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No Deal

UNTIL it becomes better known just what Mr. Arthur Dawe of New Westminster has in mind for purchase of the drydock, and how successful his negotiations have been, any comment on the subject is premature.

But offhand it sounds like the worst possible kind of deal for Prince Rupert. From the scanty information available, it appears that the group which Mr. Dawe represents plans to leave nothing here but the shoreline. Apparently everything that is salvageable will be hauled away and Prince Rupert can like it or lump it.

This is known as the hard-headed business approach. Mr. Dawe wants to buy something and, if we understand the situation correctly, he wants to do it without any strings attached.

That is quite understandable. We do not want any strings either, nor do we want any part of such a deal. The New Westminster group has no monopoly on being hard-headed.

Look at it this way. Prince Rupert has an asset which the businessmen from the south want. If they want it badly enough, they can bring their business here, no strings attached.

To them such a proposition would seem ridiculous. Presumably they hope to buy the equipment merely to supplement facilities they already have.

From our point of view, however, the drydock and shipyard are not a supplement to anything. In the right hands, they would be the nucleus of our whole harbor development. To put it another way, New Westminster's goodies are Prince Rupert's meat.

So it is no trade, particularly since we will never see any of the cash that changes hands. That part is all right, provided we get some business instead. Evidently, however, that is one thing which Mr. Dawe is not authorized to offer.

Paying For Bad Driving

IN THEIR announcement covering 1954 policies, the automobile insurance companies of British Columbia have set out several points of wide interest. They say car insurance rates of 1953 will continue "for the time being" with two more particular groups enjoying classification as "preferred risks."

The types of drivers newly included among those entitled to the lowest going rate are people using cars for business purposes who have been accident-free for three years and family car owners whose daughters under the age of 25 drive occasionally.

Beyond that, the announcement appears to place the onus for higher insurance costs on the group considered chiefly responsible for the increases—youths and young men under 25 who "continue to show the most unsatisfactory accident records."

The insurance firms are to be commended on the steps they are taking to make the drivers who cause the most accidents pay for the increased cost of insurance in this province. How far they have gone in this respect will become evident when motorists pay their premiums this year.

Whatever that may amount to in dollars and cents, the principle is correct. Those whose careless driving is raising costs should meet them. The increases are not the responsibility of the man or woman who avoids accidents, but who must carry insurance.

—Victoria Times

As I See It



by
Elmore
Philbott

Bill of Rights

IN THIS morning's mail are a batch of signed postcards from folks in my home town asking me to support a "Bill of Rights" for Canada.

As a long time champion of the idea of a Bill of Rights for Canada I am glad to see much interest in this good cause. But as an MP, witnessing at close range the working of the federal constitution of Canada, I am frankly appalled at how little most of our people know of the working of our constitution.

FOR INSTANCE, one request on the post-card petition is that "a parliamentary committee be appointed to draft a bill of rights."

It would be possible to have such a committee set up by this parliament, and to have it include members of both the Senate and Commons. It would be possible to have that committee drawn from all parties, and really to line up the best brains in the country on this particular matter.

But the real snag is that no body set up by the federal parliament alone could decide anything which would be binding in the slightest degree on the provinces.

The parliament of Canada has the full power to make any changes in the constitution of Canada, but only up to the point where such changes do not take away from any province any jurisdiction assigned to the provinces by the British North America Act.

HERE IS an illustration of the difficulty. Under the BNA act the provinces have the right to regulate the showing of movies. All provinces have censorship boards which decide what may be shown. The rulings in one province sometimes seem ill-advised to most people in the other provinces than that making the controversial ruling.

The banning in Quebec of the film "Martin Luther" is a case in point. But here is where the theory of an enforced Bill of Rights falls down. Suppose that the federal parliament were to set up the committee, frame the Bill of Rights, and finally pass it into law, so far as the federal authority is concerned. Suppose that Bill of Rights said, in effect, that such films as "Martin Luther" could not be banned in Canada. But the mere fact of the federal law, passed by parliament alone, would have no effect on the legal position within the provinces. If the courts held that censorship of films was within the jurisdiction of the provinces, within the BNA act, the federal parliament could go on passing Bills of Rights till doomsday and it would make no difference whatsoever.

IN OTHER WORDS, no Bill of Rights can take away from any provincial government, or provincial legislature, any power which that body now actually possesses, under the BNA Act. There is only one way in which a Bill of Rights can be passed in Canada.

It must be framed by representatives of the federal parliament, and the provincial legislatures. It must also be passed into law, both by the parliament of Canada, and all the provincial legislatures concerned.



KASIMIR BILESKE, 45, former Saskatchewan school teacher, has built his boyhood stamp collection into an enterprise that makes him one of Canada's top stamp dealers. He is shown with some of the \$40,000 worth of stamps he bought at the recent auction of ex-King Farouk's collection in Cairo. Mr. Bileski became interested in stamps at the age of 12 years. He started selling them at 15, and now has a stock of 100,000,000 in his big mail-order business. He has a staff of seven to operate his business which occasionally takes him on flights around the world in search of rare items.

