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Stop PGE Extension

GORDON GIBSON, MLA for Lillooet, was on firm ground when, in a radio address this week, he criticized Premier Bennett's determination to extend the southern extremity of the PGE from Squamish to North Vancouver. At a cost of millions to the province, Mr. Bennett proposes a step that not only will be uneconomical but will put the PGE at the mercy of the CNR at both ends.

According to Mr. Gibson's estimate, barging of railway cars from Squamish to Vancouver could be accomplished for \$24 each, whereas interest rates on the money required to extend the railway would cost from \$50 to \$100 a car at the present traffic rate. Mr. Gibson's suggestion was that all rail lines be allowed to establish shipping facilities at Squamish which would then become a main terminal point in its own right.

The wisdom of establishing Squamish as a port of any size is perhaps debatable, but there can be no question that the Premier will be making an unreasonable and impractical financial imposition on B.C. as a whole if he goes through with his intention to extend the PGE southward.

Why should people in this part of B.C. be forced to support a project which gives the provincial economy another push to the south? And why should anyone anywhere in B.C. seek to make the PGE virtually a subsidiary of the CNR? Since the CNR has traffic on its own main line to protect, it may be safely assumed that it would not allow the PGE to manoeuvre itself into any kind of competitive position. If the PGE connected with the CNR at both ends, the necessary restraints would not be difficult to exercise.

There is good reason also to contest the proposed northward extension of the PGE as a means of tapping the Peace River country. A line originating farther to the west would open up a much greater expanse of that rich area. But if the provincial government does undertake that project, it has still less justification for spending more millions to create an outlet to the south.

The necessary outlet for Peace River produce already exists. It is right here.

Ray REFLECTS and REMINISCES

It has always been a comfort to Prince Rupert's thousands of fishermen to be able to realize that no matter what happened to their boats, there was always immediately available, essential services in the way of repairs or rebuilding. The Canadian National Railways can ill afford to take any course and decide on any action that directly, or in any other way does not strengthen the fortunes of the fishermen. Millions of pounds of this great food have been hauled to the markets of the world, by the Canadian National in the last forty years. Here in Prince Rupert the toilers of the sea were taken care of, and in no small degree has the railway's freight department profited.

Actors are one class of people who never complain about being put in a cast.

IDENTIFIED

An English medical board is reported to have refused to classify a man as dead because when a coin dropped he heard it, and turned around to pick it up. No doubt whatever about him being a Scot.

This is not exactly new, but can be told more than once. An undertaker was advised by wire that his mother-in-law was dead. Should she be embalmed, buried or cremated? Back came this answer: "All three: take no chances."

DOUBLY FOOLISH

Arbitrary retirement is doubly unwise and wasteful in these times, comments the Halifax Chronicle-Herald. It is one of the most senseless of all modern trends. Actually many are younger at 70 or 75 than some others are at 40 or 50.

Most husbands don't mind being an open book to their wives—provided it isn't an open pocket book.

A pompous appearing man with an outspread copy of the London Times occupied a double seat, but made no movement when a little cockney woman with both arms full of parcels

sat down beside him. The perch was precarious, but after the fifth jolt she spoke thusly: "Well Guv'nor if yer won't move up, will yer put yer arm round me and 'old me on?"

PROSPEROUS TIMES

Some British Columbia Indians may be rich, or if not, well to do. And there are others. At Glenora, forty miles from Calgary, the Blackfoot band became one of the wealthiest in Canada, and Joseph Crowfoot the head chief, whose great grandfather negotiated the 1877 treaty. It was this that gave the tribe its lands.

Prince Rupert has until September to avoid witnessing her splendid drydock and ship repair plant being moved away. Wonder what the founders who originally built it would think of the situation, as it exists today?

Hundreds of thousands in Canada have been laid off, with comparatively few agreeing as to number. Unemployment, more or less, is inevitable. That much is certain. Yet, in comparison with the thirties, or longer ago, we can think of blessings today that were then unknown.

The following is from Hansard of February 8:

Mr. Fulton—"We have just learned that in addition to the increase on letter mail, there is to be a one cent increase on all post cards. That is the first time that news has been given to the House. We have always had the power to do it under the Post Office Act. Mr. Chairman, I regret to have to use strong words to so agreeable a minister but I say that what the government is doing here had not been very far short of obtaining the consent of the House to this legislation by a form of false pretences."

An uprising isn't war, although there's a resemblance. Most of Canada thought so, back in the early spring of 1885. This never had anything to do with alien lands and policies. Louis Riel himself was born and raised in Canada.

