

Prince Rupert Daily News

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Program Needed

ALTHOUGH \$1,000,000 is a handsome sum under most circumstances, allocation of that amount for the improvement of highway 16 during the current fiscal year is unlikely to make much impression.

For most of its 480 miles between Prince Rupert and Prince George, this road is in such sad condition that an expenditure of that size can be sunk almost without trace. The situation is aptly summed up by Bruce Brown, MLA for Prince Rupert, who estimates that at the present rate of allocation, it will be 50 years before highway 16 is in first-class shape instead of the 10 years which was predicted at Victoria a few months ago.

This is not to suggest that even this amount of attention is unwelcome. Along less difficult parts of the highway some excellent work is being done to provide a good surface, and this latest allocation at least has the virtue of being as large as last year's so that the effort is being sustained, if not increased.

What appears to be lacking, however, is a concerted program to put this highway on a level of importance equal to that of the main thoroughfares in the south. The operations are so patchy that a motorist cruising alone a fine road one moment will in the next find himself navigating over what seems to be pasture land. This condition strongly suggests that allocations for improvement are made primarily as a political expedient and that nowhere will be found a long-range intention to take highway 16 seriously. To judge from present activity, or the lack of it, some of the worst sections seem likely to remain that way forever.

Naturally a fierce cry would go up from the south if plans to put in four-lane highways and so forth were curtailed or dropped altogether in favor of developing highway 16. The communities served there maintain that since they are paying the bulk of taxes and create the heaviest traffic, their communications should at all times have first consideration.

Superficially the argument has merit. But what it means in the final analysis is that the southern strip of B.C. will continue to grow more crowded until even those who live there are adversely affected by its lop-sided development.

The four-lane highways of today become the eight-lane highways of tomorrow, and no one is a bit happier.

Just as Good

A SIGNIFICANT advertisement has just appeared in the newspaper. In this ad the advertiser seeks the services of an assistant bookkeeper. Not a major matter, to be sure, if the ad stopped there, but it goes on to stipulate: "... age 70 years or under."

It is one of the most encouraging of signs when business departs in this fashion from the routine that has developed in more recent times and recognizes the fact that a person of seventy may be as useful as one ten or 20 or 30 years his or her junior.

—The Halifax Chronicle-Herald.

Ray REFLECTS and REMINISCES

A couple of scientists in an effort to determine whether or not fish can talk to each other, and in the event of being able to, if they do. This question is asked by the Record of Kitchener, Ont. Like as not, in some little deal Cove gossip corner a few fishing and salmon are declaring this idea of shifting a magnificent plant like the drydock all the way down to New Westminster is plain crazy. Like all the rest of the earth, these days, Rupert is off balance.

Alice Roosevelt Longworth tells about a merchant seaman who was being investigated. "Do you," asked the interrogator "have any pornographic literature?" "Pornographic literature," the sailor burst out indignantly, "I don't even have a pornographic."

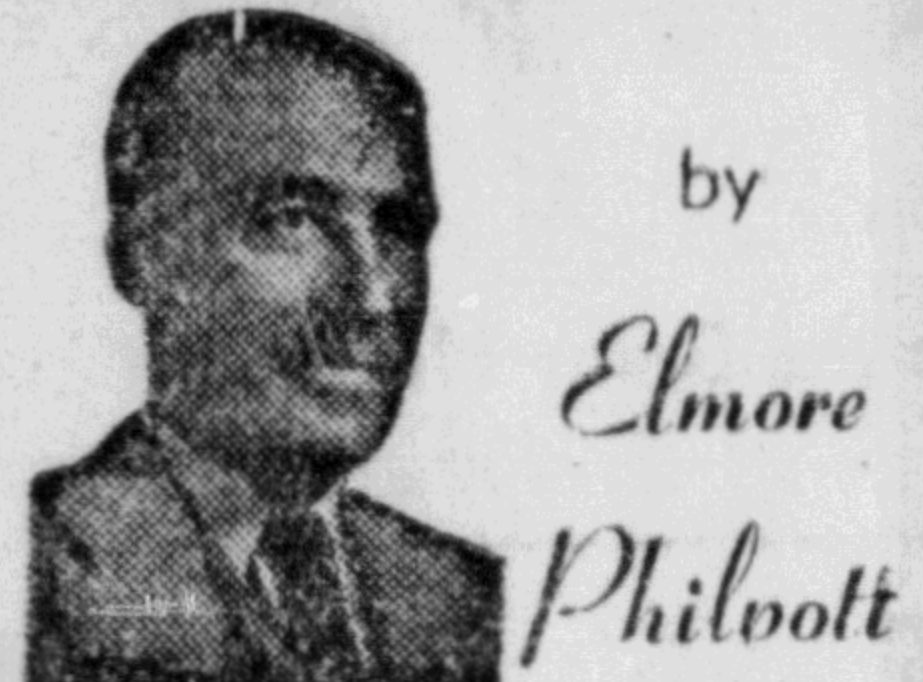
Definition of a clergyman—A man who works to beat hell.

