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
WALTER J. P. MAGOR, President
Subscription Rates:
By mail—Per month $1.00; per year $10.00
By carrier—per month, $1.25; per year, $12.00
Authorized as second class mail by the Post Office Department, Ottawa

Titanic Loss

LET us not be too sharp in our criticism of the city council for introducing the tax on machinery. Apparently in all sincerity it approved the measure because it felt that by this means it could reach industries which are not concerned with improvements to their property. It wanted to draw revenue from those businesses which do not depend on their outward appearance to attract customers. They are the businesses which, according to this argument, can erect a relatively tax-free shell around their machinery and from there on have nothing to worry about but big profit. By this line of reasoning, they are money-makers. They are capitalists.

The only trouble with this attitude is that it contradicts everything Prince Rupert has been trying to do since it lost its appeal as a major Pacific port. In one way or another, the city has tried to distinguish itself as a place where industry could be established profitably. It has drawn attention to its proximity to the rich but comparatively unexplored north country, to its transportation facilities which it expects to have improved by construction of an airport and to its spacious harbor accommodation.

All the arguments presented have a firm basis in fact. This is a natural transportation for northern B.C. and it is a port which, with some encouragement, industry could use to profitable advantage.

However, in the wisdom of the city council, it is imperative that first of all we extract all the juice we can from the productive industry now established here. We must make it pay heavily before we can entertain the thought of having more. In fact, we must run the risk of driving it out of town because the need for revenue to maintain present operations is so pressing.

The folly of such reasoning is so obvious that it is hard to believe it was ever accepted. In a single, last-minute move, the city council has done more to imperil Prince Rupert as an industrial centre than ever before. To new business it has said, in effect, do not come near because we will soak you for all we can get. It has said that we are prouder of going to Victoria with the explanation that we have taxed industry for all its worth than we are of doing everything possible to attract whatever you newcomers have to offer.

More damage was done to Prince Rupert in the last hours of 1956 than was done by the sinking of the Titanic. No effort should be spared to have the harm corrected.

No Women This Time

THINGS are going to be a lot different next year on the voyage of the Mayflower II from Plymouth, England, to Plymouth, Massechusetts, from what they were in 1620 when the original Mayflower carried the Pilgrims to the New World.

For instance there will be no women aboard the facsimile of the original craft which has been built with British funds in a goodwill gesture toward the United States. That's the word of Captain Alan Villiers who will sail the Mayflower II with a crew of 21 across the Atlantic. Women, he said, now "can talk back and you can't handle them."

—Saint John Telegraph-Journal.

— GEMS OF THOUGHT —

With each returning year, higher joys, holier aims, a purer peace and diviner energy, should freshen the fragrance of being. —Mary Baker Eddy.

As I See It

by

Elmore Philpott

That Safety Test

ABOARD CNR EASTBOUND—They might very well call this train the "Parliamentary Special" for it is loaded already with MP's of all four parties, and we have not yet reached Edmonton.

One wisecracker remarked that all we need is the mace and the Speaker and we could go right ahead with the business of the session for there is almost a quorum aboard already.

All joking apart, it might be a very good idea to transport all the MPs and Senators across Canada before attempting to legislate any kind of a settlement of the dispute between the CPR and the firemen's union.

TAKE them for instance through the famous Fraser valley.

The real issue at stake in this dispute is not whether it is mechanically possible for a locomotive engineer to operate a diesel engine under ideal conditions, such as apply in some parts of the prairies. The real question is whether it is safe to try to operate even freight trains under conditions where a split second's delay in applying the brakes may result in a disastrous wreck.

I am just an ordinary Canadian whose job calls for a lot of travel. But time and time again I have come down that Fraser valley, or up through that Fraser valley, when the train had to make dozens of sudden, shuddering stops to enable the front end brakeman to jump off and clear the track of rocks which had rolled down from the melting snowbanks above the tracks.

The men who have faithfully brought the trains through this valley all these years—both on CPR and CNR—tell me that two or three pairs of eyes are none too many on such runs. They claim that a lone engineer simply could not bring even a freight train safely through the Fraser valley during times of such slides.

Granted that the Fraser valley is probably the most hazardous run on either of the big railway systems in Canada.

Is it not also true that there are other regions in Canada where there are other kinds of risks, which require almost equal vigilance on the part of the engine crews?

ONE OLD friend of mine, who has been a locomotive engineer on a southern Ontario run for many years, tells me that he sometimes has night mares in which he dreams that he has hit an automobile at one of the numerous level crossings.

In that part of Canada, it might be impossible for a fireman to help warn the engineer of any possible obstructions.

But my point is that "Safety First" has been the motto of all railroads for a good many years past. Some experts claim that the CPR could adopt one man engine crews on some jobs without violating that fine old principle of Safety First. But other experts—who certainly have no axe to grind in this particular dispute—assert that this just is not so.

SURELY commonsense would suggest that the CPR and the railway unions come to some kind of compromise, such as follows.

