

# Prince Rupert Daily News

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## Drydock Has a Price

HERE are whispers on the breeze that the federal government is not greatly impressed with the ease calling for rehabilitation of the Prince Rupert shipyards and drydock. In fact these whispers, which are still far too vague to be called a pronouncement, suggest that the government may scrap the whole structure, with the presumable exception of facilities for repairing fishing boats.

If this is so after all the efforts of local organizations and individuals to have the operation restored to its full capacity, then it would appear that it has been a losing battle of the purse strings. It is estimated that the cost of complete rehabilitation would be about \$3,000,000, and leaving the drydock in its present condition represents an annual loss to the government of about \$200,000.

Until the rumors take more definite form there is no point in getting too mad or sorry about this. At the same time, if that does happen to be the government's policy, Prince Rupert must not be left in a position of merely spouting futile words of anger. It is time now to consider, should the worst develop, how a bargain can be struck. Indignation is all very well, but a bargain is better.

So let's look at it this way. There are two major projects, both involving about the same expenditure, for which Prince Rupert has been campaigning. One is rehabilitation of the drydock and the other is construction of an airport. Until now, both have been pushed with equal emphasis, without the reward of any pronounced official interest in either.

At least, however, the government felt sufficiently moved to make a preliminary survey of the airport situation. The report on this has been in Ottawa for some time and apparently it is favorable. The latest authority for this is the well-informed publication, Canadian Aviation, which says: "It is understood that the report showed the project to be feasible, and the matter now awaits the Minister's final decision which, if favorable, would lead to the inclusion of the item in this year's estimates."

An airport does not take the place of a drydock and vice versa, but one is better than neither. Consequently, if the drydock appears to be losing ground, we should not look on askance but determine to set a price on it. In this case, the price would be an airport. There is more than one way to keep the purse strings slack.

## OTTAWA DIARY

By Norman M. MacLeod

Possibly the most important decision that Parliament is going to have to reach in the balance of its present session is the choice between United States or Sterling area markets for Canada's exports.

That such a choice is going to have to be made—in principle at least—is apparent from developments of the past week both in Washington and at the meeting of the Commonwealth Finance Ministers in Australia.

From Washington word has come that the President soon is going to be cloaked with new power to make not a 50 per cent cut but a 65 per cent cut in existing United States tariffs to any nation that will enter into a reciprocal trade deal. Since the United States already takes almost 60 per cent of Canadian exports, this prospect of further concessions upon a scale greater than any inducements in the past is definitely tempting. On the face of things there seems to be no valid argument against putting more of the Canadian trade eggs into the United States basket on such favorable terms.

But an arresting note of caution comes from the meeting of the Commonwealth Finance Ministers in Australia. At that gathering Canada's Douglas Abbott is mainly an observer, since Canada does business in dollar currency rather than in sterling. But the other Commonwealth ministers have been making the point that close to 75 per cent of the world's trade is transacted in sterling. And they have come up with the practical suggestion that the nations that roll up this total should largely forget about the United States and should concentrate upon enlarging their own trading relationships—thus short-circuiting the problem of earning dollars with which to pay for United States imports.

Any policy of ignoring the United States by sterling area

nations because of dollar scarcities obviously would re-act directly against Canada, since this country also settles its trade balances in dollar currency. But Canada needs trade with the sterling area nations urgently in order to dispose of its mounting agricultural surpluses, especially wheat.

Consequently, the brighter prospects of trade with Washington which the past week has brought by no means compensate for the uncertainty of future sterling area trade which the Australian meeting has raised.

Government economists are working on the problem. Their aim is a formula which will assure Canada the best of both the dollar and the sterling area trading worlds. It hasn't been found as yet. And some of the experts are frank in doubting whether such a formula exists.

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## As I See It



by  
Elmore  
Philpott

PM as Peacemaker

THE pending visit of our Prime Minister to India and Pakistan may help clear the ground for real peace between those two mighty neighbors.

There is some similarity between the two races which live and work together in Canada and the two great nations which have emerged as next-door neighbors in Asia.

True, the two new giants have chosen to go separate national paths. In Canada the French and English were constrained by destiny to work out their salvation together, inside the country.

England and France were the most inveterate enemies in the modern world—far more hostile to each other than are, say, Russia and the U.S.A. today, because the Anglo-French enmity was the product of centuries.

Yet the Rt. Hon. Louis St. Laurent today holds the respect, and indeed affection, of the Canadian people of all origins to a degree unique in our history.

THE Prime Minister of Canada will not need to preach to the peoples of Asia. Indeed, one of his chief qualifications for his mission as goodwill ambassador is precisely because of his humility in his outlook on Asia.

Too often too many statesmen from the west look on Asia with the condescension which springs from measuring everything in terms of material power.

Mr. St. Laurent is deeply conscious of the fact that, compared with many aspects of the ancient cultures of India and her neighbors, we in the west are not only very brash and young, but somewhat crude.

But on one matter the Prime Minister of Canada can personify a great truth. He will not need to speak about it—for he himself will be the living personification of it.

He himself is the living proof that people descended from forefathers who were bitter enemies can learn to live together in peace and harmony, and actually like it.

IT IS an extremely fortunate thing, for the whole Commonwealth, that our Prime Minister is to reach the Indian sub-continent just as the relations between the two countries are nearing the turning point, for better or worse.

The timing of the U.S.-Pakistan armament agreement was most unfortunate. India is bitterly and wholeheartedly opposed to any location of U.S. war bases near her borders for two reasons: She figures that if U.S. bases are established, Russian bases will inevitably be built, just across the border to match those of the west; and that world war three would be potentially plump on India's back-doorstep.