The smart looking destroyer Sioux sailed Monday, following a jolly visit in perfect weather. Sunday afternoon there were numerous callers, who came in by the vestibule and found everything in ship shape and comfortable. Sailors seemed amused, and we don't wonder in the slightest. It's easier to understand that when a tar finds supper time approaching there won't be any mess. It's called something else, and he loves the idea.

If the controversy with reference to cigarettes and cancer, about the only thing one can be fairly certain about at the present time is that non-smoking doesn't cause cancer.—Kingston Whig-Standard.

Many men who run after the fire department to witness a blaze have wives who run to the fire sale afterwards.

As I See It



by
Elmore
Philbott

That Slump Threat

ONE Thing has very clearly emerged from the hearings before the Banking committee of the present parliament:

Canada is in far better shape to meet and beat back a slump than was the case in 1930.

Apart altogether from the fact that bitter experience taught this country so many lessons, we also now have what you might call "tools" to do an anti-slump job that we did not have before.

The main "tool" is the Bank of Canada, with its very flexible and swiftly adjustable machinery of control over the financial set-up of the country.

There is in existence no such thing as a shelf of public works—that is a list of things waiting to be done—with plans all made and kept up to date waiting to be put in motion.

The Minister of Public Works has told the M.P.'s that his department has its hands full keeping ahead with detailed plans for the necessary year to year work, which we must do, in any kind of times, good, bad or indifferent. He has no extra staff, or funds, to keep constantly up to date a whole "shelf" of expensive plans for things which never may become realities.

But while the above is true, it is also true that the heads of the present government, and the leading thinkers in all parties in the House of Commons, are familiar with a list of projects which everybody knows will sooner or later be undertaken in Canada.

HERE ARE some of immense public works or public utilities all set to go:

The St. Lawrence seaway, now held up only by the last ditch opposition of U.S. selfish interests.

The natural gas pipeline from near Calgary to Toronto and Montreal—with offshoots to U.S.A.

HERE ARE some others in the planning stage, which could be speeded up, and rushed to completion years ahead of time:

The Big Bend Dam scheme, on the Upper Columbia. The Fraser River power, irrigation and fish conservation scheme which is potentially the biggest thing ever undertaken in Canada. The Saskatchewan River irrigation and conservation schemes, held up now chiefly by arguments over technical details and division of costs.

The Trans-Canada Highway, now more or less half-built, could be finished, with a bang.

THE PRESENT parliament has actually voted fifty million dollars to finance construction of new rental homes. All that is necessary is that the province underwrite one-quarter of the cost. Also, this vast sum of money already voted by this parliament must be spent either on slum clearance and reconstruction, or construction of low-cost rental housing, for people who are not in a position to buy their own homes.

