

Prince Rupert Daily News

Monday, February 1, 1954

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Floats Need Faster Action

WHILE it is reassuring to note that official action is finally shaping up for the Cow Bay floats, the procedure being followed does not seem to be the fastest in the world.

Before the B.C. government attempts to pass responsibility for repair and maintenance of the floats to Ottawa, why does it not take steps now to put them in decent condition? As things stand, the government at Ottawa is being asked to take over a very much damaged piece of goods. This is likely to cause a considerable amount of stalling because governments react in much the same way as people when they suspect that someone is trying to slip them a poor article.

If the property does ultimately pass into the hands of the federal government, it will probably be for the better as Fisheries Minister Sinclair appeared to be quite in earnest when he spoke here last summer of the need for improved harbor facilities for fishermen.

Meanwhile, however, it is up to Victoria to keep the floats in shape until the deal is completed. Passing the buck is not a substitute for repair. Let's see those tools in action now, and the legislators can tell us about their paperwork afterwards.

Support Our Scouts and Cubs

WITH the Boy Scouts' appeal for funds starting this week, we commend for your attention the following remarks by F. E. Anfield, district commissioner of scouting:

"Thanks to the support of Prince Rupert folk, Scouting and Cubbing in our city are marching right along with the rest of Canada. Our 200 Scouts and Cubs are part of the record 150,000 boys now enrolled in this great character-building program across the Dominion, in which your boy, my boy, every boy, of all races, all creeds and colors can play the Scout game; can learn to equip themselves for citizenship, to keep in step with Canada's future. Scouts and Cubs make future community leaders.

"Your help is asked and needed to keep the Scout organization going. The boys look after their own expenses, uniforms, dues, camp fees, etc., but the overhead of the group and the district association must be your responsibility and mine. It is beyond the financial ability of the boy. Scouting and Cubbing is the biggest boys' work program in Prince Rupert as well as in Canada and indeed in the whole world, where their numbers now exceed six million. You can strengthen our Scout and Cub work for Prince Rupert boys by your donation in our one and only annual appeal for funds. We require \$2,500.00 for leadership training, for camping equipment, for extension and other operating expenses.

"Scouting appeals to the free peoples of the world—to citizens throughout Canada, to many in Prince Rupert. We get no grants or funds other than what our friends in the city will give us, a token of your faith in what we strive to do for the Scout-Cub family in Prince Rupert, your boys and mine.

"If you believe in boys—real Canadian boys—then you will support Scouting. Your help is asked to make sure that the amazing progress of the Boy Scout movement is continued throughout 1954—please give generously."

Ray REFLECTS and REMINISCES

If, during early days at Prince Rupert, misgivings as to the future of the city were felt it was usually banished by the drydock and ship repair plant then under construction. No one could have ever dreamed that in 1954 the railway would suddenly, and certainly unexpectedly, be prepared to offer the total establishment for sale as it stood. And it took years to get away from the conviction that industrial machinery such as this magnificent dock was sufficient guarantee of future employment. This was the prize display.

Some distilleries are reporting increased profits. Or in other words, fluid assets.

Said to be the costliest ship ever built in Britain, the P & O liner Arcadia has sailed down the Clyde to commence her Asiatic service. Another indication of more activity in the British shipping world, and air

travel of possibly less consequence. Despite sea planes, there are still a few folks who still love the comforts of the seas without the airplanes.

Money does not talk to the extent that it will give itself away.

There is an old saying that "Mike and Ike look alike. It should not be understood though that this pertains to Messrs Pearson and Eisenhower.

Perhaps we need a small dose of austerity to bring us back to our senses and get down to work, comments the Lethbridge Herald. There is more than a hint that people today are expecting too much for too little.

EXPORTS RESUMED

For the first time in 12 years, India is permitting the export of wheat flour.

As I See It



by

Elmore Philboots

Hail Robbie

LAST MONDAY was Robbie Burns's birthday, and lying on my desk in the House of Commons is a small piece of white paper which would have warmed Robbie's heart.

It is a bill to amend the charter of the Associated Canadian Travellers.

The old charter reads: "Any WHITE male person, over the full age of eighteen years, may."

The new charter reads: "Any male person, over the full age of eighteen, may."

That one word change is the greatest sign of the times there is in the whole world today. The old barriers of color, caste, class, tongue and nationality are breaking down. The whole human race is coming to see that the man's the man, "for a that."

HERE in Canada our problems of race and color are not serious. Of course, we have our great underlying national problem—the "reluctant twin" state—the destined living together of French-speaking Catholics and English-speaking Protestants.