As I See It



by
Elmore
Philbrick

Billy Graham's Blunder

THE fast-talking American evangelist Billy Graham recently came to Canada to raise funds to help finance his pending mission to Britain.

Now Billy Graham's advance advertising has told the people of that over-burdened land that "socialism did more harm to the spirit of Britain than did Hitler's bombs."

That crude attempt at interference in the internal politics of another country is not only in bad taste. It will surely boomerang against those who so attempt to mix religion in politics.

The British people are the most experienced and mature of all those whose nations constitute great powers. They are freely able to decide for themselves how much, or how little, socialism they want at any given time. The main effect of the insulting, false Billy Graham advertising will be to play into the hands of the Communists, and other enemies of organized religion. These will tell workers, "What did we tell you? Your religion is the tool of the capitalists."

I cannot see anything in the teachings of Jesus Christ which ties it to modern state socialism, any more than with modern capitalism.

Jesus himself lived with His close followers on a basis of voluntary communism. The record of the Acts of the Apostles clearly shows that the revolutionary community which spread through the mighty Roman empire, but then abandoned their own principles, was outright communist. But it was voluntary. The Holy Bible tells the story thus (Acts 5, 34-35):

"Neither was there any among them that lacked; for as many as were possessors of lands or houses sold them, and brought the prices of the things that were sold."

"And laid them at the apostles' feet; and distribution was made to every man according to his need."

The slogan "From everyone according to his ability, etc." which was finally borrowed by the modern Marxian Communists was of course taken right out of the New Testament.

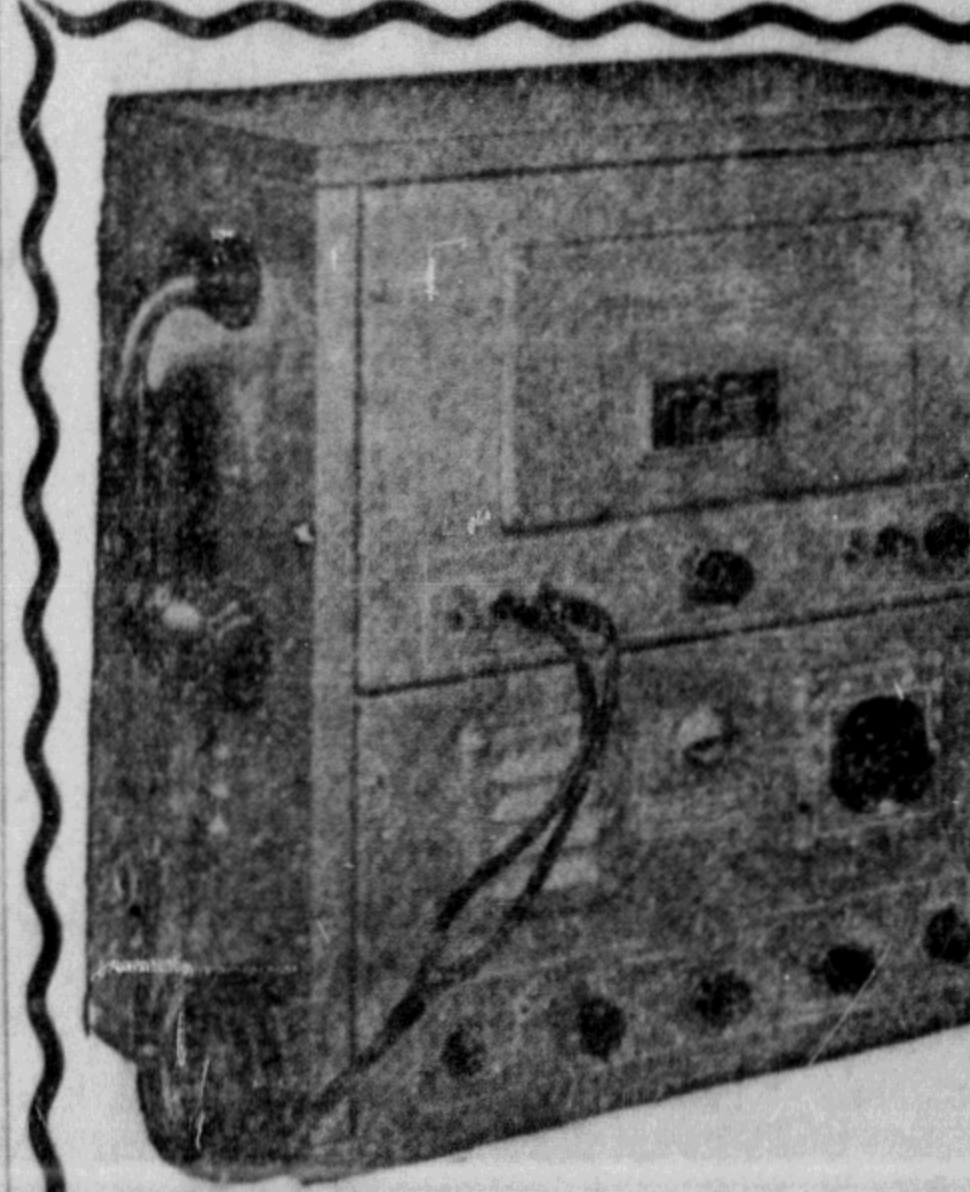
Nineteen hundred years before Karl Marx was born the followers of a Jewish carpenter were applying that very principle. Moreover, they applied it with such marked success that they finally overpowered the mightiest empire the world had ever seen.

