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## Anti-noise bylaw needed urgently

ERIOUS thought should be given, and the quicker the better, to draughting a city anti-noise bylaw, with particular emphasis on halting the screeching driving habits and inane backfiring practiced by a small group of local motorists. Just why these drivers persist in drawing criticism down on the heads of the majority of motorists, is not known. A car, or other form of a motor vehicle is a mode of transportation which makes life much simpler and easier. The average, sensible motorist has enough to worry about in obeying the rules of the road, keeping an eye open for pedestrians and non-sensible drivers and making sure that when he leaves a party that he is still clear-headed and that his ability to drive is not impaired. He doesn't want to be labelled as a witless, immature character who looks on his car as an amusing toy or something to play with regardless of other people at any hour of the night. Toys are for children.

It would appear, therefore that there is an increasing number of children, or adults with undeveloped minds, abroad these nights and the volume of nerve-wracking sound in the downtown section is growing as every evening goes past.

The City Council's police and traffic committee has already tackled this problem without success but with continuing violation of the city's peace and quiet at night, a further and more intensified effort should be made to end the unnecessary horn-honking, noisy handling of cars and deliberate backfiring. If a citizen on foot makes too much noise and persists in doing so he is arrested for causing a disturbance. The noise a pedestrian makes is confined to a very small area. Motorists who cause sounds that earry for blocks go scott free because there is no city law under which they can be prosecuted. The city should speed passage of an anti-noise bylaw with teeth in it and it should be enforced.

## Hot weather brings out bad odor

Edon't know whether or not Mayor Peter J. Lester has received any protests in his recently inaugurated "complaint box" about the odor which emenates from the Algoma Park landfill operation these days but a couple of complaints on the matter have been phoned into the Daily News. We are not making a big issue of this,

since the public works crews are extremely busy with the road paving program and the hot weather Prince Rupert has been enjoying, has also created problems. We just pass the information along in the hope that a little extra fill can be used to cover the city's garbage, especially just before week-

## Lesson for the public

E suggest that those who are criticizing our schools should do so with a measure of humility—most of 'them at any rate. One reason our schools got off the main track onto spur lines labelled "frill courses," personality development and the like was that public opinion allowed them to do so through indifference, or else actually helped to divert them through an infatuation with deceptive slogans and mistaken concepts.

for the more radical manifestations of "progressive" education frequently led them to forget that while there might

be a need for changes in methods, the traditional aims of education were of enduring value. But the public cannot be excused on that account. Its enthusiasm for the new doctrine was as strong as the experts'. And its anxiety to load up the schools with programs which had little or nothing to do with mental development did as much as anything to push the traditional aims into the background.

In our anxiety to see things put The education experts enthusiasm right again, let's not forget our part in causing the muddle. If we do, it may happen again.

-The Lethbridge Herald.

#### INTERPRETING THE NEWS

# UN handcuffed by legal booby traps

By LLOYD McDONALD Canadian Press Staff Writer

Whatever action the United Nations pursucs in the Middle East crisis, the road will be hedged by legal technicalities.

Under the UN charter any country can take measures of self defence if it feels itself endangered from outside. But the interpretation of any such action varies widely and in direct proportion to the interests of the outside countries involved.

Thus Russia has in effect accused the United States of committing armed aggression through Tuesday's leading of American troops in Lebanon. But less than two years ago Russia stood accused by the U.S. and the rest of the free world for taking the same action—but involving bloodshed and brutalities--during the Hungarian revolt.

The UN charter clearly states that the intrenul affairs of any country are not subject to intervention by the world organization as L'a whole. But the fine print is there because of the action of interested big powers in local situations which break out, as they have from time to time since the UN's inception in 1945.

This legalistic approach has resulted in the current off-base debate in the UN on the Middle East. Iraq is the country most directly . involved, yet the delegates of the Soviet Union on one side and Britain and the U.S. on the "other have concentrated on Lebanon, where a sporadic rovolt has been going on for weeks, Leburan was chosen by the U.B. for the Middle East troop landing because the recognikad government there asked Washington for help under the Elsenhower doctring to combat what it called Communist aggression.

