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Mark of Progress

ANNOUNCEMENT that tenders are being called for construction of the Dighy Island airport will be received here with rejoicing. Although there was plenty of evidence that Ottawa had not dropped the project, there was always a danger that circumstances might cause a postponement. Now that danger seems to have been eliminated for once and all. We can start looking forward to a new era in the history of this district.

For Prince Rupert it will mean that the city is at last attaining the place as a major transporation centre which it has sought so long amid so many disappointments. It will mean new ties with the expanding north country and it will mean also increased travel along the air lines running east and west. Indeed it is foreseeable that the new airport will become a base for air traffic to and from the Orient.

Although this is an election year and construction of the airport unquestionably will have a bearing on how this part of the country votes, the effort being made to get the project underway should not be discounted for that reason. An undertaking of such size cannot be labelled merely as an electioneering measure. In fact, without sound reason behind it, the government might be subject to criticism for spending so large a sum of money on building an airport in an area of comparatively small population. Obviously it has taken all factors into account and, to its credit, has recognized its responsibility for encouraging the growth of this promising northwest region. It is a step that fits in with the larger program of national development.

All those who had a part in bringing this project to fruition have a right to be proud of their achievement. It will be completed just about the time Prince Rupert is celebrating its 50th birthday. A more fitting mark of progress is difficult to imagine.

Blind Road, Mr. Bonner

It would be unfair to compare the Attorney-General to Tennyson's brook, but words do bubble blithely from Mr. Bonner's lips. It is not surprising that he is occasionally carried away by them.

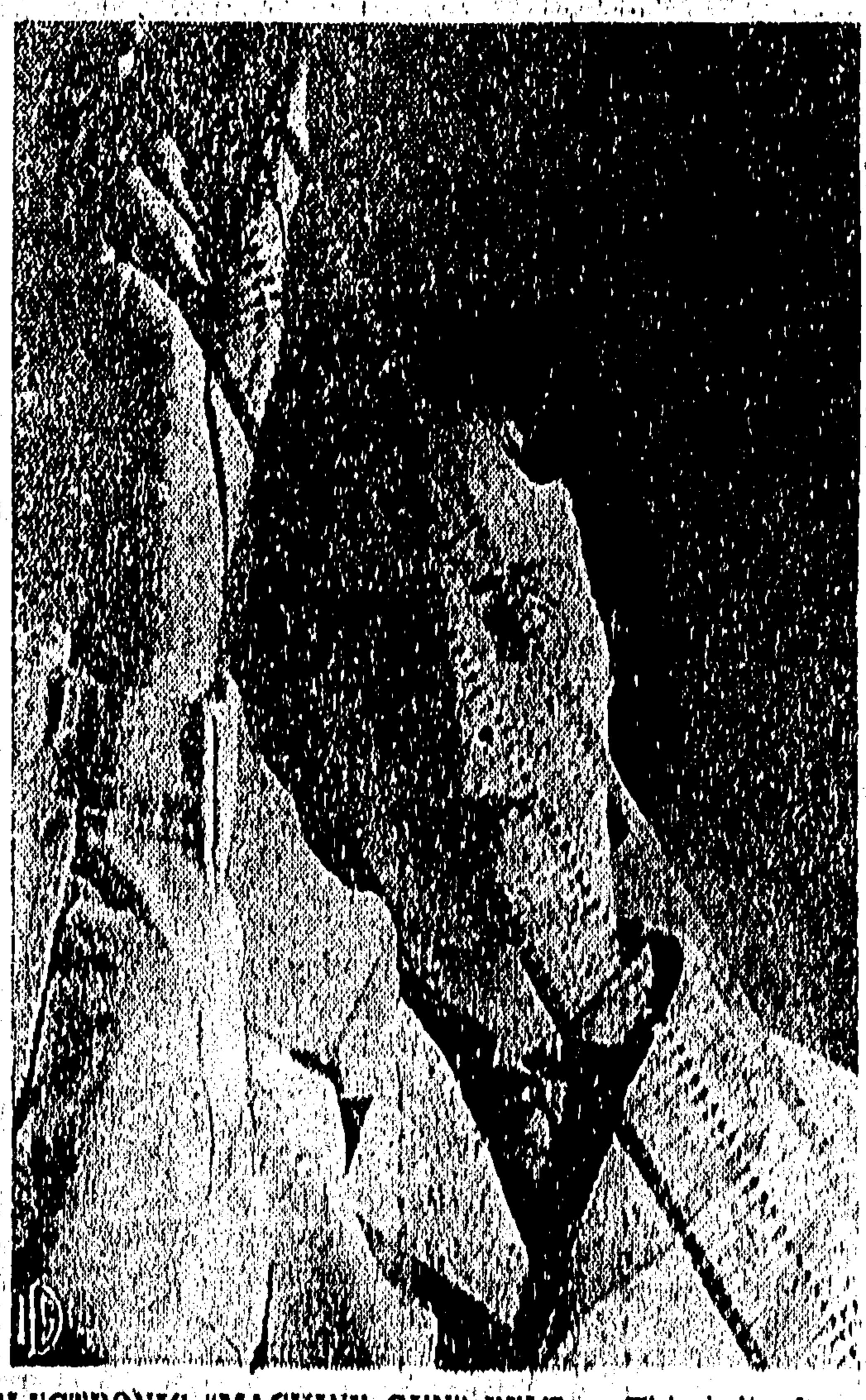
He was the other evening when he charmed women's auxiliaries of the Social Credit League with his eloquence. In the course of his campaign oratory he listed what he considers major Federal Government policy faults—"tight money, high taxes . . . and no Trans-Canada Highway."