But they did this on exactly the opposite principle from that of the modern Marxian Communists. The crux and core of the economics of the Christian apostles was voluntary pooling of resources—it was personal, free sharing within the community. The crux and core of Marxian Communism, is totalitarian use of state power to compel obedience. The great eternal truth about true Christianity seems to me to be that it can live and spread under any system of government.

But the underlying basis or "social climate" of a society makes for or against the spread of such true religion. As between American capitalism, British (or Scandinavian) welfare state, or Russian Communism I should think that the British basis offered at least as favorable ground for the survival of true Christianity as does Billy Graham's U.S.A.

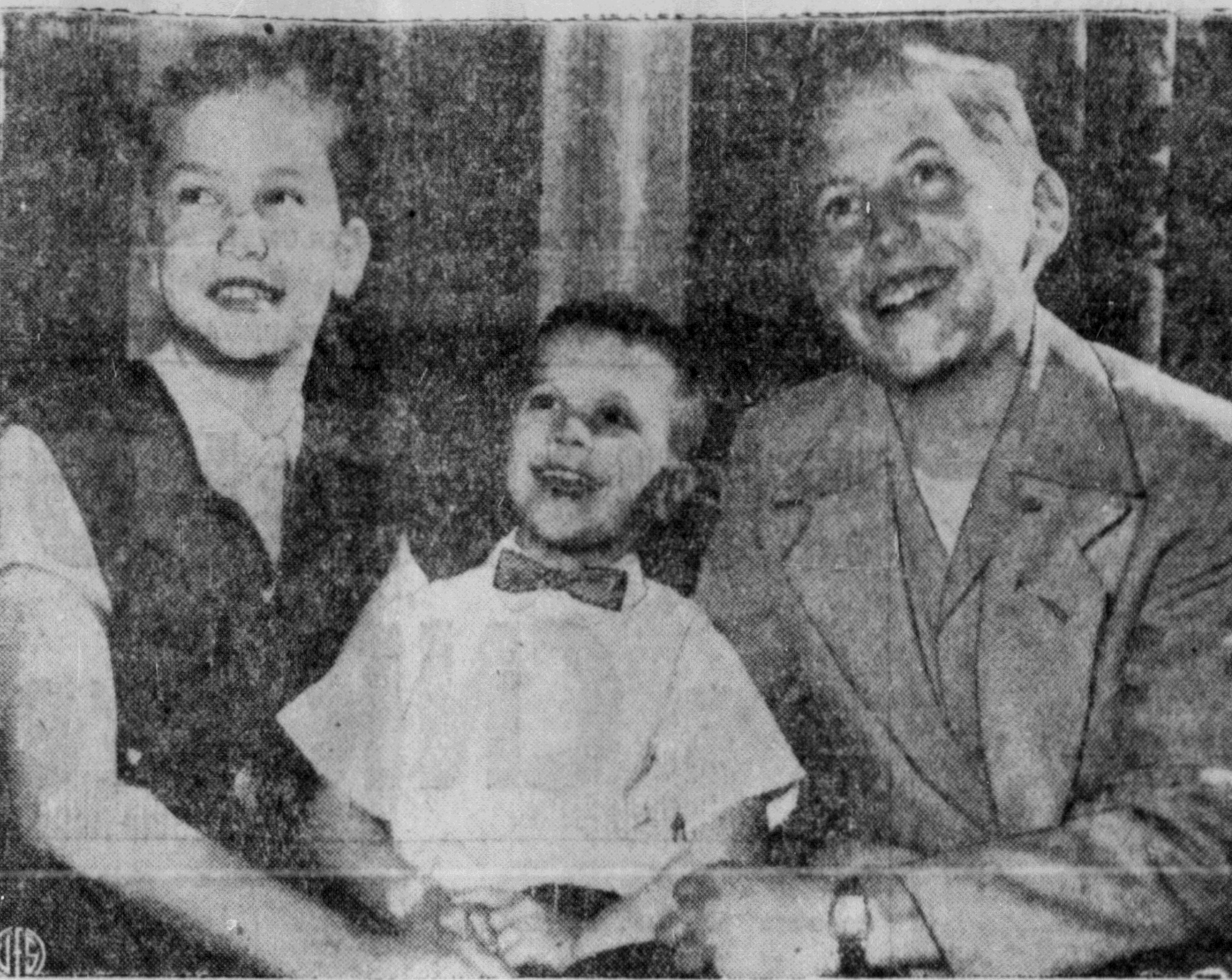
Good Reason

CROYDON, England (CP)—Residents near a dance hall complained about the extra-loud dance music. They withdrew their complaints however when they were told the local league for the hard of hearing was holding a dance.



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MODERN CHILDREN find there's more profit in keeping what teeth they have right where the ivories belong, in their mouths. In years past money was paid for a tooth found under the loser's pillow, but with the proper care these three youngsters were awarded \$50 Defence Bonds each for having the healthiest and best-cared-for teeth. Kathy Robbins, 9, Eric Lipson, 4 (centre), and Howard Plotkin, 12, all of Detroit, were judged by five dentists of the University of Detroit dental school recently.

LETTERBOX

The Editor,
The Daily News:

re: The Good Citizen Award
The news columns of your issue of Saturday, February 20, 1954 which carried the announcement of the selection of four nominees for the honor of being named Citizen of the Year, provided me with a great challenge. That my name should appear amongst the list was unthinkable as far as I am personally concerned.

I will be unable to be present at the banquet on the 2nd of March, 1954, due to previous commitments which have to be kept. I will be at Prince George at that time. I therefore respectfully request your indulgence to allow me to say my words of appreciation for this honor that has come to me.

To them who nominated me, thank you. To the committee who saw fit to endorse that nomination and include me in the final quartet, thank you. It makes one feel very humble and desirous of doing a better job in 1954. To know that you have been in the public eye so prominently during 1953 makes you search your heart lest you gave the wrong impression to any who watched your life.

