An independent daily newspaper devoted to the upbuilding of Prince Rupert and Northern and Central British Columbia.
Member of Canadian Press — Audit Bureau of Circulations
Canadian Daily Newspaper Association.
Published by The Prince Rupert Daily News Limited
J. F. MAGOR, President
Subscription Rates:
By carrier—Per week, 25c; per month, $1.00; per year, $10.00.
By mail—Per month, 75c; per year, $8.00.
Authorized as second class mail by the Post Office Department, Ottawa.

Expensive Mistake

IT IS a mystifying fact that the decision to strip Prince Rupert of its ship repair facilities comes at just the time when the Canadian navy is concentrating strength on the west coast to an extent never equalled in its history. At present this consists of two destroyers, three frigates, three coastal escorts and a minesweeping squadron which is in the process of formation. In addition, the cruiser Ontario and the destroyer Cayuga are expected soon to be included in the coastal fleet, and the aircraft carrier Magnificent has been in these waters on temporary duty.

One may be sure there is good reason for this program which is to cost about $20 million. A government which reportedly intends to pare its budget and which has demonstrated locally that it has an almost psychopathic reluctance to spend money will not let anything like this happen without a hard look at it.

A guess is that sightings of alien submarines off our coast are causing more uneasiness than is being admitted. It is difficult to tell from this activity what the possible enemy has in mind but it does suggest that he is interested in our waterborne traffic, for submarines can observe very little else. If this is the case, he will be delighted to learn that up here we are conscientiously disposing of facilities which could be of enormous value to this traffic in the event of war. He will be happy to know that any ship he can damage in these waters is as good as gone, or that at least he can have another whack at it while they are towing it south.

In conditions where no emergency is likely to occur, the decision to demolish the unprofitable drydock and shipyard might have something to commend it. But when we consider that a real danger exists and that over a period of 20 years the cost of the drydock operation probably would not be as much as the price of one small minesweeper, the plan does not make sense. In fact, it may prove to be the costliest mistake the government has ever made.

Collection Technique

A STUDY of the ways of Hindu non-violence shows it does strange things to bill collectors.

Not for them the dunning letter, the foot in the door, the threat of civil suit, and the tactics of quick repossession. Instead they take themselves to the debtor's establishment where they sit and fast until he makes settlement.

It would never work here. Too many debtors would be only too happy to look out upon a loan shark or other bill collector who was slowly yielding to the inroads of malnutrition. And under those circumstances it would be extremely hard to maintain the supply of collectors.

But different places, different practices. The study shows that in India the hunger strike technique works. Shortly after the bill collector sits down to wait and starve, the debtor weakens and pays up.

—Windsor Star

Ray REFLECTS and REMINISCES

Canada is asking the Royal Navy for the loan of two more submarines. By the way of a sort of long-term lending lease — Windsor Star.

UP AND DOWN

It may be harder to keep a good man down, says the Brandon Sun, but it is still more difficult to keep a good-for-nothing up.

A man who scaled a sizeable peak in Alaska came back with his face frozen so splendidly that he was unable to move a muscle. It's painful, everyone will admit but think of what a poker player he's going to make.

EASILY A HUNDRED

Seventy - five years ago, Thomas Alva Edison invented the electric light at his laboratory in Menlo Park, New Jersey. He declared in that momentous hour "if it will burn 40 hours I can make it burn 100. He did, and more.

THE BLUE NOSE

Bluenose-built and of super speed the famous name will not disappear from the waters of the North Atlantic. Costing four millions, she will start operating next summer between Bar Harbor and Yarmouth. She was lost when her grave became a hidden reef in the Caribbean Sea. There will be accommodations for 600 passengers and 150 cars.

Try Daily News Classified

As I See It

by Elmore Philpott

Let's Have Action

IT SEEMS to me that the provinces have a good case in asking the federal government to help finance roads in the north country.

There are two main arguments for asking federal help for such roads:

In the event of war, we would need many more such roads than we now have, especially as railroads could be temporarily put out of business, by bombing or sabotage.

Also, the federal government is clearly responsible, under our constitution for dealing with employment and unemployment.

But in asking for such help all the provinces, except possibly Ontario, are in a very weak position, for they are already years behind schedule in using the money that the federal government has already provided to help finish the Trans-Canada Highway.

✣ ✣ ✣

SURELY the provinces, such as B.C., would be in a much stronger position to ask more federal aid in building roads if they had already kept up to their own agreed timetables in using the vast grants of federal money that have already been made for the coast-to-coast hard-surfaced road.

Take the case of B.C. It would be physically possible for B.C. to finish the Trans-Canada Highway within a single year, if the government of B.C. really set its mind to that objective.

✣ ✣ ✣

WE HAVE heard a lot about that so-called "shelf of public works" which the government of Canada was once thought to keep tucked away.

But surely it is foolish to talk or even think about such standing shelves of public work plans unless we are able to carry out the public works for which the money has been long since voted and which are under way.