Mr. Bonner is entitled to his own opinion on tight money and taxes—ingredients of Ottawa's campaign against inflation. But when he mentions "no Trans-Canada Highway" whom is he attacking?

The Federal Government is meeting its share of Trans-Canada Highway costs. Construction within B.C. is the provincial government's responsibility. Ottawa pays its share of the bills; Mr. Gagliardi is in charge of the work. If there has been tardiness during recent years in Trans-Canada construction in B.C., Mr. Gagliardi has to answer for it.

Mr. Bonner has skidded in his free-wheeling drive on to Ottawa and has turned up a blind road—unless he considers Mr. Gagliardi a tool of the Federal Government.

—Victoria Times.



As I See It

Elmore Philpott

• Radio Speech

SEVERAL people have written me about a recent column on Canadian voices, and especially about voices heard on the radio.

One common complaint is about errors in grammar or pronunciation on the radio. One lady says:

"When we first had a radio I used to note the pronunciation to check up on myself, but I have long since abandoned that practice. I have found that many announcers make as many mistakes as I do." She continues:

"The following are the most glaring mistakes that I hear repeated: 'Present' — pronounced 'Percant' in about 75 percent of cases. 'Co-operate' — pronounced 'co-perate.'

'Perspiration' — pronounced 'prespiration'."

"I thought all announcers have a good education, as well as good speaking voices."

ON the whole, all of the radio people have done a great deal to improve Canadian speech. This is particularly true of the CBC. The speech expert of that organization, Mr. Brodie, is one of the world's greatest authorities in the field. But above all, he is a broadminded person, who does not give foolishly arbitrary or pedantic rulings. If there are two pronunciations permitted by good usage Mr. Brodie advises the CBC staff accordingly.

Although the private radio people have never had the same chance in Canada to improve the quality of their performance by means of networks, they have nevertheless shown a steady improvement over the years.

There are certainly fewer mistakes being made now than there were in earlier years.

The same thing is true to an even greater degree, in Great Britain. The BBC has had a profound effect on the speech of the people of the United Kingdom. From one point of view, this is all to the good. But from another point of view it is sad.

There has been a marked tendency for the local mannerisms of speech to fade away, or die out altogether. It is not as easy as it used to be to tell a Lancashire lass from a London lady by speech alone. Believe it or not, it is not even always easy instantly to identify a young lady from Scotland by reason of her speech alone.

On my first return visit to that country, after an absence of thirty years, I was shocked, and no little chagrined, to find that hardly anybody really spoke broad Scots any more. Indeed the Scottish expatriates who had moved to such places as Vancouver, British Columbia, or Hamilton, Ontario, had clung to their native Scottish burr much more audibly than had the people who

The Japanese have also figured in recent Parliament Hill news in another connection. The billion-dollar-all-Canadian-owned textile industry continues to complain of the inroads of Japanese competition upon the Canadian market.

A recent brief of the Cotton Institute of Canada which has been placed in the hands of all parties states:

"Though the United States remains the major foreign (textile) competitor, the Japanese bid is strengthening. The Japanese can deliver manufactured cotton products in Canada, with sales tax and duty paid, at prices as low as one-half of those of comparable Canadian products. No evidence can be found of Japanese self-restraint in exporting to Canada."