OTTAWA DIARY

By Norman M. MacLeod

Both the old-line political parties are trying to make something out of last Monday's by-elections. But their cases aren't too convincing. To the Capital's political realists the obvious inference is to be drawn from the contests is that there has been no great change in political sentiment in the country since last mid-summer's general election.

That's almost as great a disappointment to the Liberals as to the P.C.'s. Both parties were hoping that the results would furnish them with a fresh stock of political ammunition.

The P.C.'s, for example, are disappointed that the stand taken during the past fortnight in favor of special income tax privileges for Quebec Province wasn't more effective in the contest in Verdun. As one of the Montreal city riders, Verdun is typical of the sort of urban white-collar seat that is threatened by double taxation as a result of the new Duplessis provincial income tax. The Drew forces had a particularly likely candidate there in the person of Armand Dupuis. And they thought that their stand in favor of a special income tax deal for Quebec would ensure his victory.

It was announced in plenty of time for him to plug it in his campaign. But it made no difference whatever.

This failure of the first major political brain-wave that the P.C.'s have had since the debacle of the last general election is a discouragement to them. It makes them feel as if sharp initiative was hardly worthwhile. On the other hand, there is a limited satisfaction in the fact that the policy of favoritism to Quebec didn't boomerang, as many had feared it would, in the Ontario ridings of Peel and Elgin.

For their part, the Liberals had pinned high hopes to the riding of Elgin. They had a high-powered candidate there in Rev. H. Rodney, an eloquent and locally much-respected Presbyterian minister. They had hoped that he would win in more or less of a walk and thus lay the basis for a new Liberal contention to the effect that the Conservative party, split by leadership dissensions and discouraged by persistent non-success, was a thoroughly demoralized and no longer effective political movement.

Such a demonstration would

have been highly useful to the Liberal propaganda machine nation-wide. And the government forces were really optimistic that it was in the making. But something went wrong with Rev. Rodney's confident and really high-class campaign and things just didn't turn out that way. He was short some 1,200 votes when the ballots were counted finally. That was a slightly poorer showing than the Liberals had made in last summer's general election.

Harold Stassen In London For Talks

LONDON (Reuters)—Harold E. Stassen, director of the United States foreign operations administration, arrived today for talks on East-West trade and U.S. aid for Britain's defence program.

He was accompanied by seven advisers, including experts on the administration of the United States Battle Act. This act provides that a country guilty of trading in "strategic" goods with a Communist state will forfeit U.S. aid unless such trade can be shown to be in the interest of the U.S.

Stassen will talk here with British and French ministers Monday and Tuesday to review the Anglo-French case for easing controls on trade and strategic goods with eastern Europe.



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All Aboard By G.E. Morlimore

Who repairs station wagons with wooden sides when they are damaged in a collision, or gnawed by termites? Garages don't employ carpenters. Mechanics aren't supposed to handle a wood-saw. So what happens?

I asked several garagemen in a big town. Their answers were evasive. "We're not fussy about those jobs," one of them said. I still don't know who repairs wooden-sided station wagons. I'm saving up to buy a station wagon, so that I can find out.

And who fixes the clocks on the dashboards of cars? That's easy. Nobody does. I never saw a dashboard clock that worked. Garages don't employ watch-makers. There is no such thing as a drive-in clock shop.

Why not simply detach the clock and take it to a watch-maker? I hope a few motorists will follow this daring suggestion. It is very irritating to hitch-hikers to ride in a car where the time is always five minutes past 11.

My present car has no clock. The manufacturers have given up the struggle.

I once had difficulty getting anyone to install electrical wiring in a trailer. Car electricians said a trailer was a house. House electricians said it was a vehicle. At last I got the job done by a bold tradesman who was willing to undertake either kind of work.

An electric water pump poses similar problems. "Oh, you want a plumber," says an electrician. "No, you want an electrician," says a plumber.

Plumbers hate work anyway. They fight like tigers to avoid it. The only way you can get a plumber is to bind him hand and foot, toss him in the car enclosed in a sack, and drive home as fast as you can.

If you have a pleasing personality and a sheaf of banknotes, you can sometimes get an oil-stove repair man. He may even turn out to be a plumber as well, but he has to keep very quiet about that. His employer or his union would stamp on him with both feet for such a breach of the rule of specialization.

A few men are qualified not only as plumbers and stove fixers, but also as electricians. Their identity is kept a close secret, for fear of reprisals. They wear masks and are driven around by the RCMP in sealed trucks, like Igor Gouzenko.

Public To Keep Power Ownership

VICTORIA (CP)—Premier Bennett said Thursday the British Columbia Power Commission will stay in the people's hands.

He said in a press conference there is "no truth" in rumors reported in this week's Financial Times that the B.C. Electric may take over the publicly-owned commission.

Specialization continues to narrow down. In time you won't be able to get your oil-stove fixed without hearing a five-way jurisdictional dispute in your kitchen, involving a stove man, an electrician (to fix the fan), a plumber (for the hot-water pipes), a sheet-metal man and a chimney-sweep (to clear away the soot).

It won't be a case of each tradesman claiming the exclusive right to tend your stove. Just the opposite. Each tradesman will be trying to make the others do it.

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