Completion of the Trans-Canada Highway within one year—instead of being delayed for several years—would not cost the taxpayers of Canada one extra dollar more than it is going to cost in any event. The earlier the job is finished, the sooner the people of Canada will be able to use their own road to drive across their own country.

✣ ✣ ✣

APART from the speed-up in the completion of the Trans-Canada Highway, we have another device for offsetting unemployment which has so far been neglected.

The new National Housing Act is one of the finest laws ever passed in any country to assist in building homes. The sections of the new law which apply to home construction for home owners, or buyers, are being well used.

But the sections dealing with construction for rental purposes have, so far hardly been touched. The federal government has, in fact, provided ample funds to help municipalities clear and assemble land for housing projects. All that is required is that each province put up one dollar for every three dollars provided by the national government for ordinary rental homes; or one dollar for every nine dollars put up by the federal authority for rental homes for people of low incomes.

The offer of partnership is not only open to provinces, but to municipalities — or to service clubs, trade unions or even private investors.

In the Trans-Canada Highway and the National Housing Act, there are two mighty half-used tools, which if fully used could pretty well wipe out all abnormal unemployment.

Parliamentary Record Threatened by Winches

By BRUCE LEVETT
Canadian Press Staff Writer

VANCOUVER (CP)—The political partnership of E. E. Winch and son, formed 21 years ago today, is heading toward a Commonwealth record.

The Winches, father Ernest, 75, and son Harold, 47, have only a year to go to break the record for unbroken service by any father and son team anywhere in British parliamentary history.

The present record, Dominion archives statistics show, is 22 years less two days. It was set by Joseph Chamberlain and his son Austen, who sat together in the British House of Commons from July 4, 1892, until July 2, 1914, when the elder Chamberlain died.

STARTED IN 1933

It was Nov. 2, 1933, when a 54-year-old, unemployed bricklayer and his 26-year-old son, an unemployed electrician, ran for the British Columbia legislature in the first election contested by the newly-formed CCF party.

"We were both on relief at the time," Ernest recalls.

They made it, Ernest in Burnaby riding and Harold in adjoining Vancouver East. And they were re-elected in every election since for 20 years. Then, shortly before last year's federal election, Harold broke under the pressure of leading his party in a tough, close fight against the Social Credit party.

The CCF lost the election when it polled four seats fewer than Social Credit and Harold Winch missed becoming premier of British Columbia.

He quit provincial politics in 1953 and carried his federal riding—also Vancouver East—by a wide margin.

SHARP-EYED TEAM

Both father and son have penetrating eyes—the elder Winch from beneath snow-white hair and eyebrows—the son under a shock of jet black hair.

The father speaks in a high, knife-like voice and the son in a medium tone with a faint indication of a stammer.

"I was one of the worst stammerers in Canada," he says.

"There were times when I would get my mouth open and be unable to close it. I am told sometimes by my political opponents that it is still one of my worst faults."

He cured the stammer.

High spot of Harold's political career came in Vancouver in 1938 when fiery Mayor Gerry McGeer read the Riot Act as 4,000 unemployed milled in Victory Square.

He dared life imprisonment by snatching the act from McGeer's hands. He returned it on a police promise to allow him to address the crowd.

In that year, he was tear-gassed three times during the confusion of unemployed riots.

His father's career has been less turbulent, although his interest in socialism "goes back 40 years." And at 75, he says he will only retire to "the coffin."

Born in England, Ernest Winch came to Canada in 1898. In 1917 he met a former minister named J. S. Woodsworth. They used to argue politics "until three o'clock in the morning." Winch claimed that, to hold true Christian beliefs, a man had to be a socialist.

In 1933, at Regina, the CCF party was formed under J. S. Woodsworth.

POLITICS A CRUSADE

Ernest, known as "E. E.," made politics a crusade which he fought on behalf of the aged and infirm. How well he fought is attested by a rehabilitation centre for persons recovering from mental disorders. He built it with private donations, sold it to the provincial government and used the money to begin a low-rental housing project.

Now, in his suburban riding, is the New Vista development of 94 cottages and 24 apartment units where 250 "senior citizens" pay $23 a month for accommodation that includes electric stove, refrigerator and other modern conveniences.

It is the largest scheme of its kind in Canada and, when the seventh phase is complete, will have cost $600,000.

Beneficiaries Fail to Change Mail Addresses

Special to The Daily News

VICTORIA — Five thousand British Columbia families, with children under 16 years of age, change their mailing address monthly but of this number 2,000 fail to notify the Family Allowances division of their new location, W. R. Bone, Regional director, said today in urging that payees file the necessary changes of address.

"There appears to still exist the mistaken idea that filing a change of address with the post office is sufficient to assure that Family Allowances cheques will be forwarded," he said. "This is not the case. Postmasters have definite instructions that family allowances cheques must be delivered to the addresses shown and if this is not possible, to return them to the issuing office. This not only causes unnecessary delay in the receipt of the cheque, but adds greatly to the work of the postal authorities and the Family Allowances Division. In October 6609 changes of address were filed, while 2,575 cheques were returned as undeliverable."