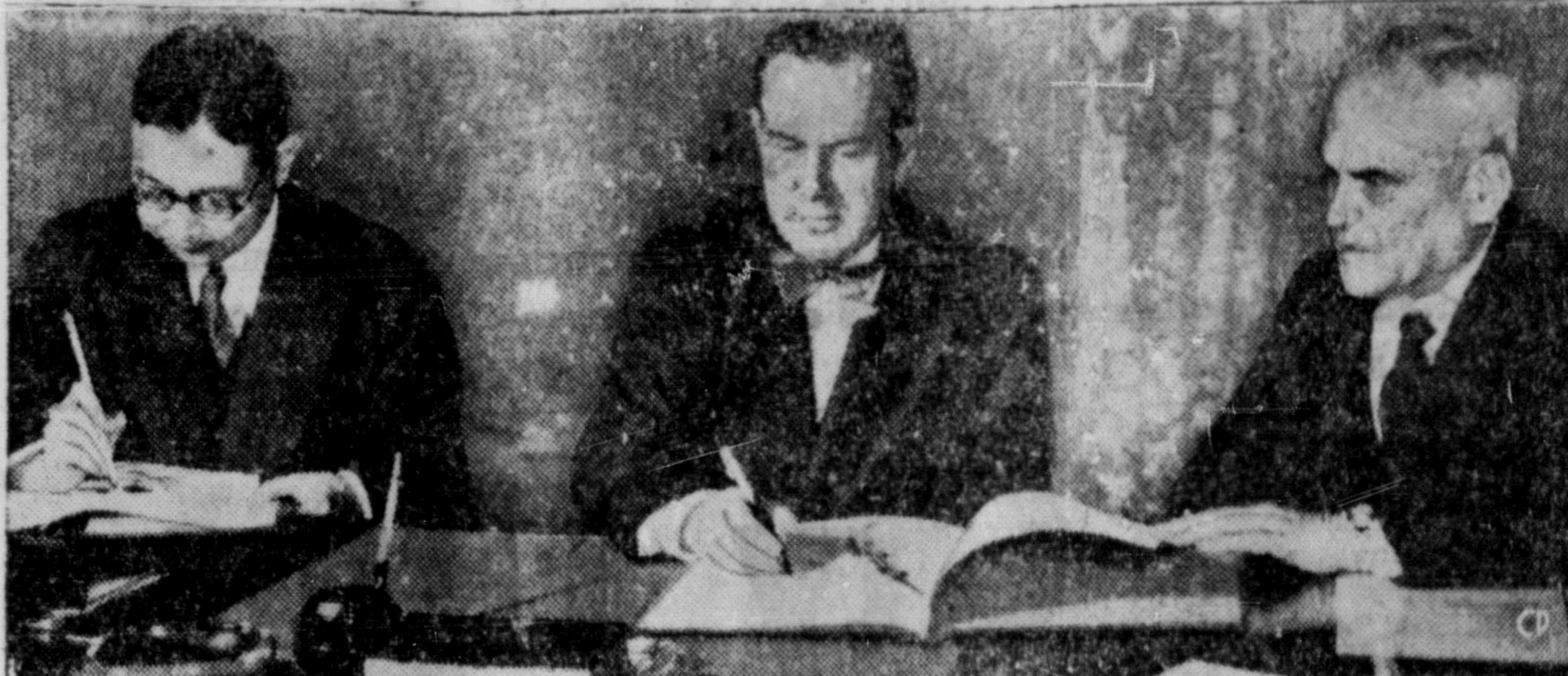
As to the province's one-quarter share of the cost of such new, low cost rental housing, it can work out its own deal with the municipalities.

In other words, a big union like the I.W.A. does not need to send any more petitions to Ottawa about housing. The new law is on the statute books—the money is all voted. All that anybody needs to do to get local housing projects going is to get the local city council to agree to set the machinery in motion.



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Broadway Cafe



A NEW CANADIAN-JAPANESE trade agreement, expected to lead to greater trade between the two countries, is signed at Ottawa. Signing the pact are: (left to right) Koto Matsudaira, newly appointed Japanese ambassador to Canada; External Affairs Minister Pearson and Trade Minister Howe. The new agreement will come into force after it is ratified by both countries.

— DAILY NEWS LETTERBOX —

QUOTES REMINISCENCES

The Editor,
The Daily News:

With due deference to Dr. Large, whom I believe was misinformed regarding Mr. Robert Cunningham, whom he mentioned in a club address, the gist of which was published in your paper of April 2nd, I wish to make corrections, or rather state the true facts of a portion of the life of Mr. Cunningham. The gentleman has passed on and I think in fairness to his memory his correct history should be known.