The legal status of this landing would seem cleur, but Russia, the acknowledged headquarters of world communism, contends that the Liobanan uprising is a revolt of local massos without any such ideological implications.

That goes too far for the Russian attitude on the Iraq overthrow which shocked the world and apparently quight Western capitals unpropured at the week's outset.

The Soviet delegate in the ensuing UN discussion has merely echoed and endorsed the stand of Egypt's President Nasser that the outbreak has been an Arab affair.

In the confines of UN headquarters, more paper type legal problems have arisen as the

blood flowed a few thousand miles away. For example the Security Council, the UN's official peace-keeping body which can be called into session at any time without authorization by the UN General Assembly, carefully skirted the Iraq situation by concentrating on the allied problem of Lebanon which has been on the council's books since it broke out in the early spring.

A negative vote by any of the big powers is a council veto, and with two directly onposing resolutions by the U.S. and Russia facing it, such a voto is inavitable from either or both sides. The alternative following such a result would be the calling, on behalf of any of the major nowers, of an emergency session of the General Assembly, where a two-thirds majority vote prevails and the vote is invalid. But there again technicalities come up. The assembly has no policy-making power. It can only "recommend" or "call on" in the case of an outbreak. But in the case of the Korean War in 1050 it did work when the major powers of the free world volunteered their combat forces to combat Communist aggression from North Koron and stayed to hattle the apposing "vol-

unteers" from Red China, There has been talk in these arudial days of similiar action, spearhoaded by the U.B., to don't with the intest outbreak, Weshington has justified its Lebanese landing by the Lobanon government's call for help. But to help. 9mbullled Iraq, the U.S. forces now in Lebanon would have to cross the territory of Nassey's United Arab Republic to rough the scene speed-11y. And the U.A.R.'s Syrian member could

Justifiably call this an aggression. Whother the legal line will be eromed by a chalk line is the big problem now.

## Skeena member cautioned not to be discouraged

make it.

would not be very wise to

Howard: This is the item

under which it would be done.

I misunderstood what the

minister said but I did not

misunderstand what he said

when he made reference to

the fact that this government

is going to wait until the first

trans-Canada highway is

completed before they start

on any additional federal-

provincial co-operative road-

Green: I did not say that.

Howard: That is what

Green: No I did not say that.

said that the government

had no intention of leaving

the dominion-provincial part-

nership in the construction of

highways once the first trans-

Howard: If I can sustitute

my own words, the government

has no intention of breaking

up the federal-provincial co-

operation in highways once

the trans-Canada highway

Howard: I still hope the

minister does not mean he

is going to wait until the first

trans-Canada highway is com-

arrangements to start an ad-

Green: I did not say that.

Green: I did not say that

minister intend to start the

second trans-Canada high-

committee that I cannot an-

nounce policy at the present

time. The Hon, member should

Fear craven

St. Catharines Slandard

of a depression is childish and

craven. The new, immigrants

from the Old World are amaz-

ed the signs of prosperity.

They see and seize opportunit-

ies to which native Canadians

are blind. They work and save,

and many of them set up in

business or acquire at least

an equity in their own homes

within a few years.

Nativeborn Canadians' fear

not be discouraged.

Howard: The minister did

Howard: When does the

Green: I explained to the

pleted before he enters into.

Canada has been built.

has been completed.

Green: Yes.

ditional one.

not mean that?

building projects.

During the July 4 debate in the House of Commons, Works Minister Howard Green told: Skeena MP Frank Howard "not to be discouraged!" in regard to the building of a second Trans-Canada highway. For the interest of readers, excerpts from the discussign that led up to Mr. Green's statement are reprinted here! from Hansard.

Howard: I have a number of comments to make regarding the construction of the trans-Canada highway 🔭 🗀 🤻

The interest of the great majority of people . . . who live in a path approximately. 100 miles north of the United. States border, seems to have been given far more consideration in relation to that given to the needs of those living north of this belt than appears to be expedient . . . . .