Hundreds of thousands of Spaniards lined the Castellana Avenue to see new tanks, jeeps, motorized artillery, many other types of warships and the marching men of the army, navy and air force.

Among the 100 planes flying overhead were squadrons of jets, trainers and F-86 Sabres. Behind them came Helikopter and Junker bombers, built in Spain under German patent.

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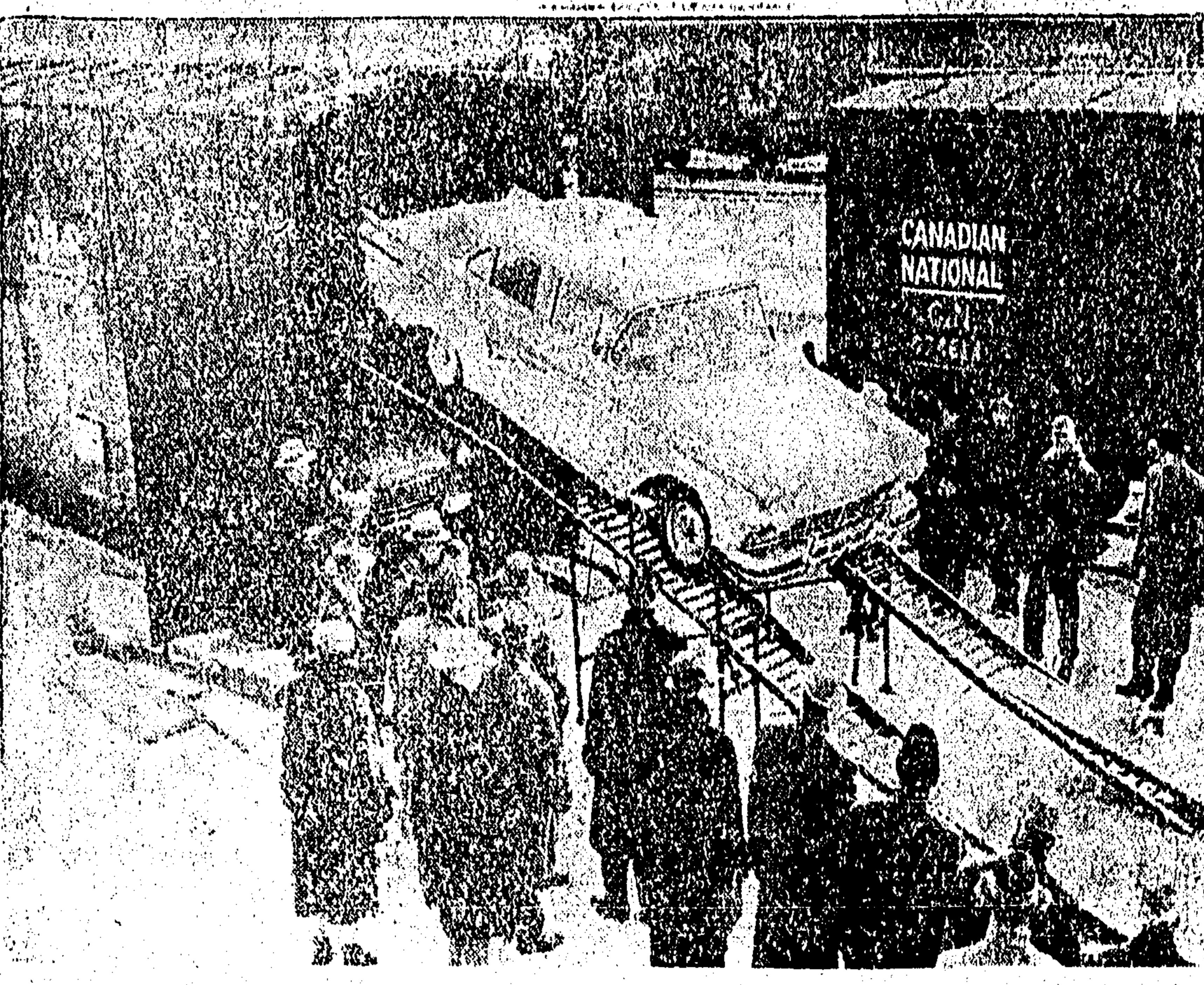
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3215 •★

ELECTRONIC "MACHINE GUN" BUILT — This bolt of semi-conductors, feeding through an assembly-line "machine gun," is expected to boost the use of semi-conductors (tiny replacements for vacuum tubes) in mass-produced electronic circuits. The technique, which substitutes mass-production methods for long, laborious handwork, in incorporating semi-conductors in the circuits, was adapted by engineers of the Hughes Aircraft Company of Culver City, California. Model Orance Carnett, shown here, is holding the equivalent of 120 vacuum tubes.



