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Two Parts to B.C.

IT IS worth noting that Prince George is as sensitive as Prince Rupert to the indifference shown by Victoria and Ottawa towards the north country, and for much the same reason.

Like this city, Prince George has a highway problem which is consistently neglected while grand plans are hatched for development of roads to the south. Although the vital link between Prince George and McBride is still just as nature made it, legislators in Victoria are talking about a third express highway to link Vancouver and New Westminster. Likewise the federal government is considering a paved road for the sparsely populated communities on the west coast of Vancouver Island.

The continued slights cause the Prince George Citizen to recall that back in 1920 T. D. Pattullo, then representing Prince Rupert at Victoria, advanced the idea that northern B.C. could readily be separated from the south somewhere close to the 53rd parallel. The thought was later raised again by E. T. Kenney as member for the Skeena riding.

"In view of the tremendous developments in central and northern B.C. in the last dozen years and continued slighting of this country by Ottawa and Victoria authorities, it is quite possible that our progress would have been ever more rapid had the plan been carried out," the Citizen remarks.

"The northern part of the province has for years been a section from which the provincial government has drawn enormous revenues without commensurate return. The present revenue from timber sales and stumpage, taxation, land sales, motor car and game licences and liquor and beer sales is enormous when contrasted with the amount of money spent in the territory from which this revenue springs."

Although such a scheme would create its own new administrative difficulties, a continuance of the present discrimination against northern B.C. will make it seem less impractical all the time. Eventually it may prove the only way to obtain the benefits for which we are now footing the bill.

No Canadians Worth Knowing

IT HAS taken a 17-year-old Canadian to describe in precise words a deficiency in our national character which sometimes receives a fumbling, apologetic allusion, but is usually considered better left unsaid.

The youth is John Sanderson of Montreal who made his remarks in the course of a brief address that won him first prize in the national public speaking contest for high school students recently held under sponsorship of the Rotary Clubs.

On the subject of "Let's Be Canadians Together!" young Sanderson said:

"We Canadians seem to have developed a national silence, a muteness. It seems to be part of us, a frozen, polar, arctic silence. We do not know a single Canadian, as other nations know their heroes. Not one! This has convinced youth of my age—utterly bored by what we read in history books—that there are no Canadians worth knowing.

"And there lies the danger. We have denatured our history and produced a pallid, lifeless picture that we turn to other nations in search of heroes and adventure when our whole national story is nothing else.

"So far, we seem to be unable to form national symbols. We have not developed an Uncle Sam or a John Bull. That man with the cowboy hat is surely a little absurd when most Canadians have seen a cow only in a livestock show and many think it can be milked merely by pumping the tail."

The boy is right, but it does not necessarily follow that he will always be so. There is evidence that other countries have an increasingly high opinion of Canada, regardless of how uncertain we feel about ourselves. Perhaps in fifty years or so we will become sufficiently impressed by this to deem it worthwhile to put a little flavor in our history books for the generations coming after. We might also start thinking about symbols that would give our descendants the spicy feeling of pride.

But Canadians are as good now as they will be then. Why wait?

ray... Reflects and Reminisces

Santa Claus always brings oranges, of course, but this year, so far as Prince Rupert is concerned, the Japanese freighter arrived a month early.

WE HAVE OUR OWN

Ottawa is reported to be annoyed because in other towns people are referring to the nation's capital as "Charlotte-town" meaning that's the name of the mayor. It's likewise the chief centre of Prince Edward Island. And also there's a Queen Charlotte City on the opposite side of the continent a few miles from Prince Rupert.

An optimist is the citizen who expects taxes to be reduced without a general election.

"We feel men should work as long as they are able to produce," comments the Meaford (Ont.) Express. "They are generally the first around in the morning and the last away at night."

STILL COMING!

Klondike is history, yet the north keeps yielding a couple of millions in gold every summer. The four months' freeze-up never fails, neither does the yellow metal. Only we get it in another way.

Two important stories broke at Nanaimo, when the SS Princess grounded, and six natives perished in a fire. News of consequence, of course, but Nanaimo's editor collapsed from a heart attack. A feature of journalism not infrequently heard of.

15,000 ON WAY

Some folks say Prince Rupert has no more than 10,000 population but when, with more dwellings there should be 15,000, the parking problem may be just too bad. Available space on side streets in Section I is becoming scarcer. And you can spot a new car any old time, even if credit is not becoming exactly thrust on one.

The Lethbridge Chamber of Commerce is sore as a boil at Woonsocket in Rhode Island, because that city has declared Lethbridge is quite close to Alaska. Lethbridge is 60 miles north of the U.S. border and 2300 miles south of Fairbanks in Alaska. Somewhere, there must be an underwear sales mixup.

