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JOHN F. MAGOR
President

J. R. AYRES
Editor

G. P. WOODSIDE
General Manager

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Only half the story

THE answer is easy when the question is put this way: "What would you rather have—a job at $2.50 an hour, or no job, but a rate of $3 an hour?"

The advertisement which made this point goes on: "Every time you demand a raise without fully earning it by increasing efficient production, you raise the cost and therefore the price of what you make. Of course, then, fewer people can buy your higher priced product; more people will do without, or will buy the cheaper-to-make foreign product. And you'll be out of a job."

But isn't this only half the story? The assumption that prices must go up with every wage increase is based upon the further assumption that profits are pared to the bone. The wage earner will say rightly that excess profits also contribute to overpriced goods.

It is sometimes forgotten by management that it too has a role to play in holding the line. The record profits of the steel companies, the fat returns some drug companies enjoy do not go unnoticed.

Rising prices are not only a matter of wages; they are also a matter of profits.

—The Ottawa Journal.

All Aboard with G. E. Mortimore

Cars need not go down in price as they get older. Sometimes their value improves with age.

I was reminded of this fact while talking to Phil Foster, antique car collector, who has long cherished a plan to open an automotive museum with government backing.

Collecting antique cars was a hobby that Phil pursued during 20 years as a service station operator. (He sold out his station a few years ago).

"I had a number of my cars in an old barn on Craigflower Road," he said. "But the property was subdivided, and the barn had to be torn down. I kept 10 of the real old ones, which I have in my basement.

"But I had to let the others go."

"Who bought them?" I asked.

"Victoria people," he said. "I hope they look after them. I think they will. They're not really antique cars. You'd call them veteran cars."

"They're interesting enough to be in a museum, though?" I asked.

"They will be, in time," Mr. Foster said. "But in Victoria, a lot of the veteran cars are still on the streets."

"Is it correct to say that after a certain time, a car may cease to go down in value and may actually increase, as a collector's item?"

"Yes, if a car is looked after. The present owners will look after them. But if they fall into the hands, say, of a juvenile who just uses them as transportation . . . or someone who sells them for scrap, they'll be lost. A lot of good cars were lost during the war."

"It's the pre-1914 cars, the ones that look old, with all the brass things on them, that have the public appeal. The veteran cars, from 1916 to the 20's and 30's, don't have so much public appeal.

"But they'll be good for a museum in five or 10 years from now, when there aren't so many on the streets.

"And then there are the classic cars, of no particular age, which are good to keep. . . . I know a man who has a couple of Packards and a Rolls-Royce; he's keeping them up well.

"There are quite a few good cars around, Packards in the 30's and 40's, a Hupmobile and a Whippet in the 20's, a nice little Plymouth."

"Some of the really old cars that I have, I guess that if I hadn't got them, they wouldn't have been kept at all."

Some of Mr. Foster's items—including a 1910 Stanley Steamer and a 1900 De Dion steered by a tiller—took some sleuthing to find in farmers' sheds, and some painstaking work to restore.

They had to be kept in a dry place to save the upholstery from rotting.

Eventually, Phil Foster says, he may start his own antique-car museum on a small scale.

The Packsack of Gregory Clark

Double parking is wholly inexcusable, except on those rare occasions when we have to do it ourselves.

How infuriating it is, while driving through the crowded business streets, to find traffic all backed up because of some insufferable person having double parked to allow his wife to pop into a store for a jiffy, or some delivery man, to save himself a walk of 30 yards with a 100-pound parcel, flouting the law and planting his truck square in the middle of the street, double parked.

But how entirely reasonable and rational it is, with only 30 minutes in which to pick up two loaves of bread, a quart of milk and some tinned peaches before our guests arrive at the house, when we, discovering not a single parking space within two blocks of our favorite shop, just pull up for a matter of 30 or 40 seconds, while we pop in to make our purchases.

Who in the world would complain, if they knew the circumstances and understood our predicament?

Surely this is a different situation from those other insufferable people, and those arrogant delivery men. . . .

Sure it is. It is us.

Crooners, Inc.