Operation to be resumed on the whole system, on the same basis as applied on the CPR before the strike, and as still applies, by contract, on more than 140 other railroads in North America; but the CPR to have the right, in one limited region, to try out the one man system, say for a period of one year.

OTTAWA DIARY

By James R. Nelson

John Diefenbaker faced his first big test as the new Conservative opposition leader in Parliament, starting yesterday. The test will last about 10 days. In the preliminary skirmish, he came out well.

The test will be climaxed by Diefenbaker's first major speech in the Commons, when he lays down the Conservative party line of attack at the opening of the Debate on the Speech from the Throne, first general state-of-the-nation debate of the session. Then it will be a continuing test to see how well he can marshall the forces of his party and keep them in line.

The Diefenbaker leadership starts at a difficult point. It appeared on the eve of the opening of the session that the government is just going to sit it out on the issue of the Canadian Pacific Railway strike. The tactic seemed to be that the government would wait until the Opposition parties stated their positions. After seeing what the Tories would do, the Liberals can take the advantage.

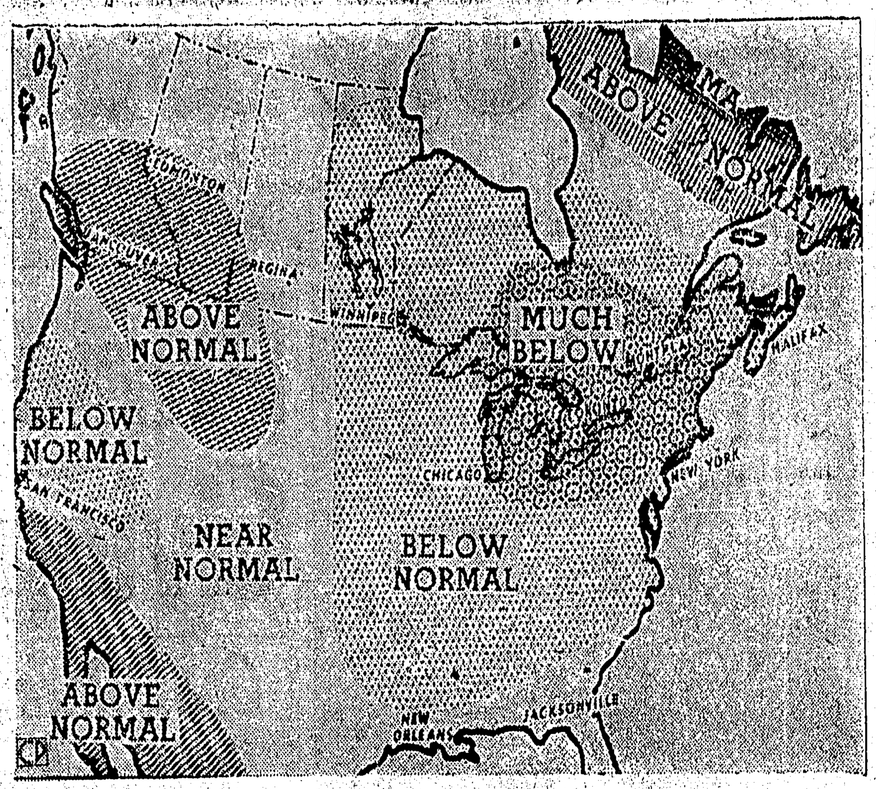
In 1950, the Conservatives complained against the compulsory arbitration bill the government sponsored to break the nine-day strike that tied up both major railways that year. It has been reported that the government might take the same action this year, but is reluctant to do so because of the fear that it would brand itself, six months before an election, as anti-labor.

Whatever line of policy Diefenbaker enunciates in his first speech on the strike question, it will be interesting to see how effective he is in keeping his party followers on the same path. Too often in the past, the Conservative MP's have been known to gallop off in several different directions during such a debate.

Diefenbaker experienced one of the honors—or the chores—that comes to prominent men when he arrived in Ottawa on Friday for this week's session. The press corps was out in force to meet him and pepper him with questions as he stepped from the train (CNR, of course).

Veteran parliamentary and political reporters were impressed by his performance. He had nothing to say, he said. But he said it in a newsworthy way. Dredging up a quotation which the government has been trying desperately to disown, Diefenbaker said:

"The Prime Minister was quoted as saying that there must not, and cannot be a strike, but I am now told that statement was not made. If it were made, it would be a direct invitation to an adamant attitude on both sides."



MOST OF EASTERN CANADA and the province of Manitoba may expect temperatures lower than seasonal normals in the next 30 days, according to this map based on the long-range forecast of the United States weather bureau. Near or above-normal temperatures are expected in Eastern Canada. Northern Quebec, Labrador and Newfoundland are in for above normal readings. (CP Photo).

Annual Expenditures of Colombo Plan Continue to Grow Just Like Topsy

By NORMAN M. MacLEOD
Special Correspondent with the Canadian Delegation.

WELLINGTON — Total expenditure of the Colombo Plan nations in the first year of the scheme was just in excess of $40,000,000.

