Prince Rupert Daily News As I See It

H. G. PERRY, Vice-President

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Drydock Has a Price

F MAGOR, President

THERE are whispers on the breeze that the federal government is not greatly impressed dia and Pakistan may with the case calling for rehabilitation of the Prince help clear the ground for Rupert shipyards and drydock. In fact these whis- real peace between those pers, 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 appreliminary 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 wellinformed 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. MacLeoc

Possibly the most important nations because of dollar scardecision that Parliament is go- cities obviously would re-act diing to have to reach in the bal- rectly against Canada, since this ance of its present session is the country also settles its trade choice between United States or balances in dollar currency, But Sterling area markets for Can- Canada needs trade with the ger of renewed war between In- plant south of Highway 401. Alada's exports. sterling area nations urgently in That such a choice is going to order to dispose of its mounting

have to be made—in principle agricultural surpluses, especially can be supplied to Pakistan 43-acre plant will be fully comat least—is apparent from de- wheat. velopments of the past week Consequently, the brighter against India as against Rus- 1954, when the bulk of General both in Washington and at the prospects of trade with Wash- sia. meeting of the Commonwealth ington which the past week has Finance Ministers in Australia. brought by no means compen- THE two great Prime Ministers ent location in older plants in

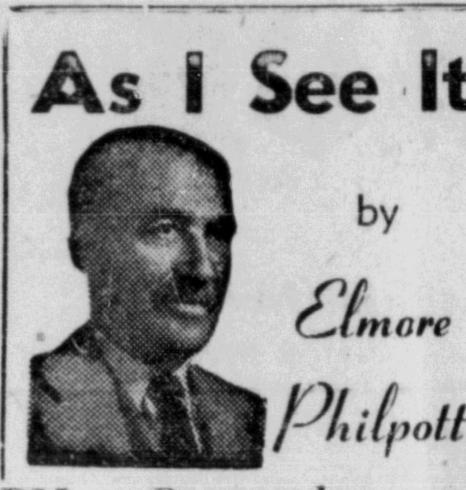
come that the President soon is ture sterling area trade which a history making decision to subsequently will be used prigoing to be cloaked with new the Australian meeting has rais- settle the Kashmir deadlock, marily for the production of power to make not a 50 per cent ed cut but a 65 per cent cut in ex- Government economists are On December 29 committees motive components. isting United States tariffs to working on the problem Their of experts from the two counany nation that will enter into aim is a formula which will as- tries concluded discussion of the the steady production uptrend, letter was accompanied by Professor Dawson estimates that a reciprocal trade deal. Since the sure Canada the best of both technical problems of a free is the employment roll of Gen-United States already takes al- the dollar and the sterling area vote in Kashmir. most 60 per cent of Canadian trading worlds It hasn't been What is now needed, above Wecker revealed that at the exports, this prospect of further found as yet And some of the all, is the motive power of mu- year's end a total of 17,173 perconcessions upon a scale greater experts are frank in doubting tual goodwill. than any inducements in the whether such a formula exists past is definitely tempting. On the face of things there seems to be no valid argument against Ten To Share

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 and two Vancouver institutions Ministers in Australia. At that will share a \$3,693,222 timber gathering Canada's Douglas Ab- fortune under the will of the late bott is mainly an observer, since Ronald Lorraine Cliff. Canada does business in dollar currency rather than in sterling. will, probated Friday, goes to his But the other Commonwealth widow and two sons, Arnold B. ministers have been making the and Ronald Laird Cliff. point that close to 75 per cent of the world's trade is transact- than \$1,000,000 will go to inheried in sterling. And they have tance tax. come up with the practical suggestion that the nations that age of 71 after playing a leading roll up this total should largely forget about the United States lumber industry. At the time of and should concentrate upon en- his death he was president of larging their own trading rela- B.C. Manufacturing Company,

with which to pay for United River Logging Co., Maple Ridge States imports. Any policy of ignoring the Mills and B.C. Hardwood and

United States by sterling area Millwork.

tionships—thus short-circuiting



PM as Peacemaker

THE pending visit of our Prime Minister to Intwo mighty neighbors.

