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## City used to crises of any type

CRISES come and go in this most northern city in Canada and while gangs of Canadian National Railways and Highways Department employees battle to clear the CNR line from Jasper to Prince Rupert and Highway 16, the predicament of our temporary isolation passes without too much discomfort to the majority of citizens. Fortunately the giant slide at Salvus Tuesday evening took no lives nor caused injury to anyone. Prince Rupert was merely cut off again, something to which we have become accustomed over the years. Naturally, some people were inconvenienced and the slide interfered with travel and communications. People on trains and waiting for trains have been delayed, highway crews and railway gangs have been working night and day to restore services, but in the city life went on as usual.

We of The Daily News, although our staff member sent to photograph the slide, scrubbled around for local stories and filled whatever holes were left with teletype stories left over from the previous day. No sooner had the paper rolled off the press than we learned that telegraphic communications had been restored. That's the way things go and it ensured that putting out today's paper would be considerably easier. Meanwhile long distance telephone service is back in operation and it is believed that the CNR will have its trains running again by late today. By Friday it is hoped Highway 16 will be open.

In the meantime life goes on as originally planned. The Prinre Rupert General Hospital Women's auxiliary will hold its regular meeting tonight, the Prince Rupert Women's Curling club's bonspiel starts Saturday night, the Vancouver Symphony orchestra will play to packed houses tomorrow afternoon and night, Fraser and Payne will play Old Empress Hotel in the second game of the senior men's basketball finals. Little seems changed. Prince Rupert takes its crises in its stride. Guess we're just tough.

## Columnist deserves newspaper award

It always gives up a great deal of pleasure to congratulate a member of our staff or someone one knows and who deserves commendation. Such a man is G. E. Mortimore, Victoria [illegible] columnist and writer and also a columnist for this paper. Mr. Mortimore has been awarded first prize in the feature-writing section of the Radical Newspaper Awards for his [illegible] of the Canadian Indian.

When Mr. Mortimore visited Prince Rupert this paper gave the Victoria [illegible] man all the help it could. [illegible] the results of his [illegible] with more [illegible] interest. He tackled the problem of the Canadian Indian, [illegible] the B.C. Native Indian with an objectivity that scorned the platitudes of both white men and Natives. He sought a lasting solution to problems that have been in existence since the turn of the century and in the end urged both whites and Natives to give and take a little for the good of all. There was no skimping in his survey, which when published ran to 52 chapters and would make a valuable book. His work has received the praise of both whites and Natives and should do much to help both understand each other better.

It is only fitting that the award should be his and we salute him both as a friend and a good newspaperman who has made an exceptionally worthwhile contribution to today's writings and our way of life.

## American 'meetings'

[illegible] are the "meetings" [illegible] on this earth [illegible] on any given [illegible] in the United States [illegible] meeting or other—[illegible] community improvement, [illegible] your name put [illegible] to do something [illegible] the danger of [illegible] Yet the hand [illegible] American man [illegible] of democracy [illegible] with the voice of democracy.

For millions of people on earth, such a thing is not possible because the all-powerful state forbids it. For other millions, this kind of free assembly is simply not done because it is outside the framework of custom and tradition.

Not all meetings are fruitful; some appear to be a painless waste of time. But when free men get together of their own free will to raise questions and seek answers it is not a thing to be scorned. For this is growth at the grassroots of democracy. —Montana Standard.

## Growth our real aim

From The Financial Post

[illegible] people are being [illegible] government [illegible] a [illegible] a [illegible] of [illegible] employment [illegible] a [illegible] growth at a [illegible] years long, [illegible] year long [illegible] employment [illegible] a [illegible] long [illegible] employment [illegible] a [illegible] output. Positive [illegible] don't necessarily [illegible] Economics [illegible] output [illegible] of course.

[illegible] to the Economic [illegible] show that in [illegible] 1957 and 1957, the [illegible] rate of growth of Canada [illegible] was 3.8%.