FIRST OF ITS KIND — Canadian National Railways double-decked automobile transporter car, a unique development on the North American continent, is seen above being unloaded during its first visit to Western Canada. Designed by the CNR, the car, with its upper deck, carries eight automobiles instead of the usual four. Full width end doors, which allow each auto to be driven from the car, cut unloading time from approximately three hours to 30 minutes. The CNR now has 25 of these cars in service. Above, Winnipeg automobile dealers are seen observing the unloading technique.

Report From

PARLIAMENT

By E. T. Applewhite

I read with considerable personal regret, in the "Northern Sentinel," that Dutch Turney has left Kitimat for the big, bad city of Montreal. I shall and has agreed to instal a derrick in Kitimat, but am looking forward to making the acquaintance of Mr. Gwyn.

Even with nearly nine years experience down here, it sometimes takes me quite a while to get definite information on some point which may be of concern to me. For instance, when the 1957-58 estimates came out, I noticed an item reading: "Dredging — Construction or Acquisition of plant equipment — British Columbia and Yukon — \$515,000." That didn't tell me much so I wrote to the Minister of Public Works asking for a breakdown. I got it, and it reads as follows:

Rebuilding the Snagboat "Samson V" \$100,000.

Construction of new snag-

Possible replacement of the main suction pump on Dredge 322 \$30,000.

That still didn't tell me what I wanted to know, so I wrote again and asked specifically if the \$385,000 was to replace the "Essington."

I now have a letter from the Minister stating: "The new snagboat for which \$725,000.00 is provided in the Main Estimates 1957-58, is to replace the "Essington."

I have been trying to go some improvements for the mooring and docking facilities at the village of Kitimat. The

Department of Public Works, at my request has been contacting certain sections of the press, the oil and steamship companies as to their requirements there; and has agreed to instal a derrick in the dock this summer. A further inspection by departmental engineers is to be made in June.

The request of the Prince Rupert Labor Council to have a Board of Referees established at Prince Rupert to facilitate the settlement of unemployment insurance claims, seems to me to be both reasonable and sound; so I am taking it up with the Minister of Labor, and hope to get action.

About the time this is in print on Thursday, April 4—we will celebrate the eighth anniversary of the North Atlantic Treaty organization. We belong to NAT because it is an alliance for peace and because Canada's experience in two world wars has demonstrated that the defense of Canada, as of the whole free world, depends upon a strong system of collective security.

That conviction was strengthened shortly after World War II as we saw the Soviet Union absorb the nations of Eastern Europe one after another. We support the United Nations, but the need for a strong regional defensive pact became apparent and our Prime Minister St. Laurent, who was then Secretary of State for External Affairs

gave expression to the NATC idea in an important speech in 1947.

Dr. J. M. SPRUENKEN

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counts....



SAMUEL A short snooze in his own particular style, parrot. Samuel Quinney Kaufman III relaxed on his back, under the wing of his owner, Tony Kaufman of Dallas, Texas. Seems the bird dislikes sleeping on a perch, and prefers this soft pillow. Tony says the parrot has definite tastes in TV, too, preferring jungle adventure series.

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THE LETTERBOX

THANKS FROM SCOUTS

The Editor,
The Daily News:

At the recent annual meeting of the Boy Scouts Association, British Columbia Provincial council, a very hearty vote of thanks was passed to the press, radio and TV outlets of information in British Columbia and the Yukon. Throughout another year, the Scout movement has enjoyed much support and publicity resulting in a growing public interest in the work.

Our entire all time high membership of 27,364 thanks you so much for your help. As we celebrate this Jubilee Year of Scouting it is our hope to carry on in the finest traditions of Scouting and we feel in that effort we will have your continued understanding and assistance.

STUART KRETE,

President.

CORAL ISLANDS
Bermuda, 660 miles southeast of New York, is the world's most northerly group of coral islands.

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