There is some similarity between the two races which live work together in Canada the two great nations which have emerged as nextdoor 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 his-

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 rights, is precisely because of his humility in his outlook on Asia. Too often too many statesmen from the west look on Asia with the condecension which springs from measuring everything in terms of material power.

scious of the fact that, compar- make an intermediate stop to ed with many aspects of the collect passengers. On long-disancient cultures of India and tance flights, fares collected at her neighbors, we in the west intermediate stops are someare not only very brash and young, but somewhat crude.

But on one matter the Prime Minister of Canada can person- General Motors ify a great truth. He will not General Motors need to speak about it-for he hmself 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 whole-heartedly 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 up in 1953 when cars began compotentially plump on India's ing off the assembly-lines back-doorstep.

But so long as there is dan- Canada's largest - automotive

motive power.

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VANCOUVER (CP)-Ten people

Bulk of the estate under the

Lawyers estimated that more

Mr. Cliff died last July at the

role in the development of B.C.'s

manufacturers of lumber and

Logging Co., Westminster Shook

the problem of earning dollars boxes, and head of the Salmon

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- By Robert Chambers in the Halifax Herald

Hostile Foreign Countries Stymie Swiss Airlines Expansion Plans

By JOHN MCERS

BERNE (Reuters) - Swissain Switzerland's semi-private na tional air company, fighting to expand its services in the face of foreign competition, is urg ing the Swiss government to ex ert pressure on foreign coun tries which refuse it landing

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 Swit-Mr. St. Laurent is deeply con- zerland, enable a company to times the only way of making a service pay.

Hits New High In Auto Output

OSHAWA-Topping the 200 000-unit mark for the second rights at Sao, Paolo for a prosuccessive year, General Motors jected continuation of the line of Canada during 1953 maintain- to Buenos Aires. Argenting in completed in another "two of ed its production leadership in any case refused Swissair the three years." the Dominion's automotive in- right to land at Buenos Aires. dustry, it is revealed in information released here today by develop a service to Canada. But William A. Wecker, president of Ottawa has so far refused Swissthe 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 1952also a record up to that timewas 200,310 units, marking the Of Taks first time that a Canadian automobile manufacturer had exceeded the 200,000 mark.

Another "first" was marked General Motors' newest - and ean peace conference.

da and Pakistan over Kashmir, ready partly in use for Pontiac not a single U.S. machine-gun and Buick production, the vast which is not as much a weapon pleted by the late summer of Motors' assembly production will have been moved from the pres-From Washington word has sate for the uncertainty of fu- of India and Pakistan made the heart of the city. These trucks and manufacture of auto-

> Also growing in keeping with eral Motors of Canada, Mr. sons were employed by General for speedy convening of the ing financed by the Rockefeller Who knows but what the Motors of Canada and its fab-Prime Minister of Canada may ricating plants in Windsor and help turn the switch on of that St. Catharines, compared to 16,-090 at the end of 1952.

This army of factory and office workers drew a total 1953 Tea plants in Ceylon grow payroll of \$65,334,229, representanywhere from sea level to 7,000 ing a gain of six-and-one-half million dollars over 1952.

While British European Airways and British Overseas Airways hold transit rights Geneva and Zurich for a wide variety of destinations, Swissair has so far been refused transit

air is limited to less profitable transit rights at Manchester and Prestwick, Scotland, and Irish rights at Shannon. Swissair has failed to obtain There is a place for all of us, transit rights in Paris for its oldtimers and newcomers, and New York line or for a service I wonder what statistical figures to London and Air France has could back up Mr. Johnson's made it clear that it would statement that most of the new

rights at London for its service

to New York. At present, Swiss-

air transit rights in Paris. PENIED ROME

Italy has so far refused Cwissair transit rights in Rome. where several other foreign Portugal and Belgium are other Covers 30 Years countries which have so far refused Swissair demands.

