

an independent daily newspaper devoted to the upbuilding of Prince Rupert and Northern and Central British Columbia...

At Last Some Action

WITHOUT the slightest sign of fuss or fury, there has been announced in city council a project infinitely more worthwhile than past proposals...

It is the five-year public works program for roads and sidewalks made known by Alderman Krueger, chairman of the board of works committee.

At last there is hope that the mincing, peevish approach to civic improvements is being abandoned. Had this policy continued—as yet it may, unless the cue is taken—our thoroughfares and other neglected property would certainly have suffered complete disintegration...

Perhaps optimism is premature, but it is also forgivable. After months of much talk and no action, the citizens of Prince Rupert were forced to the sad realization that at the city hall they had a good comic opera but little administration.

Although admittedly Alderman Krueger's plan has not yet progressed far enough to excite any dramatics, there is a businesslike intent in the proposal which has a pleasant effect on ratepayers' jaded nerves...

The proposal also centres attention on the important duties of the works superintendent who is making a study of the repairs and improvements needed. In all such cases the success of a project depends primarily on the recommendations of the expert who conducts the original survey.

Announcement of the plan is a hopeful introduction to the council's new term. We look forward to the rest of the show being just as good.

Mr. Gordon Scores a Point

WHY CANNOT Canadians have spectacular streamlined trains like the Americans do? The question, which is a pertinent one, is often asked of any railwayman unfortunate enough to get caught in a crowd intent on comparing transportation systems.

If he is at loss for an answer, one has just been supplied by the Canadian National Railways' chairman and president, Donald Gordon. The answer is \$680 million.

Mr. Gordon did not put it so briefly but he did state that was the loss to American railroads in their passenger operations last year. While the figure, as he explained, is an overall one brought about by many factors which make the U.S. passenger business a losing game, the dramatic appearance of the American trains must be considered as one of the important expenses involved.

To put streamliners on the road, trains must be purchased in whole sets in the same way that toy trains are bought. To use the technical wording, they are articulated units. If their individual coaches or sleepers are mixed with standard equipment, the whole dazzling effect is lost.

In operations over broad areas, the arrangement has costly disadvantages. Segregating the standard equipment from the streamlined units at every marshalling point on the system would become a nightmarish problem without doing much one way or another for the passengers who, if they are comfortable inside the train, could not care less what it looks like outside.

It seems that in the case of Mr. Gordon vs. the "Super Chief," Mr. Gordon has scored a good point.

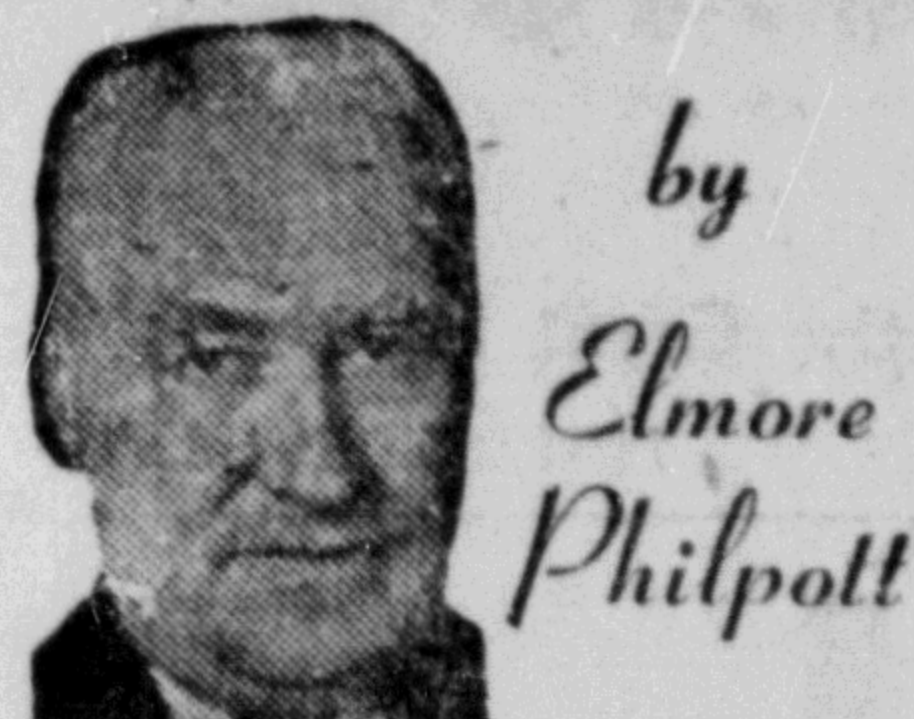
Scripture Passage for Today

"Do all in the name of the Lord Jesus."—Col. 3:17.