[illegible] of exports we [illegible] our share of the Canadian [illegible] of [illegible], a theory [illegible] outlook of immigration, and a number of sweeping changes in the way we live.

Beginning in 1957, we lost ground; even now, the immediate prospect is for growth at a much slower rate. As a result, many of our problems (foreign trade, government financing, immigration, for example) have suddenly become much harder to handle than they were during our growth period.

If we want real growth, there are two things we can't afford.

First, we can't afford to pay ourselves for making goods we can't use or sell. Nor can we afford, for long, to pay ourselves for not doing anything at all. Unemployment insurance is a stop-gap, not a substitute for work.

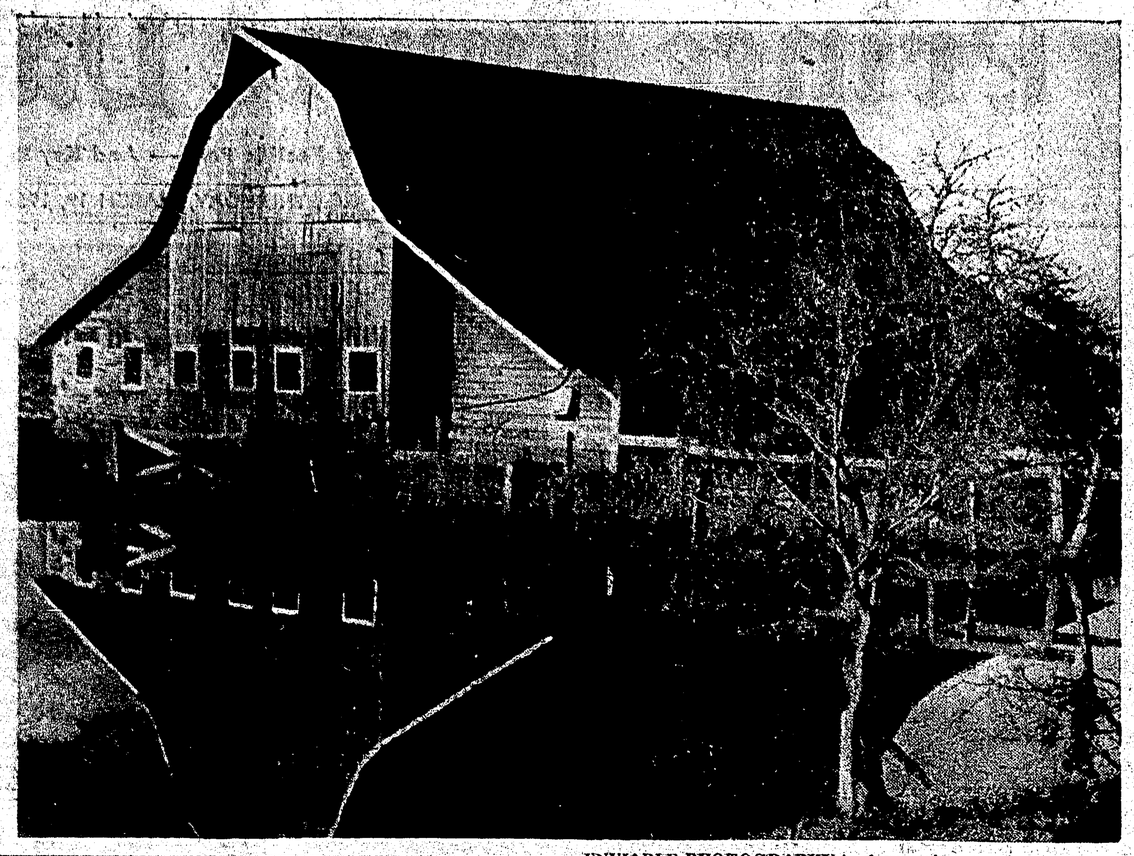
Second, we can't afford to underestimate our necessary capacity to produce. Forecasts of output made in the past have almost invariably been on the low side.

