

An independent daily newspaper devoted to the upbuilding of Prince Rupert and Northern and Central British Columbia.
Member of Canadian Press - Audit Bureau of Circulations
Canadian Daily Newspaper Association.
H. A. HUNTER, Managing Editor; H. G. PERRY, Managing Director
SUBSCRIPTION RATES:
Carrier, per week, 25c; per month, \$1.00; per year, \$10.00; by mail, per month, 75c; per year, \$8.00.
Published every afternoon except Sunday by Prince Rupert Daily News Ltd., 3rd Avenue, Prince Rupert.
Entered as second class mail by Post Office Department, Ottawa.

Spending Money Anyway

THE provincial legislature may not be going to do a lot as far as actual legislation or important decisions are concerned at the current session but it is, at least, going to provide for the spending of a lot of money.
The \$2,000,000 we are to get for the Northern Transprovincial Highway may seem a mere bagatelle out of \$142,000,000 but it's a lot better than we have been getting in the past so we are grateful for that. It is long overdue. Of course, as the government has already admitted, we could not be denied any longer in view of the great new development of our area. We will be needing another two million or more at the next session.

Another \$9,500,000, we notice, is to be poured into the hospital insurance scheme to meet further deficit and bring the total government cost at date to \$21,500,000. These are staggering figures and accent the necessity of getting the scheme of a sound and fair financial footing with a minimum of further delay. Meantime, the government would be well advised to get rid of the co-insurance nuisance which can be done even without legislative action by order-in-council which was the way that co-insurance was imposed in the first place.

The magnitude of the budget, the biggest in the history of the province, reminds us again of the big business provincial government has become and the importance of getting the present political circus over as soon as possible and settling down to the important business of running British Columbia and running it properly.

It Might Happen

THAT was serious reading yesterday in the account of Dr. Bede Harrison's address to the Registered Nurses' Association Monday night about the appalling possibilities of atomic bombing. Prince Rupert would very likely be on the front line in World War III and it is high time that we were realizing the fact and getting ourselves organized. There are plenty of things that can be done, of course, in addition to preparing for the crowning horror which would be atomic bombing.

We have been warned often enough about the importance of getting our civilian defence machinery into operation. The nurses are to be congratulated on the lead they are taking. The rest of the civilian defence organization in the city would do well to follow their example. This would be a likely target in another war.

As I See It



by
Elmore
Philpott

German Boomerang?

MY OLD school chum Lester Pearson is home in Ottawa after the historic meeting of the NATO in Lisbon.

He and other principals at that meeting are now talking of its great success. From the short-range viewpoint of what they are trying for, their optimism is justified.

But right here I want to register a warning. I think the arrangement they are making with western Germany could turn out to be a terrible and tragic boomerang.

THE CORE of the Lisbon agreement is that NATO should set up a 50-division army, under command of General Eisenhower. This army would include 12 French divisions and 10 West German divisions.
The theory is that as the German, French, Italian, Dutch, Belgian and Luxembourg troops would all wear one uniform, all the old nationalisms of Europe would be forgotten.

I don't believe it for a single minute. In the last analysis, each soldier must obey his government. And from what I myself saw in Germany both in

1949 and 1951, German nationalism is the strongest of all the nationalisms. Every German, of every political persuasion, wants to regain his country's rights as a free agent equal with others.
He wants his country reunited. He wants to get rid of ALL foreign occupying troops. And because he fears, and hence hates, Russia more than he fears, and hence hates, other foreigners, he would do almost anything in his power to get the Russians out.

WHEN West Germany is re-armed, she will quickly raise her quota of excellent divisions. The German soldier is as good as any in the world. There are plenty of crack generals available.

But for every division that we raise on our side the Russians will raise at least one GERMAN division on the other side. Ever since Stalingrad they have pampered a whole stable of German generals (such as Field Marshal Paulus) waiting to be trotted out at the head of a German army, allied with Russia.

There has been strong backing for this idea, anyway, ever since the days of the great Bismarck.

REMEMBER that the arch enemies Ludendorff and Lenin made a cynical bargain of convenience in 1917, whereby Lenin got back to Russia. Hitler and Stalin made another such bargain in 1939.

Now figure what would happen on some future day if the Russians said to the West German generals something like this: We will pull all our armies out of Germany and all our political agents too. You use your military power, in conjunction with your friends' power in East Germany, to set up one single government for all Germany. You can call that government



SCHOOL MEANS WORK—U.N. troops moved out of this school one day this winter. School boys moved in next morning to clean the yard and buildings. Classes started that afternoon. It's part of the young Korean's training in citizenship—which he also gets by street-cleaning chores once a month.
(CP from National Defence)

KOREA SURVEY

Stop-Gap Schools With Poor Equipment Problem

(Editor's Note: Bill Boss, Canadian Press Staff writer in Korea, has completed a two-week survey of conditions among the civilian population during the Korean winter. This article is the eighth of a series based on interviews with United Nations, Korean Republic and civilian sources.)

By BILL BOSS
Canadian Press Staff Writer

SUWON, Korea (CP)—A group of Korean school boys trudged along a road outside Suwon, carrying rush brooms, shovels and rice-straw mats. "We're getting our own school back today," said one. "The Americans moved out yesterday. We're going to clean it up this morning and then classes will begin."