In cooperation with the Scandinavian company, S. A. S., April. This will link Switzerland on the official biography of the with Rio' de Janeiro only- late William Lyon Mackenzi Brazil having refused transit King in the autumn of 1951.

air traffic rights at Gander.

Reds Ask Resumption

TOKYO (#)-Peiping radio said er papers. sent a letter to UN officials in Laurier House next door to l asking a re-opening of the pre- Mr. King's old bedroom, says of liminary negotiation for a Kor he is not writing the biography

at 11 a.m. Wednesday (6 p.m. ter. He has yet to get deeply Tuesday, PST) to meet with into the years of the Second Communist liaison officers to World War. discuss the time for resuming "VERY COMPLEX PERSON"

arrange for the conference were public's general impression that broken off Dec. 12 when U.S., the former prime minister was special envoy Arthur Dean a "very complex" person. walked out on Red negotiators Professor Dawson says he has after the Communists had ac- unearthed many new facts on cused the U.S. government of Mr. King's life, though none of

statements from Red China's 90 per cent of Mr. King's life premier and foreign minister was taken up with political af-Chou En-lai and North Korea's | fairs. foreign minister Nam Ii calling | Work on the biography is be-

Ray Reflects and Reminis ces A contemporary remarks that yet the streets were not remark- the Italian Alps and Ann money doesn't talk these days, able for the number of people have been isolated

It just goes without saying.

SECOND BEST

declared there might be five plains why everyone here was IN 1960 per cent less than what there so pleasant to meet a few days. The family of bureaucre was in 1953, in the way of pros- back. Conversations were so ing supported by Car perity. But should a five per agreeable. cent decline be a fact, it would the United States. And that's a a new year, heap of prosperity.

that's neither here or there.

WHEN IT'S IMPROVED Sunday was a day of mellow

sunlight and glowing evening

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.

rather give up its transit rights Canadians had been firing at in Switzerland than allow Swiss- the older ones.

H. J. SCHOLTEN.

King's Life Story Canadian History

OTTAWA (CP) -- Professor R MacGregor Dawson began work He's still going strong and says he should have the job

Professor Dawson, Ct. May Swissair hopes eventually to 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 nistory 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 oth-

tonight the Communists have Professor Dawson, who works in chronological order. He has The broadcast said the letter dealt thoroughly with some sked the UN command to send phases of Mr. King's life and liaison officers to Panmunjom now is tackling the first chap-

His study of Mr. King's life Preliminary negotiations to has, he says, confirmed the

them is particularly startling. Peiping said the Communist From the correspondence.

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on foot. It was more comfort- drifts. Bitter gales, floods able to be in a car. It's an old flood damage, roads closed saying that when the weather tlemen, the facts, rather Professional economists, meet- in Prince Rupert is good, it's romance. ing in Washington last week, the world's best. And that ex-

still make 1954 the second best Nothing seems to travel so we will probably have for business year in the history of swift as the first few days of assistant directors of the

While the cigarette is a sus- reau of Audience Research A trip around the globe looks pect, it does not follow it can delightful, though not always, be called, alone, a cause of can-Suppose you chance to be a cer. No one authority has yet queen or a duke. Social hours made such a charge. Carbon must be rigorously observed monoxide in the air, from the Midnight or three or four thirty vastly increased use of motor a.m. are exactly that. Royalty vehicles, is another lung cancer can yearn for slumber, but suspect, and chemical fumes from industrial plants are possibly not entirely blameless. As for tobacco? Well, we would like not to think this of an old friend! There are others.

> In our pleasant day dreams we have thought of Italy as a land of verdure and bloom. In our happy ignorance we loved to picture Italy as a region of endless summer. But now we know better, and it's wholesome. The brutal truth is here. Not in 15 years has Europe had a winter like this. Towns and villages in



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