Whether we realize it or not, we are making steady progress in that. And anyone who lives in B.C. must also know that there has been a tremendous change, for the better, in the relationships between the majority population and the minorities, especially of Asian origin.

The real race problems of our times centre most in the U.S.A. and in Africa. Here in Canada we crab a lot at our big and good neighbor, the U.S.A.—and we say much more cutting and critical things in private than we ever do in public. But let us give credit where credit is due.

In all the history of this century, no great nation ever made greater changes, for the better, than the U.S.A. has made in this thing called "the color question." Granted that much more remains to be done than has been done. Granted that there is nothing remotely approaching genuine equality of treatment as between whites and coloreds in the southern U.S.A. it is still true that the U.S.A. has made wonderfully effective flank attacks on this age-old problem. The army has led in this great advance.

IN AFRICA, the white minority can never really "win" the war with rebellious elements such as the Mau Maus. For the real war is in the mind of the white man himself—Am I or am I not going to admit that all men are really born with equal rights to live equal lives?

If the white man finally answers "yes" to that, he may stay in Africa as an equal. Otherwise it is only a question of time till he is shot out.

Labor Union Group May Seek Meet With Cabinet

By JOHN LeBLANC
Canadian Press Staff Writer

OTTAWA—The first move of a new anti-unemployment committee of Canada's two largest labor congresses is expected to be a request for a meeting with cabinet members.

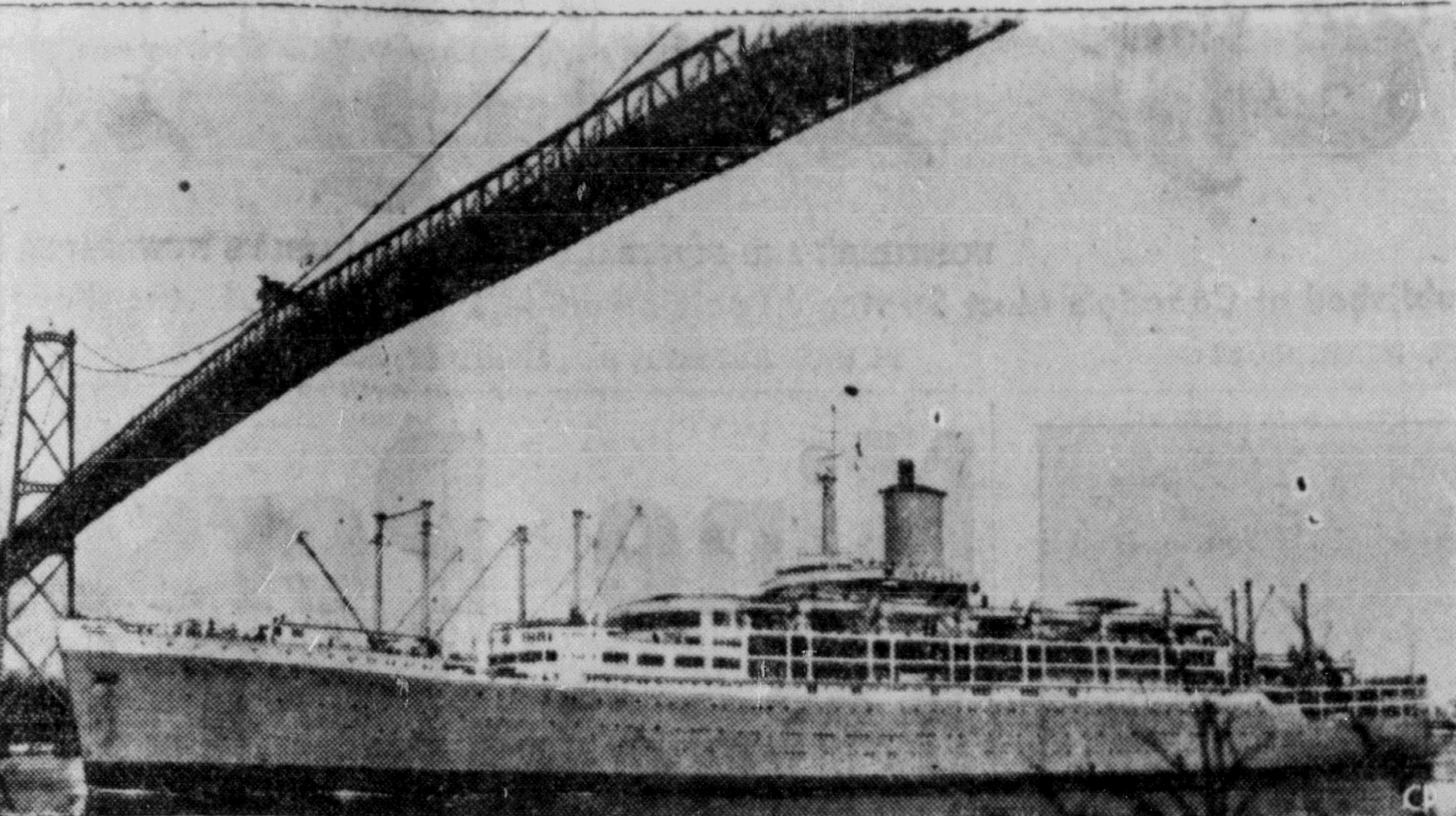
The committee was set up jointly this week by the Trades and Labor Congress of Canada and the Canadian Congress of Labor to draft plans for pressing governments at all levels for action to ease the impact of rising unemployment.