We are indebted to Life magazine (Time, Inc.) for the information that Frank Sinatra is synonymous with Mobart, Inc.; Pat Boone is Cooga Mooga, Inc.; Eddie Fisher is Ramrod, Inc.; and Bobby Darin is about to become King Kong, Inc.

As you may have guessed, these are all popular singers who have arrived, financially. Like movie stars and professional sports heroes, they have found it tax-wise to incorporate themselves.

Sociologists are very fond nowadays of seeing things in terms of the "corporate image." But frankly, we find it a little hard to get any image at all from Cooga Mooga; and King Kong still registers as a big gorilla hugging the Empire State Building.

So, in an attempt to improve the game, we though we would try incorporating a few public figures to see what happens. This is a sample:

Jimmy Durante—Inka Dinka Doo, Inc.

The Budapest String Quartet—Petits Fours Corp.

Alex Olmedo—Racquets, Inc.

Wernher von Braun—Rockets, Inc.

Flanders and Swann—Dropped Hat, Ltd.

Jack Parr—Commercials Unltd.

That's what happened.

On second thought, Cooga Mooga seems to make a lot of sense after all.

—The Christian Science Monitor.

INTERPRETING THE NEWS

U.S. opinions differ on Red missile accuracy

By HAROLD MORRISON
Canadian Press Staff Writer

The United States secretary of defence, Thomas Gates, says new intelligence reports lead him to believe that the accuracy of Russian missiles may be inferior to that of the United States.

He also concludes, in evidence before a congressional committee, that this "new information" indicates Russia's lead in missile strength is not so big as might have been supposed and will not encourage Russia to make any "rational" decision to open any major attack against the U.S.

The over-all effect of his evidence, as reported in a partial disclosure of testimony, is that Russia still is unable to challenge American military might, despite all that had been written about Soviet space achievements.

This view would be encouraging if Gates' new intelligence portrays an accurate view of the Soviet missile situation. They would tend to reduce the impact of Soviet Premier Khrushchev's words that Russia already has sufficient missiles to destroy all her enemies and that "fantastic" new weapons are in the hatching stage.

But Gates' testimony must be viewed in the light of strong criticism against President Eisenhower's defence policies and the fact that the missile lag will be a major issue in this year's presidential election fight. It also must be weighed against secret testimony by Allen W. Dulles, director of the U.S. Central Intelligence Agency, before another congressional committee.

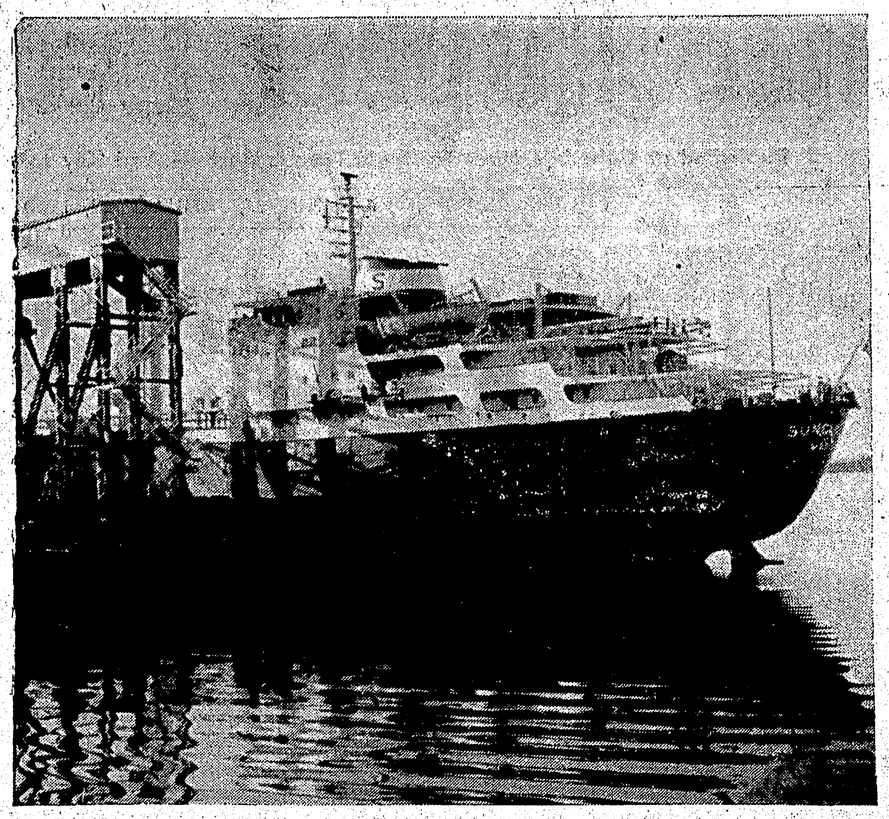
The testimony of Dulles still remains secret but one senator, after listening to this apprisal of Russian development, commented: "I do not see how a policy of defence cutbacks can be reconciled with the intelligence report to which I have just been listening."