Newsman Gets Ottawa Post

VANCOUVER (CP)—Erwin Kreutzweiser, Vancouver newspaper man, has been appointed executive assistant to Solicitor-General Ralph Campney.

A political writer, he came to Vancouver in 1948 from Saskatoon. Recently he joined the Vancouver Province following four years on the Vancouver News-Herald.

Announcement of his appointment came from Ottawa today.

BIGGER HARVESTS

Britain in 1952 produced enough food for two-thirds of her population, compared with only half in 1939.



ALUMINUM has been flying high in civil and military aircraft for a good many years. Recently Prof. Pierre Demers of the University of Montreal found a new use for this air-borne metal. He used aluminum to encase a camera which he sent aloft attached to a hydrogen-filled balloon in order to photograph cosmic rays, ten miles up in the cold and empty stratosphere.

From the luxurious interiors of modern transports to the white-hot heart of a jet turbine engine, aluminum is lending its lightness and strength to Canada's aircraft industry. Aluminum Company of Canada, Ltd. (Alcan).



As I See It

BY

Elmore Philpott

CHURCHILL WAY BEST

WHEN IT comes to politics the British can teach North America valuable lessons. Compare the number of speeches and miles travelled by the two pair of contenders for office in U.S.A. and Britain.

Here are the figures, partly as given by James Reston in New York Times for Nov. 9, and partly as compiled by myself as eye-witness of the British election.

Eisenhower	228 speeches
Stevenson	203 "
Churchill	7 "
Attlee	56 "

It would be silly to compare distances travelled, disregarding the difference in geography. But just for the record Eisenhower travelled over 50,000 miles, mostly by air. Stevenson covered 32,500 miles. Churchill made only three shortish train trips—one from London to Liverpool; the second from London to Glasgow, with two stops en route; the third to Plymouth where he spoke for his own son. Attlee made his fifty odd speeches on a two week loop from London up through the English midlands. His wife drove him in the old family car, and he often stopped where the crowds happened to be, speaking to them out of doors.

BY WAY of comparison, Reston notes that the great President Lincoln never made a single speech outside his own home town of Springfield between his nomination and election. New ways are not always best.

With things as they are, the wonder is that any human being can live through the campaigns in U.S. let alone survive his term of office, if elected.

Somebody once wisecracked that the U.S. presidential system was a "dictatorship, tempered by assassination." It would be more accurate now to say "tempered by the fact the strain kills off most presidents before their time."

THE BRITISH handling of radio and TV for elections also seems better and fairer than the Americans. The BBC allots free time to the various parties, much as we do over the CBC. They did the same thing with TV last year.

In Britain no party has to pay for the radio or TV time for elections and only a modest amount of program time is given over to politics. The result is that many more people do listen when the big shot statesmen do come on the air.

In the U.S.A. it now literally costs a fortune to put on the coast to coast radio and TV casts. But TV has also added tremendously to the local costs

of political campaigning—for no party can allow the others to get too far ahead of it in this field.

OUR OWN election technique, like almost everything else Canadian, falls about half way between the British and U.S. models. Because of the sheer facts of geography we cannot make our campaigns as short as the British. But we could keep them shorter than they are—and so be a little more humane to our public servants.

OLD-TIME RACER

BARNES, England (CP)—Henry William Payne, cycle track star of the early 1900's died in this Surrey district. In his prime he held four world records, and once won every race from 1/4 mile to five miles at the same meeting.

Union Claims Violation of Confederation

TORONTO (CP)—The Canadian government has been charged with violation of the terms of confederation with Newfoundland by the United Steelworkers of America CIO-CCL.

The union claims the government has violated the terms by paying government workers in Newfoundland lower rates than government employees in other parts of the country.

It has taken six cases to the Exchequer Court, involving 500 employees, at Gander airport. Total amount of money said involved is about \$1,000,000.

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Barmaids Recommended in B.C.

VICTORIA (CP)—A few old-fashioned barmaids would do much to spruce up British Columbia's drinking establishments, says the Canadian Brotherhood of Railway Employees (CBRE) next sitting here.

The brief says that if women were allowed to serve liquor the result would be a higher standard of conduct than sometimes apparent when the serving is done by men alone.

MORE MACHINES
Britain had more than 200,000 farm tractors in 1952, compared with 60,000 in 1939.

SPANNING GLOBE
The world's longest air route, 12,722 miles from Brisbane, Australia, was opened in 1952.

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