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Let's be ready for marine highway

TODAY, in Juneau the Alaska International Rail and Highway Commission concludes its hearings. Whatever else this worthy body decides it should keep high in its thoughts the first brief presented to it, that of the City of Prince Rupert and its Chamber of Commerce.

A great deal of thought, research and planning went into the production of that brief. Ably presented by City Administrator R. W. Long, the brief gave Alaskans the key they need for the implementation of a money-saving, revenue-producing marine highway that will put not only Prince Rupert but all southeastern Alaska even more in the public consciousness than they are now.

We cannot see how either the Dominion or provincial governments can fail to live up to their promises to assist such a noteworthy project. Using a Canadian road and railway and the major Canadian port of Prince Rupert as a jumping off place to all Alaska's newborn potential richness, the plan provides an opportunity too good to pass up. With Ottawa co-operating on ferry facilities at the Prince Rupert end and the provincial department of Highways doing its part by ensuring that Highway 16 is completely paved by the end of 1960, this city should be ready to go into the marine highway ferry business by the spring of 1961.

All that is required is for the people and businessmen of this city to live up to the brief's claim that Prince Rupert is well-prepared to take care of the travelling public, with sufficient accommodation, well-equipped garages, theatres and parks. That might be so, but if this city becomes a large stopping-off and jumping off terminal for rail and highway traffic, a little more than "sufficient" is necessary for the city to fulfill its role. There has to be ample facilities. In the past tourists have dropped off here from the boats bought what they could in a short space of time and left.

Now, as the condition of Highway 16 improves, year by year, more and more American tourists are coming in by car and with trailers. When the marine highway ferry system is complete, they will want to stop, take their time before heading north to sample the wonders of Alaska. Everything for the visitors' needs (and of a high standard) should be here for their asking. Then Prince Rupert will become known from the Alaskan peninsula to the Mexican border, as one of the best cities in which to enjoy a few days while on a northern holiday. It can be done, but will it? Let's make sure we are not caught with our tourist facilities down.

Portable pandemonium

In downtown Winnipeg the other day an elderly man reached over and shut off a portable radio carried by a young girl. He had achieved, for a moment at least, some blessed relief from the savage blast which today assaults one's ears in countless public places.

There is no lasting peace, however. The portable radio is ubiquitous, blaring out at ball games and picnics, on the beaches, in parks and even in stores and buses. Its use in public has grown to formidable proportions.

It is not liberty, but licence, which allows this to go unchecked; it is, in fact, a monstrous affront to the right of an individual to choose what he wishes to hear, and not to be forced to accept the execrable taste of others.

Portable radios need not be prohibited in public. All that is needed is enforcement of regulations to see to it that they are operated softly, for the private pleasure of their owners, instead of at an excessive volume. The power of enforcement exists in the city's anti-noise bylaw. It should be exercised.

—The Winnipeg Free Press.

Our 'soft' children

No one who knows living conditions in Canada and in Europe will be surprised to learn that the young children of London compare in physical fitness with their vis a vis in the United States, and are therefore much below the standard of Europeans. Tests to which children between six and eight years of age were subjected here included "chinning" on a bar, arm and shoulder strength, situp exercises and abdominal muscles, sprints and standing broad jump.

Said a school trustee on hearing the report: "It is a matter of no gratification." Indeed it is not. Children are the product of their environment. Our children belong to the automobile age. Most European children walk and run. Our city-dwelling children have no manual chores. European children have many.

It is our hope that gymnasia in schools may provide the necessary exercise, and perhaps they may, but the essential thing is that our children shall walk and run, and carry, and "do," and the less they ride in our posh cars the better.

—The London Free Press.

Crime is crime

The National Review had this to say concerning the crime-wave sweeping the world: "In the rest of the world as in America, big city crime is mounting rapidly. The new London commissioner of police, Sir Joseph Simpson, reports that in 1958 there were 151,795 'indictable crimes'—25,000 more than the preceding year, and twice as many as in 1954. The sharpest increase was in the teen-age (14 to 20) group. (There was no increase in the above-30 age group.) Among the causes to which Sir Joseph points are: the new racial tensions; diversion of police to traffic duties; excessive leniency in the teratment of juvenile delinquents."