Addressed postcard change-of-address slips are available at all post offices.

OTTAWA DIARY

By NORMAN M. MacLEOD

The International chess-board that is Europe has lost little of its enigma and less of its uncertainty as a result of the first-hand reports brought here by External Affairs Minister "Mike" Pearson, recently home from a round of top-level diplomatic conferences.

Basically Pearson is optimistic. He was close enough to the problems created by the failure of the European Defence Community project to realize the narrow margin by which the ideal of Western European unity was salvaged. That experience leads him to value the achievement of a formula under which agreement of France to the re-arming of Western Germany became possible.

But in some Parliament Hill circles the question is being raised as to whether the closeness of Pearson to the crisis of diplomacy in Western Europe last week hasn't caused him to overvalue the new set of difficulties which they raised.

The stumbling block which had to be overcome in the eleventh hour of that fateful Paris week-end was the intransigence of French Prime Minister Mendes-France, who refused to sign agreements in principle and required them to be spelled out in detail. He demanded especially that the full particulars of the Sarr undertaking should be specified.

The result was a collection of documents which Mendes-France accepted. And their nature is such that diplomatic circles here do not doubt that they will win the aproval of the French Assembly. But their very acceptability to the French is viewed as raising the alternative problem of their acceptability to the West Germany Parliament.

Thus the feeling in some circles here is that the crisis of winning approval for Western European unity, instead of being solved by recent diplomatic events, may simply have had its location changed. Instead of being centred in the French Assembly, it may simply have moved to the Bonn Parliament.

That possibility leaves a high element of suspence in the European situation. And it can not be eliminated until final action has been taken by the Bonn legislators.

Supporting the feeling of optimism which government circles profess is the fact that the agreements were accepted by West Germany's Adenauer as satisfactory to him. The Bonn Chieftain is credited with having a generally strong and effective control over his parliamentary following. Official circles here believe that his control will meet the most considerable test which the agreements will provide.

Nevertheless, the fundamental conflict between the German aspirations for full sovereignty and the understandable French fears of the long-term military threat of such sovereignty aren't being discounted in the Capital here. They are recognized as leaving the situation still basically fluid and uncertain.

When using the washroom facilities of railroads, gas stations, restaurants or other public places, it is wise to take commonsense sanitary precautions.

Pacific Cabs
Fone
3233
Next Old Empress Hotel

Rock Mount
SPECIAL
CANADIAN WHISKY
$3.55
This advertisement is not published or displayed by the Liquor Board or by the Government of British Columbia

guarding precious health
Don't let frequent coughs and colds rob the vitality and threaten the critical years of your child. Wampole's Extract Cod Liver builds sturdy health, provides Vitamin "D" protection. Children like its pleasing flavour too. It contains no oil.
WAMPOLE'S EXTRACT OF COD LIVER
HKW-5

SAILING SCHEDULE
Enjoy the extra comfort steamship travel provides, aboard Canadian Pacific's S.S. "Princess Norah" next time you travel.
Prince Rupert — Kitimat — Ocean Falls — Vancouver
Weekly Service — "Princess Norah"
SOUTHBOUND
Lv. Prince Rupert ..... 8:00 p.m. Friday
Lv. Kitimat ..... 8:00 a.m. Saturday
Lv. Ocean Falls ..... 9:00 p.m. Saturday
Ar. Vancouver ..... 9:00 p.m. Sunday
NORTHBOUND
Lv. Vancouver ..... 8:00 p.m. Tuesday
Ar. Ocean Falls ..... 7:00 p.m. Wednesday
Ar. Kitimat ..... 8:00 a.m. Thursday
Ar. Prince Rupert ..... 6:00 a.m. Friday
ALL TIMES PACIFIC STANDARD
Canadian Pacific

LATEST REPORT
Ask your Investment Dealer for the Latest Report and Prospectus of
CANADIAN INVESTMENT FUND
CALVIN BULLOCK Ltd.

Plan Today . . . For Tomorrow
- Security for your family
- Funds for your child's education
- A guaranteed retirement income
- Your home protected
- Provision for unexpected disability

Let me design a sound plan for financial security especially for you.
JAMES S. BURNS
724 Alfred Street, Prince Rupert
DIAL 5841
The GREAT-WEST LIFE ASSURANCE COMPANY
HEAD OFFICE-WINNIPEG, CANADA
YOUR FUTURE IS OUR BUSINESS . . . TODAY

SWEETER, FRESHER FLAVOR!
GOLDEN LINED VACUUM SEALED CAN
PACIFIC EVAPORATED MILK
The only canned milk processed in B.C.

The Canadian Bank of Commerce Savings Department
You'll find security in this little book
Security . . . peace of mind . . . self-confidence! You can find all these in your savings pass-book. Every time you open it, you will be encouraged to save steadily, provide security for your future. Open your savings account today at our nearest branch—we have more than 650 to serve you.
N-84
The Canadian Bank of Commerce
Prince Rupert Branch ..... P. F. P. BIRD, Manager