May I be also allowed to heartily endorse that important paragraph of your news story which points out that certain procedures will have to be adopted in future nominations. In my own case, it is impossible for me not to be seen—my uniform and my public work keep me before the people at all times. There are many fine people who work hard for Prince Rupert and on a non-sectarian and non-organizational basis, who escape notice by the majority of their fellow citizens. I think the Junior Chamber of Commerce are to be congratulated on having seen this danger and having taken steps to guard against mere popularity taking the place of citizenship.

Again, thank you, one and all. God Bless you. God Bless and guide our city and its citizens.

W. CHAS. POULTON,
Major.

IMPRACTICAL

The Editor,
The Daily News:

In the discussion concerning an airport for Prince Rupert the suggestion has been brought up that a helicopter air service could be utilized here. To the average travelling public this may seem like a logical solution. If this method of transportation was investigated it would soon become evident how utterly impractical it would be here.

I'm not running down the helicopter. It has its place in aviation but not as a replacement or even a temporary replacement for an airport in Prince Rupert. The most efficient type of helicopter today has a carrying capacity of ten passengers under ideal conditions. On the run to

Terrace it would be restricted to at least eight passengers due to its gas load requirements. For a \$165,000 investment which costs \$200 an hour to operate the fare would have to be at least \$30 per passenger to make expenses. The argument could be brought up that they now have helicopters that will carry twenty and thirty passengers, granted—but these machines are nearly all experimental and are not licensed as commercial air carriers. Most of them never will be, due to their prohibitive initial cost.

The financial aspect is just one of its many drawbacks. Contrary to popular conception, weather is the biggest hazard to this operation. The helicopter is curtailed more by adverse weather than the conventional mainline transport. With due apologies to the mild B.C. weather, the first fifty miles of country from the coast inland has the worst weather possible for flying, with fog, rain, snow, icing conditions, high winds and extreme turbulence. Of these, icing conditions would be the most dangerous. As yet they have developed no method of counteracting ice on a helicopter. This weather persists for at least six months of the year and the cancellations of trips would be high. Some method of land transportation would be more effective if it had to come to this.

