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U.S. View of Canada

WHEN we in the United States think of Canada, our thoughts are warmly affectionate. The Canadians have been our peaceful neighbors for more than a century, and it is inconceivable to us that it could be otherwise. In this troubled world it is comforting that all along our northern border there are no forts, no cannons, and no need for any. We regard Canada as our friend, ally, and our full partner in occupancy of the North American continent.

Thus it is a bit startling to a "Yank" to discover on visiting Canada or reading a Canadian newspaper that this attitude is not fully reciprocal. A great many Canadians look jealously on our greater population, prosperity and technological advancement. To see U.S. capital developing their resources, to eat U.S. breakfast food and drive U.S. cars, wounds their pride. They dislike exceedingly the thought of accepting favors from a rich Uncle, and when some tactless U.S. orator or editor suggests that Canada is our economic colony and ought to be annexed, patriotic Canadians are outraged.

Time, of course, will bring the industrial growth and population increase that will end the causes of these irritations. But time also has brought a new source of Canadian gripes. This has been the mutual threat to Canada and the United States of surprise attack from nuclear bombers across the North Pole. Our governments have moved in concert to meet this threat. But the necessary measures taken are not universally appreciated by Canadians.

In February, 1955, our government announced an agreement under which we would stand the full $400,000,000 cost of building the Distant Early Warning radar line across the northerly rim of Alaska and Canada's Northwest Territories. Canada's contribution to the DEW line is the donation of sites for the several dozen stations located in its territory.

This does not seem an inequitable arrangement to us, inasmuch as the DEW line's protection statistically means much more to us, with our 160,000,000 population, than to Canada with only a tenth as many and just as much territory to defend. But it has hurt Canadian pride.

There are angry stories told in Canada of how the U.S. flag flies alongside the Canadian banner in the Far North; and how the DEW line simply means U.S. fighter planes will be flying over Canada to shoot down and explode bombers carrying H-bombs on Canadian soil before they can get to U.S. soil. To official explanations that the U.S. government is merely looking after administration and operations of the DEW line, while the Canadian government makes policy, one Canadian reporter cracked: "Yes, that means Washington decides who's going to fly planes over Canada while Ottawa decides whether a liquor permit should be granted."

Some of this animosity may disappear with the completion of the supplementary Mid-Canada line, a 2700-mile row of aircraft warning stations stretching across the 55th parallel of latitude, and built and manned entirely by Canadians with $170,000,000 in Canadian dollars. The MCL should help put the DEW line in its proper focus as a partnership proposition.

In the meantime, however, the United States government could and should take some steps to ease neighborly frictions. The annual summer resupply operation for the DEW line, for instance, has been carried on in the past two years almost exclusively with U.S. ships, airplanes and military personnel. Out of 114 vessels in the recently completed 1956 operation, only one, an icebreaker, was from the Royal Canadian Navy.

The Canadian military establishment is small, by U.S. standards, but fully as competent. It would be a wise diplomatic gesture, and the physical results would be just as satisfactory, if Canadian soldiers, sailors and merchantmen were invited to take part in the job of filling the 1957 grocery list for the DEW line.

—The Oregonian.

As I See It

by

Elmore Philpott

China's New Five-Year Plan

PEIPING, China—The smiling giant, New China, has gone back to work after the two-day national holiday celebration.

It seems like a good time to report to Canadians what all the millions of Chinese were marching and cheering about.

Any foreign observer can see and hear for himself overwhelming evidence that this government does have the support of the masses of people.

The reason is also apparent. On every hand there is construction. Great wide new roads are being cut through this ancient capital, for instance.

There is almost feverish construction of numerous new buildings—especially schools and universities, and the institutions which are the headquarters of the various boards and industries.

FAMILIES RESENT MOVE

It is quite true that not all these improvements are put through without grumbling.

They tell me that a good many of the Pieping families resented the demolition of their homes, and their enforced removal to spic-and-span new housing developments.

Their fathers and grandfathers before them had been born, had lived and died in the dingy little shacks to which the people were accustomed.

Just as happened in our own Canadian slum-clearance programs, some of those who in the end, benefitted most from the changes, resisted those changes the hardest in the beginning.

But on the whole the people appear to understand and approve the purposes of the Five Year Plan method of increasing production, for they can see for themselves how it is increasing their own standard of living.

FIVE-YEAR PLAN

Here are the targets just set by the Chinese Communist Congress, after long discussions by over a thousand delegates:

Total industrial and agricultural production will be raised 75 per cent from 1957 to 1962.

Industrial output will be doubled in that time, and agricultural production increased by 35 per cent.