Locks of the Panama Canal were designed by Alexander Eiffel, who built the famed Eiffel Tower in Paris.

The Grand Banks, ancient fishing grounds off Canada's Atlantic coast, cover an area of about 36,000 square miles.

As I See It



Danger—Invisible Man at Work

IF THE political situation in B.C. were not so important to all Canada it would be downright funny.

Since the days when knights on horseback wore iron suits, and dismounted at their peril, the expression "caught with their pants down" has told its own story.

But now for the first time in political history we see the once mighty Liberal party in B.C. "caught with its pants down" because its own most influential supporters are holding the Liberal pants down so that the Liberal party can be caught.

The same elements that compelled the Liberals to stay in coalition with the Tories long after the rank and file detested the suicidal folly of that course are now moving heaven and earth to have the Liberals and Conservatives abdicate in the pending provincial election.

They want the provincial election to be fixed-in-advance, a sham battle—a straight two-way fight between Social Credit and CCF. The idea of course is to annihilate the CCF in B.C.

MEANWHILE there is an even funnier aspect to the goings-on at Victoria.

The real-ruler of B.C. is not even temporary Premier Bennett, who obtained office as head of a party which got 26 per cent of the votes as against 31 per cent for the CCF and 24 per cent for the Liberals.

The real Premier pro-tem is the INVISIBLE MAN who tells the B.C. government what the Alberta bosses want done in B.C. Day by day the INVISIBLE MAN from Alberta is getting things done his way.

Alberta has no full time Labor Relations Board—so B.C. must scrap its full time board which saved this province scores of millions of dollars in wages earned and goods produced because unnecessary strikes were prevented. A new, part-time board is to be set up—that is, if the INVISIBLE MAN can find conciliators to work for the daily allowance—which is two-thirds what a good plumber now gets.

Alberta has no province-wide hospital insurance—so B.C. must scrap its own plan (endorsed by 55 per cent of the voters) and adopt a variation of the hit-and-miss Alberta plan—even including a whole new scheme of hospital regions, complete with brand new extra taxes. The INVISIBLE MAN has whispered.

WE CAN GET a good idea what the INVISIBLE MAN has in store for B.C. tomorrow by examining what some of the Alberta rulers were saying a few weeks back. At Kingsville, Ontario, Mr. Solen Low told a church group:

"The people of Alberta benefited 12 times more from a gross revenue of \$89 millions from oil and gas than did the people of British Columbia from a lumber industry with a gross revenue of \$525 millions." (Windsor Daily Star report, December 6.)

Only a fool could fail to see the significance of that. The INVISIBLE MAN is grabbing the axe to do to forestry—the basic industry of B.C.—what has already been done to hospitals and hospital insurance and to labor relations.

Space Experts Debunk Moon Dust Theories

PASADENA, Calif. (AP)—Writers of love songs take note: the moon is not covered with moon-dust.

Many astronomers and geophysicists have backed the song-writers in the theory that the moon was covered with a thick layer of dust. However, Dr. Konrad J. Buetner, space expert, told the American Physical Society that his observations show that instead of dust, the surface of the moon is covered with a spongy honeycomb of rock and dirt.

This, he explained, is caused by heavy cosmic rays from the sun and distant stars bombarding the moon for a million or more years. The effect of the bombardment, unhampered by any atmospheric shield, has been to turn the moon surface into a fine honeycomb.



CARTOONIST ARCHIE DALE of the Winnipeg Free Press has been poking fun at the foibles of mankind—particularly politicians—for more than a half-century. The Scottish-born veteran newspaper man, now 70, started cartooning on the Courier of Dundee in his native city.

Cartoonist, Now 70, Still Enjoys Poking Fun at Foibles of Mankind

WINNIPEG — Cartoonist Archie Dale is known around the Winnipeg Free Press as "the indestructible man," a title gained by outlasting almost all the characters which have sprung from his arid pen and drawing board.

Now 70, he gives no indication of ever quitting the Canadian political scene from which most of his themes are taken. For more than 50 years, government officials, their foibles and policies have been the subjects of his lampooning. He signs Arch and is called Archie.

Some older Canadians will remember his work from their childhood, especially Doc Sawbones, Old Man Grouch and other immortals of the Doo Dads who first appeared in the old Grain Growers' Guide.