My father, Charles Frederic Morison, was in the service of the Hudson's Bay Company at that period. I have his reminiscences of early days containing facts that are true, and I shall quote from him:

"1868. We arrived at Fort Simpson in the evening and cast anchor in that splendid harbor. After supper we went ashore and spent the evening at the Fort. At that time Mr. Robert Cunningham was Hudson's Bay Company officer in charge. In many ways he was a remarkable man. He came out originally as a Church Missionary Society Missionary, but not finding the work congenial, he very properly resigned. He entered the service of the Hudson's Bay Company where his shrewd business abilities were of great value to them, and they made a mistake when they lost him; he merely asked for a small increase of salary, which they refused, he promptly resigned and started in business for himself; not at Fort Simpson, but first at Inverness and afterwards at Port Essington at the mouth of the Skeena River, which he built up to be the headquarters of the North Coast, which station it held for many years. He was a most capable man, a great Indian Trader and a most genial, good tempered man, a giant in stature and strength, but a kindly man who never employed his strength unless forced, it being almost impossible to put him out of temper. I knew him intimately for years and take pleasure in offering this tribute to his memory."

My father took over from Mr. Cunningham as officer in charge in year 1870, as it was during that year the former resigned and started a business of his own.

It is my belief the word "prize fighter" had not yet been coined in the 1860's.

JOHN W. MORISON,
Prince Rupert.

DON'T DISMANTLE DRYDOCK

The Editor,
The Daily News:

Re George Casey's letter on the drydock. Mr. Casey says in his letter, "I feel the question must be approached in a more direct manner."

I feel that we should tell Ottawa direct that the citizens of Prince Rupert will not stand for the dismantling of the drydock. The money spent on the drydock does not amount to a drop in a million gallon bucket. Millions are spent for war purposes but not a cent to keep industry moving, because this drydock is out of sight, out of mind for politicians in Eastern Canada.

Build up Eastern Canada and forget the best harbor in the world! Yes, starve the citizens of Prince Rupert, keep them down and out.

What is the matter with that member we sent to Ottawa? Is that the thanks we get for electing a Liberal member to represent this part of Canada? I hope

the citizens of this riding will

not forget this injustice when the next election comes around. The same trick was tried years ago. That is it was rumored that the pontoons were to be taken to Vancouver. What did the then editor of the Daily News advise the citizens of Prince Rupert? He told them to sink the pontoons. What happened after that editorial? Ottawa took notice and the pontoons remained as is.

I was in Whitehorse in the early days, when the people kept what they wanted and kicked out who and what they didn't want. Anyone who tries to take the drydock from this city should be given a one-way ticket out. That is the rule in the Yukon.

Let us keep our drydock. Don't let anyone touch it. Show your colors... get busy. This is our native land and we must protect our industries which the oldtimers built out of the wilderness. What do you think?

PIERRE LECLAIRE,
Prince Rupert.

CANT FIGURE OUT SCORE

The Editor,
The Daily News:

Considering the mess the world is in, and the things that we hear over the air, or in the papers, it should not matter if I inflict you, or the public, with some of my troubles. I just can't figure out the score, and it would seem that the world has gone crazy, or that I may be crazy myself—or soon will be. I just hope that these remarks may be of some value to some one, or amusing.

In the first place I cannot see anything that has been accomplished by all the international conferences from the Hague to date. Some of them produced terrible results.

Considering the horrible mess we—that is Canada and the U.S.A. are in, it seems positively ridiculous for us to be telling the world how to run their business, when we have not the brains to run our own countries. Our governments have their noses stuck into practically all of our citizen's business as well. We have none of our boasted pioneer spirit—men with guts enough to look after themselves—but merely a bunch of mollycoddles that have to be packed around by the government on a soft pillow. My idea of an improvement would be for them to get their snoots out of people's business, and let people stand on their own feet—or die. One result I understand is that the army has to turn down a large percentage of people who are unfit for the army today—although the army has become a sort of old men's home, or a youngmen's club. That condition applies to most of people today. We are getting too soft. Now take the idea of a 35 hour week for one thing.

The government spends millions of dollars for inspectors to travel around in autos. They also spend fortunes for office equipment to cover all the taxes, old age pensions, baby bonus and such schemes. If we do not pay the last cent that these inspectors can squeeze out of us we sure get the works. Then the govern-

ment takes our money and gives it to every gimme guy in the world—while our people go short of many things that our money has paid for.