Steel output will be raised from 4,120,000 tons in 1957 to 12,000,000 tons in 1962.

Electricity output is to be upped from 40,000 million kilowatt hours in 1947 to 43,000 million in 1962.

Aluminum ingots production is due to be increased from 100,000 to 120,000 tons.

Chemical fertilizers output is to be upped 3 to 3.2 million tons.

In 1957 the output of unprocessed logs will be 31 million cubic metres—to be increased to 34 million cubic metres by 1962.

Cotton piece goods cloth output will be 161,721,000 bolts (of 40 yards per bolt) to at least 235 million bolts in 1962.

GRAIN MAIN PROBLEM

New railway construction will total 9,000 kilometres in the second five-year plan period.

Above all, China will make a strenuous effort to increase her food production. The targets are an increase of cereal grains from 181,500,000 tons in 1957 to 250,000,000 tons in 1962.

The Five-Year plan involves much more than an increase in foods from the farms and products from the factories.

Enrolments in universities are to be increased by 80 per cent over the first five-year plan, and graduates should number half a million in the year 1962.

The above are the bare bigger bones of the plan which—if it succeeds — should result in a swifter increase in the standard of living of a great nation than has ever taken place before, anywhere in the entire world.

I am well aware that the above is a sweeping statement—but it is no exaggeration of the plain facts.

Something of truly titanic importance is going on here in this country, where over one-fifth of all the world's human beings live.

Any close student of economics will note from the figures as given above just what the New China is up against.

Modern industrial societies are built on iron and steel, and China's output in this respect is almost pitifully inadequate for the tasks she has set herself.

There was a slight drop in the U.S. steel production during 1955-56 because of a nation-wide steel strike. In 1956 the steel output was 117,000,000 tons compared with 115,000,000 tons during the strike period.

It is also important for Canadian readers to realize just what China is up against in trying to raise enough food to feed her enormous population—and why her leaders seek the advice and help in this respect from production experts, such as Lord Boyd Orr who is here now, and our own Minister of Agriculture, the Hon. Jimmy Gardiner, who also has a warm invitation to come as soon as convenient.

Also China's leaders are shrewd men and women. They know very well the improved sanitation and health measures which are now being applied will have the effect of further cutting China's high death rates, and so tend to make for an even greater net increase in population than the 7 to 10 million present increase per year.

LETTERBOX

GENEROUS COVERAGE

The Editor,
The Daily News.

We could not let 1956 go by without once more acknowledging our debt of gratitude to your newspaper for the generous coverage and sympathetic support given to The Salvation Army Red Shield Appeal.

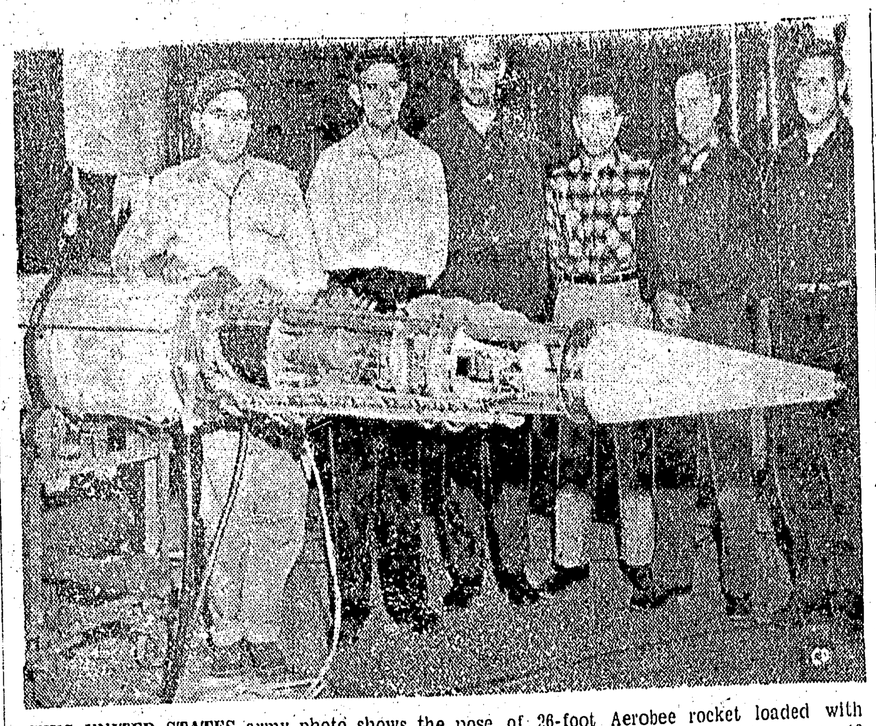
Owing to delayed campaigns the national total will not be known until late Fall, but returns to date indicate that the objective will be exceeded.