We'll go very far wrong if we test all the economic policies proposed for this country by asking, "Will this create jobs?" or "Will this cause inflation?" The real test should be: "Will this policy promote genuine economic growth?"

## Strange thing

"How true" item from Al Alegard's column in the Powell River News: "How is it that every member of that handful of local characters who 'wouldn't be caught dead reading the News' can tell you what's in it half an hour after it's on the streets?"

Alegard also came up with an answer for those who wouldn't want their names in the News. In his masthead he now runs a standing line "If you don't want it published, don't let it happen."



ENVIABLE PHOTOGRAPHY is shown above, as barn and foliage in lush Fraser Valley are perfectly mirrored in small pond. What is so amazing about picture, taken on outskirts of Cloverdale is that outline of barn is sharper and clearer in water than it actually appears to the camera eye. Photo does not represent as idyllic scene as it may seem. Picture shows flood waters that backed up into farm yards and some homes after heavy rainstorms. In some cases homes were marooned. —CP photo.

## All Aboard By G.E. Mortimore

Speed limits should be adjusted to road conditions, says a correspondent who asks me to withhold his name.

"Flow of traffic to avoid build-up of 'trains' behind one-speed road hogs would be greatly helped by speed limits suited to road conditions. The safe speed difference for passing is 15 miles an hour or more. This if I pass you when you are doing 45, my maximum speed, at the passing instant, should be 60 or more.

"I should maintain the higher speed until I leave you a safe distance behind to leave room for others to pass you and fall in behind me . . .

"Speed limits are essential for the safety of the inexperienced. Better than any speed limit is a rule to drive so as to be assured you can stop in one-half the visible distance ahead.

"Any straight stretch of a mile without an intersection should be good for 65 miles an hour for its first three-quarters of a mile.

"Fifty miles an hour is a nice comfortable speed if you are in no hurry, but you can save 10 minutes in every hour of driving time by doing 60.

"If you can go rapidly over the smooth, straight, monotonous stretches which are easy on the vehicle you can afford to go slowly over the rough and crooked places and still make good time.

"There are no good reasons for reducing speed limits below the 60 and 65 which is the rule in Washington, Montana, Idaho and Alberta.

"Where roads are narrow and crooked they reduce the speed limits. We have plenty of stretches in B.C. which are quite suited to a 60-mile-an-hour limit.

"The trouble with many slow drivers is that they are happy only with their left wheels six inches from the white line. If they could see it under the car they would straddle it.

"A line straddler even at 48 miles an hour who thinks it is his patriotic duty to hold a train behind him causes frustrations which explode into accidents.

"Many acquaintances claim they like to average 60 miles an hour but it is difficult with so many Sunday drivers on the road (on weekdays) . . .

"Few fast drivers are road-hogs. They know the value of sharing the road. If they have an accident it will be more often through leaving the road with only one vehicle involved . . . If anyone wants to pass me at 70 when I am doing 50 I say good for him (but not if he honks . . .).

"The slow-driving road-hog turns left from right-hand lanes . . . and right from left-hand lanes . . . He is worse than the drunken driver because drunken drivers are so much less numerous . . .

"Speed limits suited to the road are a useful guage to police in judging whether a vehicle may be in competent hands. But drivers vary so much in ability that there should be other things than speed in any dangerous driving charge."

✦ ✦ ✦

So my correspondent says. I agree with him that slow, middle-of-the-road drivers are dangerous. But irresponsible speed maniacs are dangerous, too.

My correspondent, being a fast driver, feels kindly toward others of his species. He sees the fast drivers as the "good guys", the slow drivers as the villains. That's a common human trait. We tend to favor people who are like ourselves.

My friend implies that speed limits are for dud drivers, and that good drivers can judge their own speeds. This may be true. Unfortunately, many of the people who imagine themselves to be good drivers are really poor drivers.

