All Aboard By G.E. Mortimore

Restaurants in some towns have already lifted the price of a cup of coffee to 12 cents, and about 15 cents.

But the average cup of restaurant coffee at any price still tastes like swamp water. I hadn't realized what an inferior grade of coffee the restaurants were unloading on their clients, until I enjoyed some real coffee in a railway dining car.

The dining car charged 30 cents for a pot that held two cup of coffee, but it was worth every nickel. This rich, freshsmelling beverage was so far ahead of the pale bilge of the restaurants that it didn't deserve the same name.

Next time the waiter came my way, I said: "This is the first decent coffee I've had for about a year."

"Glad you like it," the waiter

"What do the restaurants do to make their coffee so tasteless?" I asked. "It must take real hard work and planning, to drain all the life out of the coffee like that."

"They just try to get too many cups out of a pound," he waiter said.

He muttered something to the chef, who was sitting at a table himself, the dining car being almost empty. The chef nodded and grinned acknowledgement toward me.

"Humph," said the conductor with heavy Jocularity, from a nearby table. "It's the first

day the coffee's been any

The railway dining car, with certain of them are talking its white tablecloths, deft waiters and good food skillfully prepared, has always been a favorite resort of mine when I'm riding the train and have the price—which isn't too often. Dining car prices are somewhat above the level of the hash-joint or the sandwich shop. But they are fair prices for an excellent pro-

It comes as a cheerful suprise to find a place of business still devoted to quality, in a world that is too much inclined to condone expensive. inferior goods and services and praise the vendors as clever merchants, because they wring a profit from the short meas-

There is a tendency now to introduce the shiny, brittle. coffee-shop style of service to the railways. This may be more thrifty for the traveler; but if the old-style dining car should vanish as a result, railway travel will become less exciting and comfortable, by a long way. And where will a man be able to get a good cup of coffee then?

The owners of some restaurants probably don't know that they are serving such a wish-washy style of java. In that case they would do themselves and their customers a good turn if they rode a railway dining car and asked the chef to share some of his coffee-making secrets.

Tiny car From The Victoria Times

Tokyo has sensational news the economy - minded

In a month or two, says a dispatch from the Japanese capital, production will start on a small car capable of trav-

elling 250 miles on a gallon of gasoline.

There is one point on which we'd like information. What will it sell for on the market, complete with eyedropper for the fuel tank?



Education Minister Dunlop will find sympathy and support for his intention to reduce the "frills of progressive education" to a minimum and bring around the focal point of education in Ontario to basic subjects.. The age of so-called progressive educationists like John Dewey and Horace Mann is passing, and we have begun to have a fresh appreciation of the importance of the three Rs.

But he travels for afield when he classifies sex education as a progressive frill. Let the parents be concerned about this subject, says the Minister of Education somewhat too cay-

Parents should be concerned, and many of them are. But many are not. And even among those who are, there is a pitiful sense of inadequacy about how to transmit the informa-

Surely the schools cannot divest themselves entirely of this responsibility. As youngsters approach the age of puberty, they need to un; derstand themselves and their development. They will get their information one way or another, and it is better that proper authorities dispense it. The way in which it is dispensed can color their whole attitude toward life and affect school interests as well.

Rather should the school be the ally of the home in this vital field of helping children grow up. The Department of Education max well consider the advisability of having train ed practitioners conduct separate classes for girls and boys in order to give them an under standing, at their own level, of the problems. of maturity. Where such classes have been held. the results have been measured in greaters morale and stronger moral fibre.

From the Toronto Telegraph

The disappearing creek

An editorial by Hugh Templin, Editor of the Fergus News-Record.

A village has many attractions for boys that cities cannot offer. One of the most popular is a creek. When villages grow into towns, the creeks have to fight to survive. Boys love them but adults find them nuisances. They tend to become open sewers; they flood basements in the spring; they take up room that could be used for building lots. Eventually they are covered over and disappear from the scene.

Fergus had several creeks. One of them dropped thirty feet over the rocky banks into the Grand river, a thing of beauty in the spring-

When Adam Ferguson first gazed upon the site of his future town 125 years ago, the creek caught his eye. He was a practical man. He saw the water power at Niagara Fails. He saw this creek as a supply of pure material for a brew-

Fifty years ago the brewery had disappeared but the pure spring which fed the creek also supplied water for a horse trough on main street. A pond near the source had been a beaver meadow. Early Fergus sports used it for

a curling rink, building a small dam each year! to keep up the water level. For generations, after the curlers moved indoors, boys continued! to build dams in the spring, with little water,

Times changed, the creek flooded the butcher shop and furniture store. Where their first log house had stood an the bank of the! creek, a market scale was built and the creek was confined to a culvert. An arena was placed on the site of the brewery and the culvert rank under the hockey cushion. Year by year, it grew longer providing a parking space and lots! for houses. The creek had disappeared,

Youngsters of today must go a mile out of town to play in a creek. It's a long way to go to get wet feet or a few minnows or elementary lessons in hydraulic engineering.