Another said: "We've got our hands full—there's no question about that."

This apparent concern over Russian effort opens the question of whether any member of Eisenhower's cabinet would give evidence that would hurt the Republicans in the election fight. Rather, the contrary may be true.

Last September the West learned of Russia's rocket accuracy with the spectacular hurtling of a Soviet rocket to the moon.

The Eisenhower administration has tended to separate outer space and intercontinental missile achievements. Yet it may be a fair conclusion that if Russia can achieve extreme accuracy in firing a missile to the moon it also may be able to achieve similar refinement in bridging continents with rockets.



MODERN SUPERSTRUCTURE and stern of Norwegian freighter MV Suncorona juts out from the Canadian Government elevator dock just before she pulled out for Vancouver in search of dry barley. Ship arrived here from Orient January 5 to find a Liberian ship MV Island Skipper ahead of her. Damp barley from Prairies delayed loading for two weeks and Suncorona sailed earlier this week for Vancouver where she will find nearly a dozen vessels at anchor, also delayed by damp barley.

—Photo by Gladys Baldwin.

Time and Place

By WIGGS O'NEILL

NOTHING LIKE HOME

Dr. Thompson, who at one time was member of parliament for the Yukon, once told me an interesting story. The doctor was originally a Bluenose, born and raised in the Annapolis Valley of Nova Scotia.

After he had graduated as a "medicine man" he had moved to Ontario and taken over a practice there. He found the people very much sold on their wonderful province. Everything they had was the best on earth and were always blowing their own horns. Quite natural I suppose as I think we in British Columbia run pretty true to form and at times are inclined to do a little blowing ourselves. The doctor said that one thing Ontario people were always blowing about was the quality of their wonderful apples.

He took no time to tell them that they did not know what a good apple tasted like. If they ever had the opportunity to eat an Annapolis Valley apple they would know what a real apple was like. He really believed what he told them.

After practicing a few years in Ontario he moved back to his native province and was all prepared to have a feast on those wonderful Annapolis Valley apples, he had missed so much. He had to confess to himself, that they were not a bit better than the apple of Ontario.

After moving to British Columbia he had no apple problem as the Okanagan product had not arrived. After he went to the Yukon the doctor had to put up with dried apples and had no chance for a comparison.

When I was a young gaffer in British Columbia, everyone on the North Pacific Coast ate hardtack. There was an old colored gentleman in Victoria who owned a bakery and M. R. Smith & Company practically supplied the whole coast with their hardtack requirements.

Mr. Smith did a very big business and his product was widely known. A big market was developed among the native peoples who always spoke of hardtack as "bisket". The Hudson's Bay Company would often ship in a thousand boxes of M. R. Smith's hardtack at a time. Those were the days of the big potlatches and hardtack was much in demand.

Remembering Mr. Smith's hardtack I always contended these "biskets" were the hardest thing I ever tried to chew. As youngsters it was almost impossible to put a tooth in one. On the other hand the Haidas and Tsimpeans had such wonderful white shiny teeth they could chew them like doughnuts. I still contend that they were the hardest thing ever put before man to try and chew.

Perhaps memory has made them harder over the years. My trouble is to try and prove my point as the M. R. Smith Company has long since gone out of business and taken their formula for "bisket" with them. Most of the Old Haidas and Tsimpseans who relished the "bisket" at their potlatches have gone to the Happy Hunting Grounds, so I am not like Doctor Thompson and his apples, I cannot prove my point, but I still remember Mr. Smith's hardtack as the hardest thing I ever tackled.