The last cause is undoubtedly the big one as we see it. That is also the opinion of J. Edgar Hoover and other law enforcement authorities. There is no question in our mind that we have gone to excessive lengths in seeking to blame juvenile crime on anything but the juveniles themselves. In Alaska, and a great many other states, newspapers are even forbidden to print the names of juvenile criminals, thus protecting them from the kind of publicity that could make other juveniles think twice before performing criminal acts.

Society, in self defence, should work on the principle that crime is crime, no matter what the age of the criminal.

—The Ketchikan Daily News.

INTERPRETING THE NEWS

Soviet rocket feat places U.S. at disadvantage

By HAROLD MORRISON
Canadian Press Staff Writer

Russia's successful moon shot has put President Eisenhower at a decided disadvantage in his meeting with Premier Khrushchev.

It not only has tended to gravitate world attention away from such earthly crises as Berlin and Asia, but has brought new admiration for Soviet technology and downgraded United States space achievements.

In fact the planting of the Soviet pennant on the moon has raised the question of whether Russia has thus achieved sovereignty over that celestial body. It has brought U.S. legal experts into the rather ludicrous position of trying to establish argument why Russia is not entitled to the moon.

And while they wallow in this absorbing question, U.S. diplomats feel Khrushchev will attempt to maintain the momentum of his advantage by unfolding some new proposal, by making some new gesture or concession that will continue to absorb and fascinate the world.

♣ ♣ ♣

But they feel that Khrushchev will yield little or nothing in essential issues, such as the question of reuniting East and West Germany or bringing Communist aggression to an end in Asia.

Eisenhower, in turn appears to have nothing to unfold to counter the impact of the Russian moon shot or to offset Khrushchev's propaganda skill. The U.S., it is true, fired its first operational intercontinental Atlas missile across the Pacific to Wake Island last week.

And the U.S. plans to try to put a rocket on the moon next month. But Defence Secretary Neil McElroy already has conceded that Russia may have up to 10 intercontinental missiles and there is no assurance that next month's rocket shoot will succeed.

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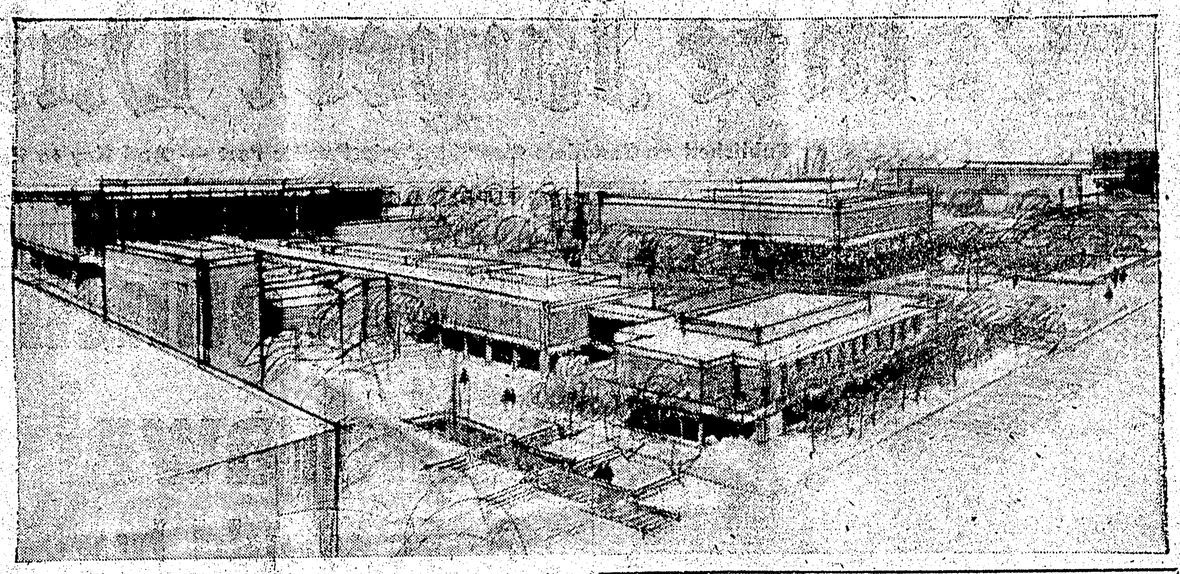
The political tendency in the U.S. is therefore to attempt to draw away from Russia's achievements and reduce their importance.