Last year it had passed the billion-dollar figure.

And this year a further increase of something under 25 per cent is in prospect.

Like the immortal Topsy, the Colombo Plan—in common with most other spending agencies created by modern governments anywhere and everywhere — is "just growing".

On the basis of the rapidly multiplying figures, Canada hasn't fared too badly in the apportionment of the plan's increasing burden. In the first year of operations we clearly did more than our share by contributing $20,000,000 out of a total expenditure of $40,000,000. But since that time, although our annual contribution has almost doubled—$34,400,000 as against $20,000,000—but proportion of the contributory burden that we are bearing has declined steadily from 50 per cent to approximately .03 per cent.

But this year's billion-dollar contribution figure is deceptive. For no less than $900,000,000 of it has been supplied by the United States.

Finally, the United States figure in itself is deceptive. For only $435,000,000 of it has been contributed to economic development and technical assistance projects—the category to which Canadian contributions are confined. The balance of the United States largesse goes for the maintenance of security in countries which face a Communist aggression problem and to enable some governments to maintain living standards at a level acceptable to their peoples.

Using the multiple of 12 which is usually accepted to convert Canadian economic figures to their American equivalent, the Canadian contribution towards capital equipment and technical assistance of $34,400,000 is approximately proportionate to the United States figure. In respect to both actual dollars and ration of assistance to population, Canada is the second largest contributor to the plan. Her role exceeds that of the United Kingdom, who contributes mainly through freeing annually some £40,000,000 of blocked sterling balances held by Asiatic countries.

Canada has adhered to two main principles in her Colombo Plan activities.

Primarily, she has restricted her contributions to capital projects—irrigation, water - power, transportation equipment—and to technical assistance. All these activities contribute to the long-range economic development of the countries concerned. Canada has avoided carefully the contributions such as the United States is making to the maintenance of the security of existing governments in several countries and to the maintenance of the living standards they are able to afford their peoples. The Canadian view is that such contributions could be interpreted as political intervention and are therefore contrary to the spirit of self-determination and strong nationalism surriently abroad in Asiatic countries.

In other words, Canadian assistance to Colombo Plan countries has been strictly practical and economic, not political.

But, in the second place, this practical and economic assistance has been channelled in directions in which its long-range effects are likely to have considerable political importance. Of $162,800,000 of Colombo monies disbursed by Canada so far, almost $137,000,000 have gone to India and Pakistan. This allocation has been made obviously in accordance with the belief that it is important to strengthen some rival power in Asia to Red China. Canada clearly is backing an Indian-Pakistan combination for leadership of a powerful non-Communist Asia.

The Colombo Plan in one aspect is a pump-priming measure. During the present year contributions of approximately $1,000,000,000 by donor countries have been somewhat more than matched by expenditures of more than $1,250,000,000 by the recipient countries themselves. And the proportion of expenditure by the beneficiary countries is scheduled to rise moderately in the coming year. In the Canadian viewpoint this feature of self-help qualifies the scheme as sound development, and distinguishes it from charity or starry-eyed idealism.

LETTERBOX

WOULD SAVE WAGES!

The Editor,
The Daily News:

If it takes 11 men to operate the pre-historic apparition being used by King Carl's crew to pave the city streets and only three men to do the same job with a modern paving machine, how long would it take the City to pay for same in wages saved? Methinks it would be a first class investment if only to guarantee us of city streets that would last until the next thaw.

While on the subject it should be in order to criticize the manner in which the city has done nothing to remedy the hazardous traffic conditions existing at the intersection of First, Second, Third and Park Avenues.

Some five to six years ago if my memory serves me correctly, a Coroner's jury strongly recommended that adequate lighting (attention NBC Power) and traffic control signals be installed to safeguard motorist and pedestrian. This recommendation came after the second fatal accident occurred in the same intersection and to this date has been callously ignored. What are they waiting for? More colored lights and money from the machinery tax I presume.

"TIRED OF THE COUNCIL SYSTEM."

Try Daily News Classifieds

Veteran MLA E. E. Winch In Hospital

VANCOUVER (CP)— Ernest E. Winch, 77-year-old MLA for Burnaby, was reported to be in fair condition in hospital after a heart attack at his home.

Mr. Winch, father of Vancouver East MP Harold Winch, was taken ill on Friday.

Mr. Winch had just returned from California and Texas, where he went to study prison conditions.

The trip was part of his life-long study of prison reform which has earned him a position as an authority in the social welfare field.

He was due to present a plan on issuing free drugs to addicts when the B.C. legislature opens on Feb. 7. But his running mate Gordon Dowding, said Mr. Winch will be in hospital at least a month.

No Forest Parley

VICTORIA (CP)— Economic troubles plaguing the forest industry in British Columbia are not serious enough to warrant a top-level conference between government, management and labor, Lands and Forests Minister Ray Williston said Tuesday.

The minister said, however, the problems facing the industry must be "viewed realistically." He declined to say what help the government planned.

The earth makes a complete rotation on its axis in about 23 hours 56 minutes.

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