If all drivers were as good as they think they are, we wouldn't require speed limits or policemen. Speed limits aren't just a rough guide. They are meant to be observed.

The Travellers' Insurance Co. summary of U.S. accidents each year shows that excess speed is the common factor in most of the serious accidents—and that most of these accidents happen on clear, straight roads in good weather. The best way to reduce accidents is to make sure that the bad drivers drive reasonably slowly. We can't be quite sure who the bad drivers are, so the speed limit applies to everyone. Suppose you do save 10 minutes by going at 60. You probably waste the time at the other end, anyway.

## Most dangerous drivers

From The Christian Science Monitor

Three years ago the National Safety Council reported that 22 out of every 100 automobile drivers involved in fatal accidents had been drinking. It now develops, however, that only 6 out of 100 were legally "under the influence" of alcohol, a common definition in state laws under which the offence can be prosecuted.

How much alcohol can a particular driver absorb? Chemical tests, even given in time, may tell whether he has been drinking but not whether he is legally "under the influence." And many states require the driver's consent before being tested.

This has been solved by several states, including Kansas, Idaho, and Utah, by "deeming" that accepting the privilege of driving on the states' highways implies that the driver consents to a test if legally arrested for driving apparently "under the influence."

Another answer has been urged by W. N. Plymat, president of an insurance company which writes policies only for drivers who do not drink intoxicants: Define by law an intermediate offense — simply "driving after drinking" — without disturbing existing penalties for "driving under the influence."

Such legislation might well curb the most dangerous of all drivers: the one who has imbibed only moderately, and is supremely confident of his ability to take the wheel.

**FAMOUS MUSEUM**
The British Museum in London was first opened to the public—by invitations—in 1759.

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The cornet, chiefly used in military bands, is a link between the trumpet and bugle.

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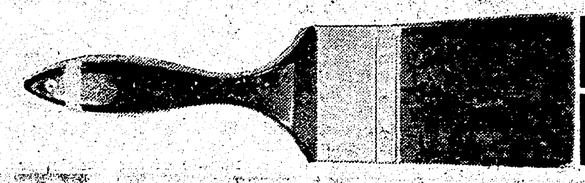
The Mediterranean island of Sardinia, still growing crops, was a major food supply sourct in the old Roman Empire.

give winter the brush-off !



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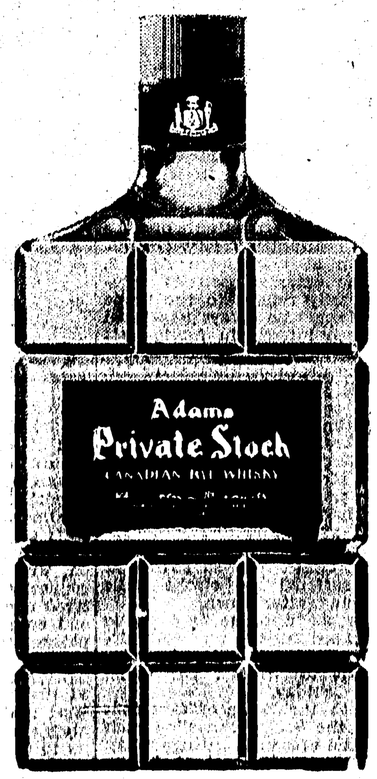


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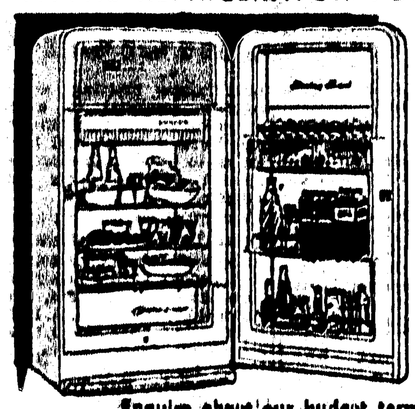

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