Letterbox

PROTESTS TAX BOOST

On receipt of our tax assessment from the city hall we find that our land taxes for 1960 are to be increased by 91.6 per cent which is an exorbitant increase on land that is rented from the CNR.

I am told that this increase is not the fault of the city council but that of the provincial assessors; whoever is responsible it means further increases on operations in the fishing industry which is already struggling with dwindling markets.

We have already lost a reduction business, a clam and crab operation, a partial closure of a large salmon cannery as of last year, and a very large filletting operation.

We used to pride ourselves as being the halibut port of the world but even this has now been switched to Seattle.

The city should be aware that instead of bringing further business into town that they have lost well over a million dollar operations as stated above, and complacency and further taxing is not going to ease this situation.

A. L. Fletcher,
Royal Fisheries Ltd.

REPORT FROM PARLIAMENT

By FRANK HOWARD

When Parliament opens one of the major items for newspapers is the material in the Speech from the Throne. I have read a number of newspaper accounts of this opening, most of which say that the Throne Speech is a barren field in which to go searching for news material.

However, there was one reference in the Throne Speech which made me particularly happy and that was that the Indians are going to be given the right to vote in Federal elections. Since coming to Parliament in 1957 I continuously campaigned for this measure, and am pleased to finally see this become a reality.

I did something the other day that I have intended to do for some time. That is, I went on one of the guided tours around the Parliament Buildings. It's surprising to realize how little I knew about these buildings themselves. For instance, I always assumed that they were a finished bit of construction. This is not so. There is at least another 25 years of stone carving to be completed.

Each night after everyone else leaves, the stone cutters invade the place. They spend hours chiselling away at small blocks of stone, carving intricate and delicate figures. When completed these carvings will be representative of the flora and fauna of Canada as well as of our historical development. There are carvings of beaver, salmon, fox and gopher, to name a few. The Monarchy fo England is here as well as many of the Speakers of the House of Lords and the House of Commons.

The Parliamentary Library is a masterpiece of wood carvings from top to bottom. There are hundreds of small 2-inch by 2-inch carved designs, no two of which are alike. The flutes, figurines and scrolls were all carved by hand. This intricate, painstaking work is viewed daily by the many thousands of visitors who visit Parliament Hill. None remain unmoved by the beauty, and go back home remembering, if only fleetingly, that the Parliament Buildings of Canada are truly majestic and beautiful even if some of the things which we do here are not.

COPPER MIRROR

Pale as papyrus
Small brother and sister
Bending over museum glass.
Gaze into the copper mirror of
Egypt,
Their heads together in lotus
curve,
Gaze the green Nile through
copper glow,
Search for Taia, Queen of this
mirror,
Her gold-laced hair
Her lost smile.
Look into the moon of tomorrow,
Laugh the now of their image,
Smalled and blurred,
Pale—pale as space people
In the mirror moon.

Emilie Glen.

The only way

From The Toronto Globe and Mail

The cost of running Canada keeps going up. How can we meet that cost without increasing the burden of taxation? Only by increasing production of wealth. But to increase production, we must have markets—20 per cent of them abroad, as Mr. Fleming points out. To have those markets, our prices must be right, which in turn means our costs must be right.

Increased productivity, stabilizing and lowering costs, is the only way we can meet all our obligations, our dangers and our opportunities. Whoever takes up this matter in the coming session of Parliament, whoever argues that productivity is at least as important as tariffs, quotas, trading blocs and all the rest, will be serving Canada as it urgently needs to be served.

Dream come true

From The Montreal Gazette

Winter navigation on the St. Lawrence has long been a dream, but curiously enough the dreams seems to be coming true. Last winter Quebec received shipping in winter and this winter a ship for the first time in history, has come up the river as far as Three Rivers.

EDITOR'S NOTE — Signed articles, and editorials credited to other newspapers do not necessarily reflect the views of The Daily News.