It was the first joint action in three years by the rival congresses, who said in a statement Tuesday, after their meeting, that unemployment is the biggest problem facing the country.

The top-level committee of the two congresses will not be meeting until early next week, but informants in both congresses say it likely will propose first a meeting with key members of the federal government.

This is not expected to develop until after Feb. 11, when the unemployment committee reports to a larger joint body set up by the TLC and CCL on co-operation generally.

Apart from trying to put heat on the cabinet, the congresses, with a total membership of 955,000, will be sending out suggestions to their affiliates across the country to bring their ideas to the attention of provincial and municipal governments.



THE 20,000-TON LUXURY LINER Oronsay inaugurated a new trans-Pacific service, docking at Vancouver with 1,100 passengers. She is shown here passing under the famous Lions Gate bridge at Vancouver.

DAILY NEWS LETTERBOX

PART OF THE PICTURE

The Editor,
The Daily News:

We have heard several arguments pro and con NBC Power versus BC Power Commission. Considerable discussion also on a recent advertisement by NBC Power showing comparative rates.

I would suggest that the rates as published show only part of the picture.

Would NBC Power be prepared to publish a similar comparison of rates for small businesses, stores, etc.? How about larger users of power, hotels, canneries, etc.? Is there a demand or contract rate? How do these rates compare?

I suggest that the rate presently charged larger users is very high and would welcome a rebuttal of this statement.

Some time ago I heard figures to the effect that the parent Power Co. was not receiving proper interest on their investment. The opinion could have been voiced that NBC Power was in other businesses besides the producing and selling of power, and such earnings were of value and should be given consideration. The retail store, wiring and service departments were referred to, of course.

If NBC Power is interested in a new contract and they seem to be, in spite of the talk of making no money, let NBC Power have a contract for 25 years with a program based on five-year periods. This program would show: Expected Demand; Power Available; Rates. The item "Rates" would cover domestic, commercial, and most important, industrial rates.

Let our Industrial Rate for power be a bargaining agent for the city. Let it be a part of the contract that a reserve potential of power be kept available on a two or three-month basis. Do not again have the situation where "Demand" is so great that the installation of one diesel plant must be rushed to balance "Power."

Let the city be able to offer a definite amount of power at a definite cost within a definite time. Let the city be in a position to compete with power rates elsewhere. With the closing of the dry dock, for the first time in years waterfrontage will become available, this waterfrontage coupled with firm power might make the city attractive to industry.

As the fishing seasons shorten, so it is that power, its lack or availability, will have an increasingly greater effect on everybody who makes their living in the city.

If NBC Power is not prepared to agree with the idea that available power is easier to sell than no power, let them go, bring in the BC Power Commission, which has at least, developed more power than private industry, in many areas.

RESIDENT.

THE DRY DOCK

The Editor,
The Daily News:

I was both surprised and perturbed to learn of the intention of the Federal Government to dispose of the drydock. Its announced intention not to renew its agreement with the CNR appears to mean that operations will end on March 31 next.

It think it is a most inopportune time to close this plant and

LAND FILL MACHINES

The Editor,
The Daily News:

Congratulations to the board of works and council for their decision on purchasing two machines instead of the combination Christmas tree that was first intended.

A small shovel with attachments, probably could dig rock and muskeg, and Algoma Park will be well ornamented with a \$17,000 D3 sitting there all day on garbage, while a D4 wide gauge with 16-inch pads could do all the landfilling and bulldozing Prince Rupert will ever want at approximately between \$10,000 and \$11,000, which means a difference of about \$6,000.