We should, therefore, like to express to you and your staff, and through your newspaper to the citizens who support us with time, money and encouragement, our warm thanks and appreciation.

L. BURSEY,
Brigadier,
National Campaign Director.

STEADY WORKER

HAMILTON (CP) — Eight years ago Florence Nichols wished there was something she could do to help the needy. She has just knitted her 250th sweater for the Children's Aid Society here.



THIS UNITED STATES army photo shows the nose of 26-foot Aerobee rocket loaded with scientific equipment and ready for test firing into space from a special launching tower 12 miles east of Fort Churchill, Manitoba, 610 miles north of Winnipeg. The launching platform cost an estimated $6,000,000. In the next two months eight rockets will be launched. The Aerobee is expected to be shot more than 80 miles in the air to gather atmospheric data. Experts in charge of the firing are (left to right): N. W. Spence, R. L. Bogess, Paul Shaler, W. G. Contlick, J. A. Cornell, all of the University of Michigan, and J. M. Platt of the Cambridge Airforce Research Centre. (CP Photo).

TIME and PLACE...

By STAN ROUGH

1910 MAIL DELIVERY

Barney Mulvany of Burns Lake writes, "In the late fall of 1910 Dick Sargent, postmaster at Hazelton, met George Beirnes and myself as we came from Omineca via Fort Babine. He was upset, to put it mildly, as no mail had been received for over a month from Kitimat.

We agreed to go to Kitimat and return with the Hazelton mail. We followed the toboggan trail to Copper City and found the outgoing mail hanging in a tree near the Kitimat trail where it had been left by the Meanskinisht carriers.

We followed the trail until it petered out, but pushed ahead, following caribou tracks until we picked up the trail again and reached a mail cahhe. Arriving at Kitimat we delivered the mail. There was little mail to take back as the canoes from the village had gone to Port Essington to pick up the mail from the coastal steamer and had not retu[illegible]

The Kitimat trail was good for dog teams and dog feed was plentiful and the Kitimat route was used frequently as travelling conditions were bad on the lower Skeena and the canoes were frequently held up.

READING PROJECT

If you want to develop the hobby of historical research, may we suggest you read the Outline of History, by H. G. Wells, Van Loons Geography by Henarick Hilliam Van Loon, A History of English Speaking Peoples by Winston S. Churchill and In Search of Adam by Hebert Wendt. These books should stimulate your interest in the past and thus enable you to appreciate the present.

"NATION OF THE NORTH"

by D. M. LeBourdais

"While thousands battled their way over the Chilkoot and other mountain passes, or toiled up turbulent streams, various schemes were afoot to provide easier access to Eldorado. Naturally, a railway was the first thought; but the Klondike was so situated as to be almost unreachable by railway, except at enormous cost. The best that could be suggested was a system consisting of part railway and part waterway, which Canadians wished to be wholly within Canadian territory. The boundary between Alaska, Yukon Territory and British Columbia was still in dispute, and the nearest ports were claimed by the United States.

"The southern terminus of the nearest all-Canadian route was at Telegraph Creek, head of navigation on the Stikine River. Although the river reached the sea through territory claimed by the United States, navigation was free to Canadians. From Telegraph Creek, a line could be built to Lake Teslin, 150 miles northward, and from there an uninterrupted water route to the goldfields was possible. Goods must still be transferred, however, to and from river and ocean steamers at Wrangel, in the United States territory; but it was hoped that eventually the line could be extended to a more southerly port, in Canadian territory. In view of the development now in progress there, it is interesting to note that Kitimat was one of the ports suggested."

PROVINCIAL CRESTS

After making extensive inquiries we find that the ten Canadian provinces do not have a provincial tree or animal, although all have an official flower. A local poll of leading citizens resulted in the following selection: Newfoundland—seal, Nova Scotia—mink, New Brunswick — moose, Quebec — blackbear, Ontario — beaver, Prince Edward Island—silver fox, Manitoba—buffalo, Saskatchewan — gopher, Alberta — antelope and British Columbia — mountain goat.

DUTIES OF A CITIZEN

- To be a good neighbor.
- To learn the language of the country.
- To learn the customs of the country.
- To obey the laws of the country.
- To vote at municipal, provincial and Dominion elections.
- To gain as much knowledge as possible about Canada.
- To take part in community welfare projects.
- To refrain from all forms of prejudice — religious, racial and any other.