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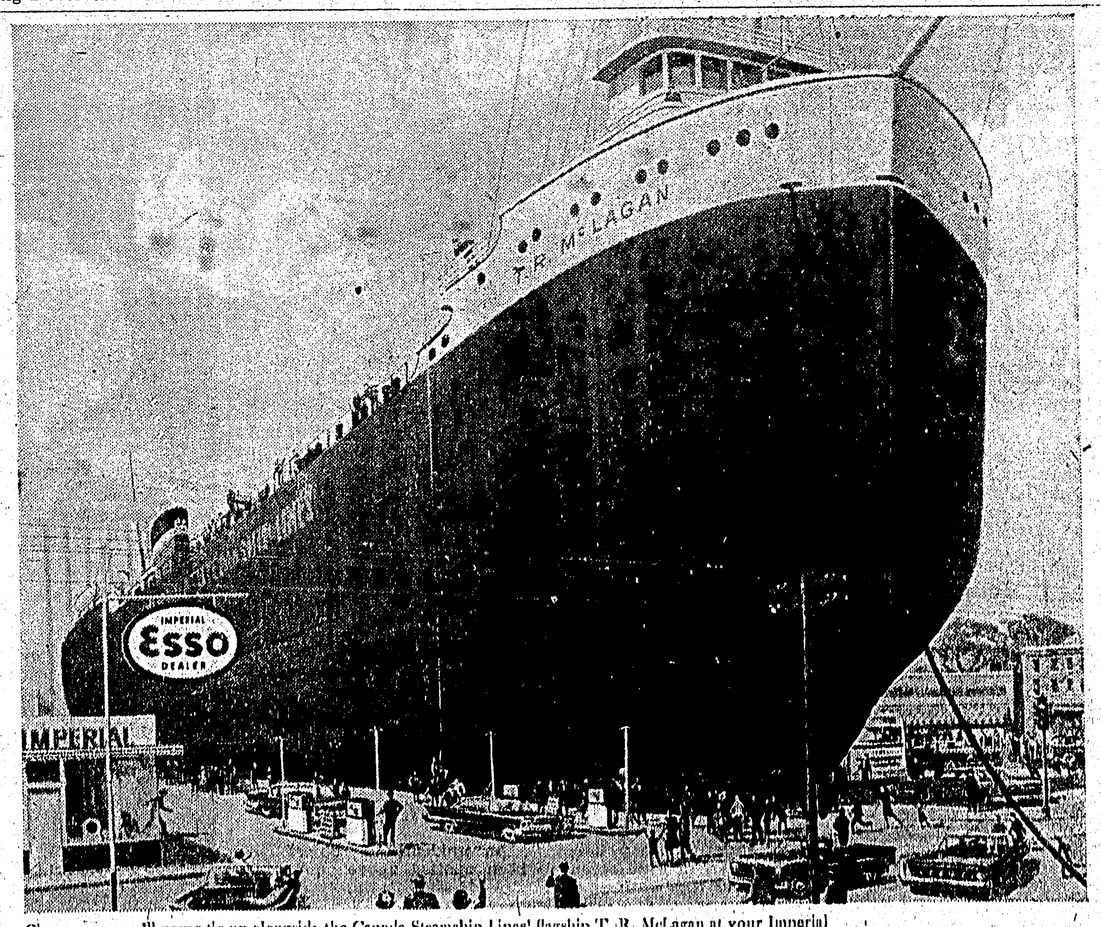

Chances are you'll never tie up alongside the Canada Steamship Lines' flagship T. R. McLagan at your Imperial Esso service station. But she's an Imperial customer all the same and an important one as far as you are concerned.

How ships like this giant grain carrier help Imperial keep the cost of gasoline down

The fuel used by the T. R. McLagan is a thick, heavy, black oil—quite different from the light volatile gasoline your car needs.

If gasoline were the only product made from crude, it would cost much more to produce. Instead, research and refining specialists in companies like Imperial have developed ways to utilize *all* parts of the crude, from light gases for making plastics, for example, to heavy asphalt for pavement.

In between are hundreds of other products, like the oils, greases and fuel used by the T. R. McLagan and the lubricants for your car.

Imperial's efficiency in getting everything out of the crude oil means the prices of all products are low. That's one reason government figures show that in the last five years the average price of things people buy has gone up nearly 16 per cent, while gasoline has actually gone down about half of one per cent.*

**DBS wholesale price index*

ESSO IMPERIAL OIL LIMITED . . . for 79 years a leader in Canada's growth