A D4 weighs approximately three tons less, which means a lot in wet and soggy ground. It is about two feet shorter in length, offset by weight of three tons less than the D6.

Its track pins and bushings are only one-eighth-inch smaller in diameter, and its track pad bolts 1/16-inch smaller in diameter. It has the same bore and stroke and two cylinders less, and the D6 beats it by only 22 horsepower, but you pay approximately \$6,000 more for that.

A D4 is one of the popular sizes in a medium tractor, and produces good results. A D6 won't do twice as much work over it either, and the saving could go a long way towards the park, but Rupert just can't help spending all its money.

We have a lot of streets, sewers and water mains that will take a lot of money, and keep the city broke without worrying about any back lanes, which is reason enough to make all the dollars go as far as possible to get the most in equipment for less.

The taxpayers should take a lesson from trade organizations which band together for improving their standards of living and fair relations with industry, and form a solid union of taxpayers with organizations such as the Civic Affairs Association, to be closer to city business and improvements, for we as city taxpayers, pay a big role in city money affairs all year round, that of St. Nick—always giving.

TAXPAYER.

WHY GIVE UP?

The Editor,
The Daily News:

Three cheers to the writer of the letter in Saturday's edition of the Daily News, regarding the dry dock. It was a letter well written, with facts and figures; and it is quite obvious that Mr. Tattersall has more common sense regarding this subject than some of our business heads.

Why give up so easily? What is worth having is surely worth fighting for. Mr. Tattersall has lit the spark; let's all get behind him and keep it going! As for the power situation, may I be permitted a word on that too. All this talk of so-called "public ownership," when it is at the expense of the people, makes me sick. Haven't we something good right at hand in our present Northern B.C. Power Co.?

To the few Aldermen who brought this whole stupid business about, I say, "Your slip is showing—and it could be a pink slip."

"SCOTTY"

BALLOT

THE ALEX HUNTER AWARD

FOR GOOD CITIZENSHIP

Please consider my nomination of:

X

for the outstanding citizen of Prince Rupert for the year 1953

My NAME

My ADDRESS

BALLOT

Fill in and return to the DAILY NEWS not later than FEBRUARY 4, 1954

BALLOT

BALLOT

OTTAWA DIARY

By Norman M. MacLeod

Premier Maurice Duplessis is definitely taxing the patience of the Federal Cabinet Ministers with the exasperating slowness with which he is laying his provincial income tax cards face up on the political table.

What the St. Laurent Cabinet wants to be able to judge is whether the Union National Chieftain is acting from desperation as a result of his financial position, or whether he is simply launching an anti-Liberal offensive on the old and tried provincial rights issue. They can only make up their minds on this point after seeing the legislation. As a result, they find the slowness of the Quebec Premier in making the legislation available highly aggravating.

The favorite theory in government Liberal circles here is that Premier Duplessis is acting from motives of financial stringency. Treasury circles point out that last year Ontario received \$123,000,000 under its tax deal with the Federal Government. Because of the Duplessis government's ideological stand on the issue of provincial rights, the French-speaking province received no corresponding payment. It's a large sum of money to miss, and the theory in government circles here is that Hon. Mr. Duplessis is finding it difficult to finance without it.

Another Federal theory is that the Quebec Premier is angling for a reconvening of the Dominion-Provincial Constitutional Conference which collapsed here three years ago. On the surface at least, his proposal of a 15 per cent tax appears to be one which will require negotiation with Ottawa, but to which Ottawa could hardly be expected to accede, since it would mean giving Quebec a preference over

the five per cent tax limit available to all provinces. The consequence is that some governments therefore place upon Duplessis manoeuvre its main purpose is to renege on the agreement with the government here and that an unworkable proposal is put forward in the hope that cause the entire field to be opened.

If that should be the case, the Duplessis tactic is at least a good one. It will succeed, it is here that the policy of Laurent is to propitiate provinces by any means. And Quebec is in a position from that aim, that Premier Duplessis maintained fairly carefully fence in recent Federal elections hasn't done so to hurt his case with the government here.

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- Operating Engineers

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Mr. G. W. Whitehead, Employment Manager, Kitimat Works, will be in Prince Rupert, B.C. on the 8th and 9th of February for the purpose of interviewing and taking applications from interested persons. He may be contacted at

THE NATIONAL EMPLOYMENT SERVICE

Prince Rupert

between the hours of 9 a.m. and 5 p.m.