The mats were to be seats, because there was no furniture. Since last August the 400 students of Sam II Middle School had gone to class in the undamaged Methodist Church. Principal Kim Dong Wha said Sam II school would have no heat, though the temperature was around zero, but there were "good paper windows" and a sound, corrugated-metal roof.

As for students cleaning their own school, that was nothing, he said.

"This is sanitation day when all middle school students, boys and girls, come to class with brooms and spades.

"Once a month they must spend two hours cleaning the city streets. It's partly to help the city, because in wartime there aren't enough men to keep the city clean, but mostly it is practical training in citizenship."

Wherever possible in Seoul province schools have been reopened. Classroom repair is under way, using free lumber, nails, glass and cement provided by the United Nations Civilian Assistance Command.

"We're working on 155 classrooms now," said the provincial team commander. "We'll increase the allocation as the work proceeds and materials become available."

Jack Purves, of Cranbrook, B.C., the C.A.C. welfare officer, said:

"The kids are going to school in buildings without windows, in tents, in unheated quarters—but they're going to school."

"Once school buildings are released by the army they are returned to the civilian authorities."

Texts and notebooks are scarce but there are reports that Canadian pulp is on the way and that it is to be turned over to the ministry of education.

Meanwhile, Seoul's colleges and universities are functioning in

anything you want. All we demand is ironclad guarantees it will never be turned against us.

THE POINT is that the Russians can deliver to all Germans what all Germans want. We can't.

There is no answer to the "German problem" unless we liquidate rival nationalisms and nationalist power politics altogether. The German as a person would be an ideal citizen of a large federation. As a soldier in a World Police Force, carrying out the laws of a World Parliament, the German would be tops. It's Germany, the rival military power, that is the menace.

We revive it at our own peril.

Does Education Cost Too Much?

By JOHN S. WILSON
(Principal of Borden Street School)

My answer is, "Yes, far too much"; and the end of the price to be paid is not set yet. In my own lifetime, two world wars and the possibility of another are the proof that the cost of education is far too high. What aggravates the situation is that the nations have not learnt the lessons for which they have paid so dearly. But the topic I have been asked to write about is more local in its application. Yet even here we should be clear as to what we mean by education.

Education is the sum total of all the influences, conscious or unconscious, that the community exerts upon the citizens. For the child these begin in the home and indeed some are prenatal. What a child assimilates in the home has an important bearing on what he will assimilate outside. But what is even more important than the facts he may acquire are the attitudes he develops. When he plays with his companions on the streets he gains further education. Then in the wider ranges of school, though under more supervision, he adds to his education through contacts with his fellow-students. When he leaves school his education is influenced by his fellow-workers. Profitable agencies for the education of the child are various church activities and other organizations such as the Cubs, Boy Scouts, Sea Cadets, Army and Naval Reserves. The total of these is the community influence, and here is where every citizen has a grave responsibility, both by his spoken word and by his conduct. However, as this is named (Continued on page 3)

ray ...

Reflects and Reminisces

For the first time in 38 years, railway building will again be under way in northern British Columbia before long. Steel will link Terrace with Kitimat. Construction crews, location sites, land clearing, blasting, bridge building—once again the stirring sights and sounds like when the Grand Trunk Pacific was dynamiting its way along the Skeena, down to the sea.

This little line—it may cost twenty millions—will mean much to Skeena and the whole north, generally. It will spur the vast Alcan enterprise and stimulate affairs that tie in with Prince Rupert and Terrace as well as with developments in other directions. And some day, after the present monster contracts are finished, the Kitimat, Prince Rupert, Terrace jaunt will make an attractive holiday trip, not too long or costly and with scenic charm on land and water, both salt and fresh.

SPIKE DRIVEN

Comparatively few who saw Prince Rupert's first train arrive are left. There was little ceremony anywhere, that sunny afternoon back in the early summer of 1914. The spike driving home the final rail, in the upper Nechako Valley, was made of gold. It was the eve of long awaited fulfilment. People felt cheerful. Two oceans united at last. Now watch this new terminus away out in the new northwest outclass everything else!

The roomy, rambling Premier Hotel, painted a dull red and situated handy to where the cinder path today leads down to the railway yards, did a good

business the rest of that epochal day. The pioneers could see swift development, for hadn't the greatest railway system with the lowest grade on earth, been actually built? They could see plenty—except the shadow of a war that has not ended yet.

Li.-Cdr. Hodgson, mail, left by yesterday's visit here in his inspecting officer's slacks. He paid a Chatham here.

RAILROADERS AGAIN

Nevertheless, it arouses one to hear of something new in railroads and to speculate on its future. In the years to come, there will be more than a strip of metal twixt Kitimat and Terrace. The north is still a virgin land. The immensity of what is going on now in an industrial sense, demonstrates this.

As time goes on, as more examples of major enterprise are seen, more lines of steel will cut through the forests of British Columbia, Yukon and Alaska. It is all a mighty wilderness full of resources and some of these are wanted.

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NOTICE

By virtue of the authority vested in me by the Minister of Public Works, pursuant to Section 35 (1) of the Highway Act, I hereby declare a gross load limit of 12 tons over Diana Creek Bridge, situate approximately 14 miles east of Prince Rupert on Highway 16, until further notice.

(Signed) L. E. SMITH,
Divisional Engineer,
Department of Public Works,
Prince Rupert, B.C.

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