A witty Scot. Most of his cartoons, conceived in an atmosphere of cigarette smoke and sharp Scottish wit, have centred on Western Canada.

A short, thick-set man with spectacles and green eyeshade, he started his cartooning at 17 on the Courier of Dundee, his birthplace in Scotland.

In 1908, after a spell on a Glasgow paper, he left for Canada and a homestead in the Touchwood Hills of Saskatchewan.

Hands blistered by the plow handle changed his mind about homesteading. He came to Winnipeg and worked for two years on the Grain Growers' Guide, then moved to the Free Press.

TRIP HOME. A windfall from the real estate boom of 1910 provided a trip home where he worked for the Manchester Guardian.

At the end of the First World War he left for the United States and put his Doo Dads into a syndicated strip. After five years he returned to Winnipeg and moved his drawing board into the Free Press. He has been there ever since.

Of all the political figures to appear in Archie's cartoons, he liked best to draw the late R. B. Bennett. Another favorite was Mackenzie King.

Agriculture Minister James Gardiner still is one of the most caricatured figures on the Free Press editorial page. But Archie has never forgiven the person who "did him in" on one Gardiner cartoon.

Mechanical Mix-Up. Archie showed Mr. Gardiner in the cartoon standing on his head when all around him was right side up. Through some quirk, the cartoon got in the paper upside down, indicating that Mr. Gardiner was right and everyone else wrong.

Despite an occasional ferocity in his cartoons, Archie is a peaceful man. It always surprises him when someone reacts violently and starts calling him names over the telephone. So far he hasn't been harmed physically but he's had some close calls.

Long experience has given him an effective technique for dealing with callers. As soon as the caller—who usually refuses to leave a name—stops for breath, Archie reminds him at least he had the courage to put his name on the cartoon.

Then he hangs up, rolls a cigarette and goes back to the drawing board.

We hope that the chief administrator as well as future administrators of this city will have enough dignity to refrain from such accusations against other citizens who may wish to take interest in civic affairs.

A. WALLIN, Vice President, Prince Rupert Trades and Labor Council.

OTTAWA DIARY

By Norman M. MacLeod

Compared with the usually controversial and frequently spectacular Department of National Defence, the Department of Finance is a drab operation at best. But that doesn't prevent it from being currently the focal spot of attention for some of Parliament Hill's most experienced and competent observers.

The issue of immediate interest is whether, with the dramatic passing of the late Dr. W. Clifford Clark as Deputy Minister, the Finance Ministry will begin to lose its reputation through the past two decades for mounting bureaucracy? Under mild-mannered, somewhat shy, and only moderately assertive Kenneth W. Taylor will the department experts continue to hold the reins of policy? Or will financial, taxation, and allied policies originate once more around the Cabinet table—as used to be the case in the days before managed currencies, involved central banking techniques, foreign exchange controls, international monetary funds, and deficit financing created the economic mysteries which raised the experts to power?

BEGAN WITH "R. B."

Comparatively early in the depression thirties Conservative Prime Minister R. B. Bennett decided that the Canadian banking system was too self-sufficient to be an efficient arm of government economic policy in an emergency. So he created the Bank of Canada and raided the Royal Bank for its most promising rising executive—Graham Towers—to be its head. At the same time, he realized the social and political implications of the New Deal policies which the Roosevelt administration was pioneering. Some of them, he knew, would have to be adopted by Canada. Consequently, he set about to find a top Canadian economist who would be able to correlate Ottawa and Washington economic policies in such a way as to evolve a blend that would meet distinctive Canadian conditions. The late Dr. Clark was the answer to his question.

From the time of the appointment of Messrs Towers and Clark the experts have held sway over the Finance Ministry. True, they have been subject to the limitation that their recommendations have had to win Cabinet approval. But it has been with them, rather than with the Cabinet, that the policies which ultimately become translated into terms of taxes to be paid by the people have originated.

At all times the late Dr. Clark was recognized as figuratively the keystone of the arch of control by experts which had been built up within the Finance Department. His tragic death could make a big difference. It could mean more control by the politicians, less by the experts. But will it? The coming budget conceivably will suggest what the answer is going to be.

TEHRAN (CP)—Using reconnaissance and photographic UN technical assistance experts have been able to survey the development of Iran's water resources in only two months. The result of the experts' recommendations a new well has been drilled south of Tehran and others will follow.