Prince Rupert needs an airport and the issue should not be clouded with any impractical ideas such as a helicopter air service.

H. W. KELLOUGH.

Mill Settles Damage Suit Out of Court

EVERETT, Wash. (CP)—An out-of-court settlement of a \$15,000 damage action against five labor organizations for picketing a co-operative Everett mill was announced Tuesday. The sum was not disclosed.

It ended a nearly three-year dispute in which employees of the Everett Plywood and Door Corp. at one time kept shipments moving by pushing boxcars across the picket line by hand.

The damage suit was by Everett Plywood and Door, which was organized several years ago with the employees as shoreholders.

Increased Price Of Gold Needed To Help Mines

TORONTO, (CP)—Only a substantial increase in the official price of gold can offer any permanent solution to the difficulties of gold mines, V. C. Wansbrough of Toronto, vice-president and managing director of the Canadian Metal Mining Association, said today.

"In our view," he told the association's annual meeting, "nothing else will serve to remove the handicaps now imposed on world trade through an inadequacy in volume and price, of the one universally-recognized medium of international exchange." He added however:

"In view of the reiterated statements of officials of the United States treasury that they refuse to consider any increase in the gold price, it would appear unrealistic to anticipate any early change in the present situation."

"Nevertheless, this merely underscores the importance of making every effort to see that public opinion here and abroad is better informed about the facts and importance of the issue."

SEES NO BETTERMENT

J. A. H. Paterson, of Toronto, retiring president, in his prepared address, also found "no radical improvement in sight" for gold mines.

"Without the continued assistance given by the federal government, it is difficult to see how any but a few producers could maintain their operations."

Mr. Wansbrough said labor unrest had given rise to some criticism of the government's Emergency Gold Mining Assistance Act "from certain politicians," and that the federal government had delayed renewal of the act until labor conditions had been restored to normal. He added:

"When the act does come up for consideration, several members representing gold mining constituencies are well prepared to confute the unfounded criticisms which have been levelled from uninformed or biased sources."

"The facts prove beyond dispute that the act has performed satisfactorily the purpose for which it was designed; namely, to keep the gold mining industry and its wholly dependent communities in existence."

OTTAWA DIARY

By Norman M. MacLeod

The old adage about one swallow not making a summer obviously should be born in mind in drawing any general conclusions from that surprise Progressive Conservative win in the provincial by-election in Red Deer, Alberta.

But while that thought is uppermost in political circles in Parliament Hill, there is a definite conviction in the three major parties that the result has a broad and long-range significance. The political arithmetic underlying the contest is held to support this view.

For instance, the riding of Red Deer gave Social Credit its largest majority in recent provincial general elections with the exception of some of the city ridings where proportional representation voting makes comparisons impossible.

Hon. David Ure, whose death in an automobile accident occasioned the by-election, was perhaps the most popular member of the Social Credit Cabinet outside of Premier Manning himself. As Minister of Agriculture he was regarded as the Premier's right-hand man in the Ministry.

The victory in Red Deer marks the first victory by the Progressive Conservatives in any rural constituency in Alberta.

All these considerations clearly offer plenty of food for political thought on the part of those interested in the hitherto unassailable supremacy of the Social Credit Party in the foothills Province. But before conclusions are drawn too recklessly, certain other factors have to be considered.

The main one is the fact that W. J. C. Kirby, the winning PC nominee, was an extraordinarily able candidate. A lawyer who served with distinction in World War II, he waged an industrious and effective campaign. Hard work was his formula for success, and it paid off in victory.

That it was a personal triumph can hardly be disputed. No high pressure outside help went to Kirby's aid. On the other hand, nothing untoward happened in the camps of the other political parties to make his victory easier. He fought a highly personal campaign for which he alone was mainly responsible. It was as dignified as it was reasonable in its appeal. And it paid off in victory.

But Federal political circles still insist that Kirby could not possibly have overcome the huge

Convoy Star Overland

FORT NELSON, B.C.—The RCAF tractor and its convoy has left this highway town on a trek to meet another heading west from Man., over Canada's new winter defence trail.

The road will connect ill on Hudson Bay, with age, Alaska, on the Pacific—a distance of approximately 2,000 miles. From Fort the route will follow the highway via Watson Lake and Whitehorse, Y.T.

Although the trail is a defence project, touch areas rich in wealth. Prospecting and planning trips over the trail cut by bulldozers.

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