But so long as there is danger of renewed war between India and Pakistan over Kashmir, not a single U.S. machine-gun can be supplied to Pakistan which is not as much a weapon against India as against Russia.

THE two great Prime Ministers of India and Pakistan made a history making decision to settle the Kashmir deadlock, soon.

On December 29 committees of experts from the two countries concluded discussion of the technical problems of a free vote in Kashmir.

What is now needed, above all, is the motive power of mutual goodwill.

Who knows but what the Prime Minister of Canada may help turn the switch on of that motive power.

RUGGED PLANT  
Tea plants in Ceylon grow anywhere from sea level to 7,000 feet altitude.



—By Robert Chambers in the Halifax Herald

## Hostile Foreign Countries Stymie Swiss Airlines' Expansion Plans

By JOHN MCERS

BERNE (Reuters)—Swissair, Switzerland's semi-private national air company, fighting to expand its services in the face of foreign competition, is urging the Swiss government to exert pressure on foreign countries which refuse it landing rights.

The airline says that Britain and France, in particular, have shown hostility to Swissair planes by refusing valuable transit rights at London and Paris.

These rights, which most foreign companies enjoy in Switzerland, enable a company to make an intermediate stop to collect passengers. On long-distance flights, fares collected at intermediate stops are sometimes the only way of making a service pay.

## General Motors Hits New High In Auto Output

OSHAWA—Topping the 200,000-unit mark for the second successive year, General Motors of Canada during 1953 maintained its production leadership in the Dominion's automotive industry, it is revealed in information released here today by William A. Wecker, president of the company.

An all-time record for the industry was set when, on December 31, there rolled off the Oshawa assembly line the 219,937th vehicle produced in the calendar year 1953. The figure for 1952—also a record up to that time—was 200,310 units, marking the first time that a Canadian automobile manufacturer had exceeded the 200,000 mark.

Another "first" was marked up in 1953 when cars began coming off the assembly-lines of General Motors' newest—and Canada's largest—automotive plant south of Highway 401. Already partly in use for Pontiac and Buick production, the vast 43-acre plant will be fully completed by the late summer of 1954, when the bulk of General Motors' assembly production will have been moved from the present location in older plants in the heart of the city. These subsequently will be used primarily for the production of trucks and manufacture of automotive components.

Also growing in keeping with the steady production upturn, is the employment roll of General Motors of Canada. Mr. Wecker revealed that at the year's end a total of 17,173 persons were employed by General Motors of Canada and its fabricating plants in Windsor and St. Catharines, compared to 16,090 at the end of 1952.

This army of factory and office workers drew a total 1953 payroll of \$65,334,229, representing a gain of six-and-one-half million dollars over 1952.

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## Ray Reflects and Reminisces

A contemporary remarks that money doesn't talk these days. It just goes without saying.

### SECOND BEST

Professional economists, meeting in Washington last week, declared there might be five per cent less than what there was in 1953, in the way of prosperity. But should a five per cent decline be a fact, it would still make 1954 the second best business year in the history of the United States. And that's a heap of prosperity.

A trip around the globe looks delightful, though not always. Suppose you chance to be a queen or a duke. Social hours must be rigorously observed. Midnight or three or four thirty a.m. are exactly that. Royalty can yearn for slumber, but that's neither here nor there.

### WHEN IT'S IMPROVED

Sunday was a day of mellow sunlight and glowing evening.

## LETTERBOX

### BAD ADVERTISING

The Editor,  
The Daily News:  
Just who does Mr. Johnson think he is kidding when he assumes that our Canada is not a foreign country to him? Does he realize that he as a "so-called" Canadian is just an old-immigrant or the son of one?

I was sorry to miss Mr. Johnson at last night's Citizenship Meeting, because here he could have learned what is asked from all of us to be a good Canadian citizen, namely to be a good neighbor. To me his attitude is bad advertising for this splendid quality which we all should be able to call ours.

There is a place for all of us, oldtimers and newcomers, and I wonder what statistical figures could back up Mr. Johnson's statement that most of the new Canadians had been firing at the older ones.

H. J. SCHOLTEN

## King's Life Story Covers 30 Years Canadian History

OTTAWA (CP)—Professor R. MacGregor Dawson began work on the official biography of the late William Lyon Mackenzie King in the autumn of 1951. He's still going strong and says he should have the job completed in another "two or three years."

Professor Dawson, who gave from the University of Toronto—"they may be getting impatient"—says writing the biography of the former Liberal prime minister means virtually writing the political history of Canada for the last 30 years.

The biography, when completed, is expected to comprise two "substantial" volumes. Mr. King left a mass of material, some 1,000,000 pages of correspondence, memoranda and other papers.

Professor Dawson, who works in Laurier House next door to Mr. King's old bedroom, says he is not writing the biography in chronological order. He has dealt thoroughly with some phases of Mr. King's life and now is tackling the first chapter. He has yet to get deeply into the years of the Second World War.

"VERY COMPLEX PERSON"  
His study of Mr. King's life has, he says, confirmed the public's general impression that the former prime minister was a "very complex" person.

Professor Dawson says he has unearthed many new facts on Mr. King's life, though none of them is particularly startling.

From the correspondence, Professor Dawson estimates that 90 per cent of Mr. King's life was taken up with political affairs.

Work on the biography is being financed by the Rockefeller Foundation.

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