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HUGH CORMACK, claim agent for the Canadian Pacific Railway Company since he has been named general agent for the Company's Pacific region with headquarters at Vancouver. The appointment was effective January 1. Cormack's appointment was almost 42 years after he commenced service with the Canadian Pacific as a junior clerk at Winnipeg.

MILESTONE

40 Years Ago Today. Considerable damage was done last night to the stock and fixtures in Martin O'Reilly's fur store through water flowing from a tap which had been left running all night.

According to barometer readings milder weather is in sight. Today's temperature maximum 18, minimum 10.

30 Years Ago Today. R. C. Mutch, the local tractor, is building a third house at Lake Kathryn for Booth Fisheries Company, Prince Rupert.

The formal opening of the Court House has been postponed for one week and T. D. Pugh will leave for Prince Rupert January 24.

20 Years Ago Today. A. E. Parlow, district foreman, told the Chamber of Commerce last night an early revival of the timbering industry is looked for in the district.

Word has been received in city from Frank L. Buckley, he is just as confident as ever being able to arrange for financing for the pulp mill Prince Rupert.

10 Years Ago Today. E. J. Smith and Mrs. G. H. Hils, trustees, advised School Board last night King Edward and Seal Schools are overcrowded. Booth Memorial is fairly well the permissible range of pupils per room.

EAST SURVEY. TEHRAN (CP)—Using reconnaissance and photographic UN technical assistance experts have been able to survey the development of Iran's water resources in only two months. The result of the experts' recommendations a new well has been drilled south of Tehran and others will follow.

FOR HIGH CLASS PRINTING IN 1953

As Always



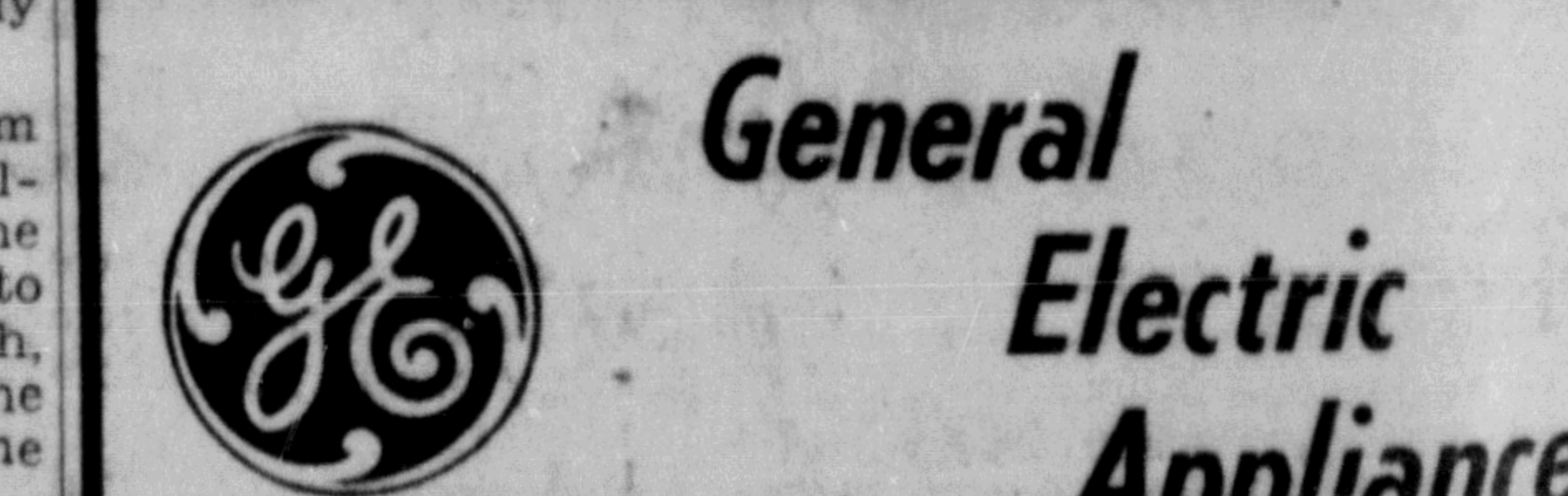
PLACE ORDERS NOW

Dibb Printing Co.

Soconds Plan Biggest Road Work Program

VICTORIA (CP)—The biggest highway development program in the history of the province is being planned by the provincial government, an authoritative government source said Monday.

The road program, to which government experts now are putting final touches, is said to exceed the 1952-53 allotment of \$12,500,000 for capital projects. The government also received \$5,000,000 from the federal government for Trans-Canada Highway work.



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