FOLKS BACK HOME

Gordon Robinson's booklet, "Tales of Kitamaat," will soon be available. The galley proofs have been run off and the proofreading completed. The booklet will be a real souvenir of Kitimat and we believe that many of our readers will want to secure a number of copies to send to their friends.

Tales of Kitamaat will be published by the Kitimat Northern Sentinel and a healthy percentage of the proceeds will go to the Kitimaat Village United Church Organ fund. It is hoped that the Village church, through the sale of this booklet, will have a new organ this year.

If you are interested in purchasing six autographed copies of Tales of Kitamaat, send in your money order for $4.50, made payable to the Kitamaat Village United Church Organ Fund, to Box 953, Main P.O., or see Stan Rough or Gordon Robinson at the Recreation hall.

LYING EXACTLY as he fell when engulfed by flaming death 1,877 years ago, this petrified man presents a grim reminder of the devastating eruption of Mount Vesuvius in 79 A.D., which buried the city of Pompeii under destructive lava. He was found remarkably well preserved in a layer of lava rock during recent excavations near Pompeii's Porta Nocra. Other petrified humans have been unearthed on the site of the catastrophe before, and are now on display in the museums of Pompeii.

Socreds Plan Full Effort For '57 Vote

VICTORIA (CP) — The Social Credit National Executive will meet three times in the next two months to plan for a "maximum effort" in next year's federal election campaign.

Attorney-General Robert Bonner, back from an executive meeting in Edmonton and said the executive will meet again in Vancouver Nov. 8, Edmonton Nov. 24 and in Winnipeg Dec. 7.

He said Social Credit "will run a full slate in the West, unquestionably," and that the Edmonton meeting ended on a note of optimism "on the subject of making a maximum effort" toward running candidates in all 265 federal constituencies.

LETTERBOX

The Editor,
The Daily News:

Every year there are quite a number of hunters from Prince Rupert coming out hunting this way . . . Summit Lake Road between Telkwa and Houston. Most of these people are of course very nice and behave in the proper manner but to those who this concerns, who cannot leave cabin doors and traps alone . . . to these human pack rats I say don't come out this way any more. You spoil things for the rest of the people. Stop this before it is too late.

ROBERT EICHENBERGER,
Houston.

SOUNDS WONDERFUL

"What sounds wonderful?"

"Well—I hear the complete Star Weekly is coming out in Tabloid form."

"You mean the Rotogravure Picture section?"

"No—that's already in Tabloid form. I mean the whole paper is to be in compact tabloid form—all pages ten and a half by fourteen inches."

"Oh I see—the magazine section too."

"Yes and that's not all, they tell me the Star Weekly is going to be new in many ways. New and modern make-up—New type that's easier to read—exciting and colorful."

"My—that does sound wonderful. When will we get it?"

"Out October 29th I believe."

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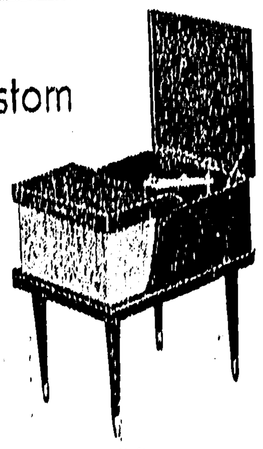
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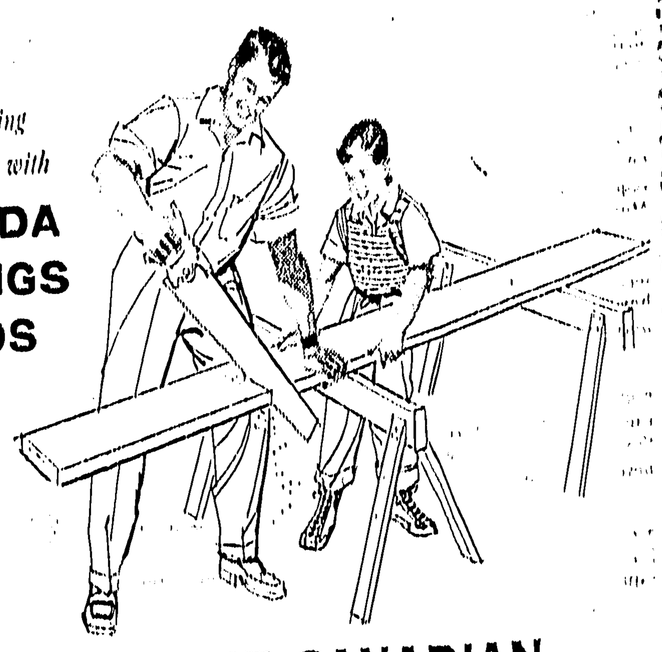
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