For instance. We hear about the poor starving children all over the world, and we are supposed to feed them. My idea is that the parents of said children should look after their own children, or that government should see that they do so. It is their own responsibility and although we feel sorry for the children I do not see that we have any responsibility whatever. In the case of famine or pestilence that is another matter.

That angle is involved in many other similar matters. We are supposed to have prosperity at home. How come? The governments subsidize various businesses—besides war production—for ourselves and any other beggar in the world, and as a result the government purchases large amounts of various materials—to keep labor employed at high wages. The result is that every so often the government gives to some foreigner a few million dollars worth of food or materials that we paid for. Besides the fact that we paid for this Santa Claus stuff, we had to pay double prices for what we consumed ourselves. Doubtless the things given away were of better quality than what we purchased at home at those inflated prices. That is prosperity, and we are trying to get other countries to follow our example. They must think that we are nuts, and they are exactly correct. What is our dollar worth today? What happens to old people who saved money or insurance for their old age? They are obliged to pay these inflated prices and compete with present day workers who draw from \$10.00 to \$20.00 a day, whereas their savings were on a basis of \$1.00 a day for ten hours work. Before these mollycoddling days people raised their families without a baby bonus, etc., and saved money. Today with these high wages people go on a strike every year because they cannot live in luxury on present wages.

I believe the government has made convicted crooks and fined rubber, cable, paper companies, because they combined to get a fair price for their goods. Assuming this was carried too far in some cases. Assuming they were criminals—then why in the name of common sense does the government permit millions of others to gang up to fix prices and give them assistance in doing so—and do nothing about them. In fact it passes laws to compel employers to collect the money that is used in promoting this swindle. Will some one please tell me what difference there is in these two kinds of so called criminals? Why one is fined and why one is subsidized. It looks like a lack of brains, or payment for votes.

Last fall, in Canada, we had a strike of about 125 men. They tied up things from the Great Lakes to the Pacific, and cost millions of dollars loss, and prevented the movement of grain. Twice now a similar calamity has happened on the docks at

(See LETTER BOX Page 6)

OTTAWA DIARY

The most significant economic move taken by the government so far this year is the past week's decision to call \$100,000,000 of world war II bonds as much as two years advance of their maturity dates.

If not exactly the first formal recognition of the serious extent of the economic recession of the past several months, the step is at least the first attempt by the government to deal with the situation by means of a major policy. It marks a significant departure from the attitude hitherto maintained that the recession would vanish without any need for a government stimulant once the advent of spring weather sparked a resumption of normal seasonal activities.

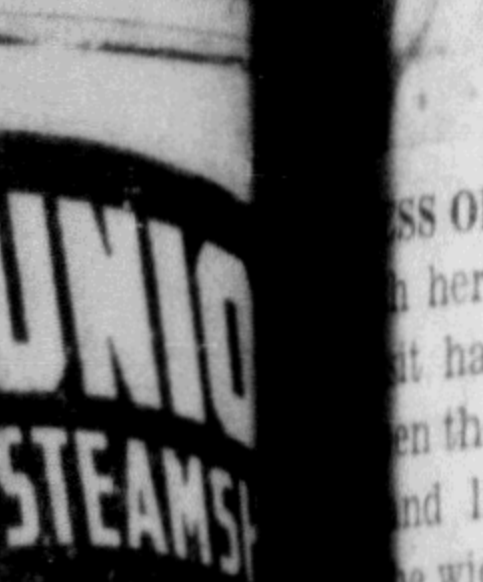
Naturally, the government is not going to simply pay off the bonds which it now is calling. Its cash resources aren't by any means that flush. The clear purpose of the treasury, therefore, is to replace them by bonds which will bear a lower interest rate and thus result in a saving to the taxpayers. The prevailing rumor is that whereas the bonds now being called bore interest at the rate of three percent, the replacement bonds will bear interest at the rate of not more than two and three-quarters percent.

In other words, the calling of the bonds is a step on the part of the government towards a cheap money policy. And it is universally recognized amongst Ottawa's economic experts that a cheap money policy is one which attracts a maximum flow of capital from both domestic and foreign sources for development purposes.