Vice-President Richard Nixon says the Russian space exploit is "nothing to get hysterical about. Scientifically and educationally, we are way ahead of the Soviets. . . ."

He even has questioned whether the Soviet rocket actually landed on the moon.

Space scientists in the U.S. and Europe, in cotnrast, have praised the Russians for their achievement. British scientists said the moon hit was a brilliant demonstration of an advanced stage of Russian science and technology.



ARTIST'S CONCEPT of new fine arts centre at the University of British Columbia is shown above. The centre, which is still in the planning stage, will be constructed on the main UBC parking lot. Structure in background, left, will house the school of architecture. Long, low building in foreground will include a theatre, an art gallery and space for departments of fine arts and music. Anthropology museum can be seen in the centre background. Building to the right in background is the Buchanan building. Centre will cost $1,500,000.

All Aboard with G. E. Mortimore

MARVILLE, France—It takes hard work to keep Canada's air force ready for action.

The men in charge of the jet squadrons based here and at three other stations have more to worry about than a civilian could imagine.

They must concern themselves with details like sweeping the runways and taxi paths clear of stones, and about melting some flesh from over-plump stomachs.

The stones? They are cleared away with a giant vacuum brush. Anything lying around can cause havoc if it is sucked into a jet engine.

The stomachs? The food is so good that in spite of a liberal program of sport, some people gain weight. Orders have gone out that officers and men are to pare themselves down to the standard weight for their age and height, or explain why they can't.

Realistic pretense

Every now and then a group of flyers is taken for a long ride into the country, turned loose and told to pretend that they have bailed out in enemy territory, and must find their way home without being caught. If they can dodge capture for three days they are considered to have been successful.

French police and soldiers, co-operating in the exercise, hunt them down ruthlessly. If they catch the fugitives they put them through tough questioning in an attempt to extract information.

"They can do anything but make a physical attack on us," a jet pilot said. "They can make us stand up in the mud with no clothes on, in a cold wind. They can put a bucket over a man's head and beat it with sticks. They can use nearly all the tricks an enemy would use.

"This is taken so seriously that a man who cracks under questioning is in danger of being sent home."

A phrase you often hear among the men of the RCAF is "They don't fool around." It's true. And it applies just as much to the survival and escape exercises as to the alarms that send scores of jet fighters whining into the sky within minutes at any sign of hostile aircraft crossing the West German border.

Reaction automatic

Once a year each squadron packs its bags and moves to Sardinia for several weeks' practice air firing with live ammunition. The rest of the time, pilots blaze away at each other and at targets wih camera guns.

By ceaseless drill, in the air and in an elaborate flight simulator on the ground, flyers learn to react with hair-trigger speed to many different sorts of trouble. There is no time to think what to do. It has to be automatic.

"I ran into a crow about three months ago, coming in at 350 knots," a Sabre pilot told me. "The crow went into my intake. The compressor stalled. I was afraid I was going to have to bail out. But I sorted it out, and got it started again.

"Don't write that as anything wonderful. It's what we have to do. You learn how to cope with emergencies on the ground before you're in the air. J. T. Price—he's with the Golden Hawks aerobatic team—hit a seagull, smashed his canopy, knocked him unconscious.

"But he had the aircraft trimmed up, and the wing man talked him in . . . Canada has been training aircrew for 20 years, since the Commonwealth air training plan got under way. If we can't do it by now, it's nothing to brag about."

Six months of parole

From The Toronto Telegram

The National Parole Board, in its first six months of operation, has released 760 prisoners from penitentiaries and reformatories. Only 41, less than five per cent, have returned to prison.

Only a thorough test over a period of years can determine the effectiveness of parole as a reform measure. The dividends in money saved and prison population reduced are already evident. Comparable figures for 1958 are not available, but in the first six months of 1957, only 265 prisoners had their sentences remitted. It costs $1,800 to $2,000 a year to keep a man in prison, $200 or $300 to keep him on parole. And men on parole can support their own families.

The penal system is constantly undergoing change. The trend now is to greater use of parole, greater opportunity for training, more spacious accommodation in prisons, with the focus on making convicts into useful citizens instead of repeaters. The strap is going out, symbolic of the changing emphasis from punishment to reform.

In Ontario, administration of the new methods is falling on the shoulders of new men—Reform Institutions Minister George Wardrope and his new deputy minister, J. R. Graham. Col. G. Hedley Basher has retired as deputy after 40 years of service in a thankless and controversial field.