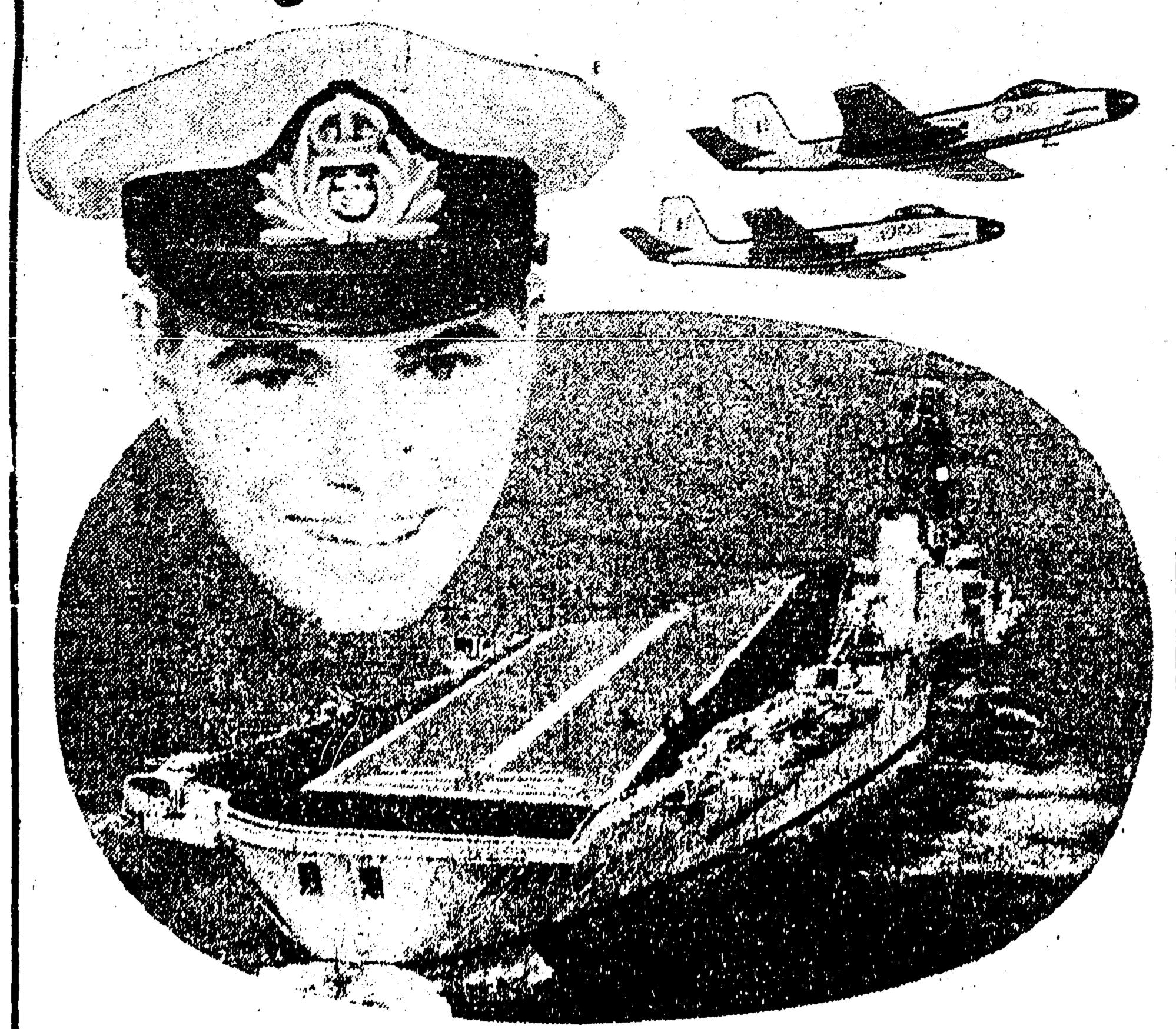
Not lost art

A hotel chef says that carving is a lost art; He should consult some of the juvenile gangs in New York and Chicago. —Sherbrooke Record;

From School to Sea!

THE AMBITIOUS YOUNG MAN CAN BECOME A NAVAL OFFICER

through the Venture Plan



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If so, opportunity beckons! The Navy will advance selected students to senior matriculation as naval cadets qualifying for a well paid responsible career with travel and adventure as a naval officer at sea or in the air above the sea.

Investigate the Navy's "Venture" Plan NOW!

The "Venture" Plan is a main channel for becoming a Naval Aviator, with the added advantage of special flying pay. Flying training is available to you if you qualify and choose. A "Venture" flyer is a sailor tool

Uniforms are provided to cadets on entry. Food, living quarters, dental and medical care, tuition, books, instruments, etc., are all furnished by the Navy. Thirty days annual leave with pay is granted. By acting now, you can look forward to wearing a naval officer's uniform within months. You are enrolled on a seven-year appointment with opportunities to qualify for transfer to a permanent commission at a later date. You can have your chance to fly with the fleet!



16th but not their 10th birthday on 1st Jan. 1958, and have the edge entional qualifications. Get all the facts NOW about the Navy's "Venture" Phin. Viels your Navid Racruiting Office -- or muil the

VENTURE PLAN, Naval Headquarters, Ottawa. Please send me complete information on the Navy's "Venture" Plan for officer training. MY NAME DATE OF BIRTH (Last Grade or Year Completed) CN-3-37-RR

ROYAL CANADIAN NAVY