It is elementary that when interest rates are high projects of expansion and development are discouraged; the cost of borrowing the money to prosecute them is too high in terms of the prospect to have discerned clear indications in the past several weeks that Canadian interest

rates had reached a point where they were threatening to threaten economic recovery. The main warning sign was the rise in the price of the dollar. The source of the premium originally was the government's purpose to finance the war effort. The government here the of United States and Canadian developments was slowing up.

The new cheap money policy is designed to reverse Federal economic trend that it will be effective.



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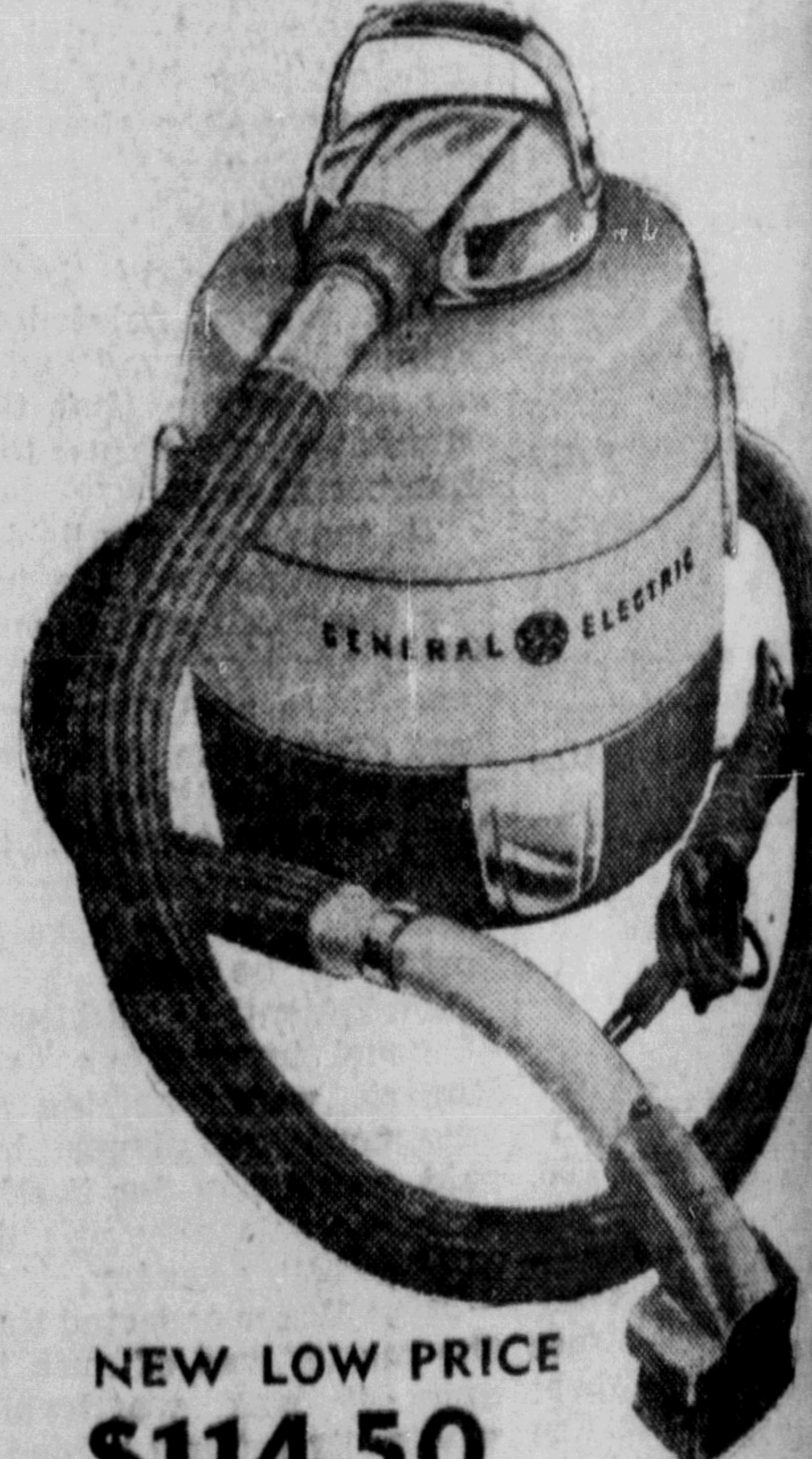
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