Recent riots at Guelph provided more fuel for the penal reform controversy. Did overcrowding contribute to the unrest? Was defiance of the authorities encouraged by absence of the strap?

New ideas and new personnel will neither end controversy nor guarantee successful penology automatically. But new ideas must be tried, and perhaps it is best for new men to try them. Posterity will be the judge.

No dividing line

From The North Battleford News-Optimist

The dividing line between rural and urban standards of living has just about disappeared. Farm houses are equipped with electricity, running water and both telephone and television. The rural resident is literate. They are members of book clubs, and magazines and newspapers clutter the front room to the universal despair of housekeepers.

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Tooth market cornered

From The Oregonian

One of a child's first lessons in business and finance is that when he puts a baby tooth under his pillow, or in a glass of water, the Tooth Fairy will creep in silently during the night and swap a coin for it. The going rate of exchange for many years was a dime, but, what with the wage-price spiral and all, we understand a number of transactions have been made lately at two bits.

What the Tooth Fairy wants with all those teeth is a puzzle. But it really makes little difference. As long as hard cash is being offered, an enterprising youngster naturally is willing to make a deal with no questions asked.

A new factor, however, is coming into the baby tooth market. Some medical laboratories, it is reported, are looking for donations of baby teeth so they can test them for traces of Strantium 90. The wise child will suppress any patriotic impulse and continue to do business on a cash-and-carry basis with a steady customer. If those laboratories want teeth, let 'em go dicker with the Tooth Fairy. That's the American way, isn't it?

Link snapped

From The Toronto Globe and Mail

An item on the marine news page of The New York Times reports that an American steamship line has been given permission to withdraw two liners from the New York-Cape Town run, thus ending direct passenger service between the United States and South Africa. Company officials stated that in the years since 1950 they had found it impossible to keep their passenger space filled.

It is a minor but revealing incident, and it may well be linked with the course of greater events in South Africa. Little by little, the white people of South Africa are isolating themselves from the rest of the world.

The future that we study and plan for begins today.

Chester O. Fischer.

Letterbox

SEEKS INFORMATION

The Editor,
The Daily News:

With speed-ups and automation becoming a part of our industrial and construction life, a large portion of our society is facing extreme hardship. I am referring to people over 50 years of age who are finding it extremely difficult to obtain employment because of this situation.

Working in an industry where I see its effects having tragic consequences I have been trying to obtain further information on this problem. Would anyone who is affected by this situation please write to me giving details of their difficulty. I would also appreciate information from unions, churches, social aid groups or other organizations whose members are being affected by this change in our social and economic structure.

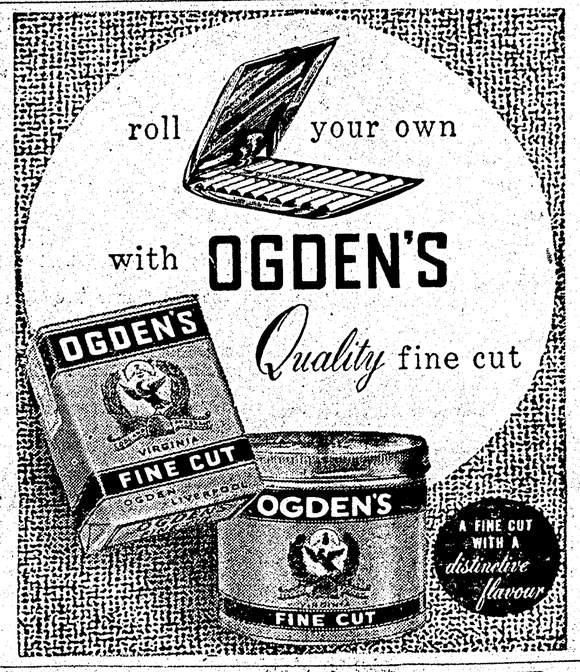
Would those writing please state if they can be quoted as I intend to try to make my findings public.

Carl Erickson,
8679 Ivy Avenue,
South Burnaby, B.C.

Poetic justice

From The Ottawa Journal

A Melbourne Australia magistrate's ruling that a man convicted of reckless driving must work two hours for several nights in the casualty ward of a hospital has the ring of poetic justice about it.



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