I sincerely hope, with all due respect to the hon. gentlemen seated on the treasury benches opposite, that they will undertake to give effect to their vision of the north to a greater extent than has been indicated up to the present time by entering into an arrangement for joint financial participation in building an additional east-west highway across the north-central portion of at least the four western provinces.

As far as the four western provinces are concerned, the building of a second trans-Canada highway is long over-

Until a few years ago there was only a very small percentage of the 500 miles of highway between Prince Rupert and Prince George that was blacktopped . . . In recent years there has been a marked increase in industrial development in this region, a marked increase in population, a marked increase in tourists visiting that part of the country and an increase in appreciation by the people who live in the southern part of the prove ince of the fact that there is something more up there than trees, hills, mountains, lakes and wilderness. I hope that out of consideration for the people who have moved into this area; people with a great deal of pioneer spirit, some consideration will be given to meeting at least their need for highways.

Not only should that section of the road which we already have in British Col+ umbia, that is the east-west highway from Prince Rupert to Prince George, be brought without delay into a satisfactory condition, but also that area between Prince George east toward Alberta through the Rocky Mountain trench could be opened up and a highway constructed through there so that people who wish to drive to Calgary or Edmonton may not be obliged to make detours which take them many hundreds of miles out of their way . . .

Every municipality, board of trade, chamber of commerce and organization representing working men or the general economic group in the constituency I represent has had an interest in this highway for some time. They are becoming increasingly interested in having it built under federal-provincial participa-

happier at this stage of the committee proceedings than to have the minister (Mr. Green) indicate if only in a general way that he agrees that there be federal-provincial participation in the construction of

such a road . . . I think I know the minister's inner feelings fairly well. If it were possible for him to do so without violating the confidence of his colleagues and his department I know he would stand up and assure us that this project will be undertaken immediately...

First, I would like to ask one question. I understood the minister to say that this was not the uppropriate time to discuss the trans-canada highway in detail.

Mr. Green: What I meant was, if I started to make a speech on the trans-Canada highway it would take me two or wron hours. I think it

#### Too much!

From The Indian Head (Sask.) News The refusul of some small hove to be interested in a twothoro takes us a long way from the day whon a dollar was or might not got for a full called some sinculation of to giving thom too much for their

## Grass roots repair needed

From The Victoria Times

It is now clear that the decline of the Liberal Party began at the provincial level. The signs of decay should have been obvious to the Liberal leaders in Ottawa when the Union Nationale continued to win elections in Quebec, On-

## Different way

From Le\*Droit, Ottawa

French - Canadians understand the workings of democracy in a different way from Anglo-Canadians. They are not satisfied with the manner democracy has functioned up to now in Canada and rightly blame our democratic system for not having yet recognized the equality of the two groups that officially make up Canada. But, despite the defects of this system, French-Canadians would never accept any totalitarian regime as a sub-

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tario re-elected the Frost Govemment. New Brunswick voted Conservative, followed by Nova Scotia. The destruction of the St. Laurent ministry started at the grass roots. And it is at the grass roots that the repair of Liberalism must be under-

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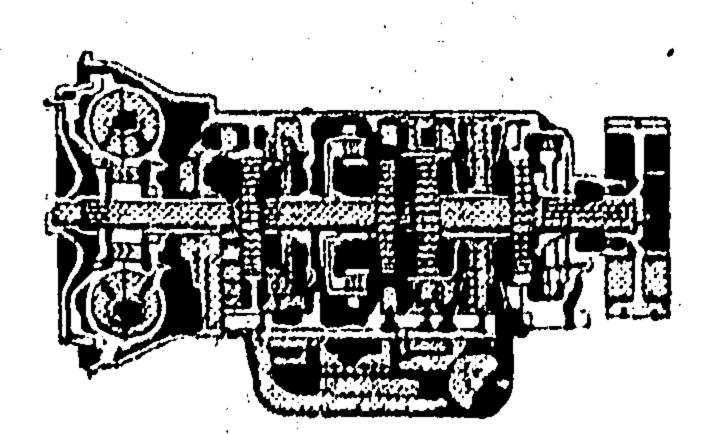
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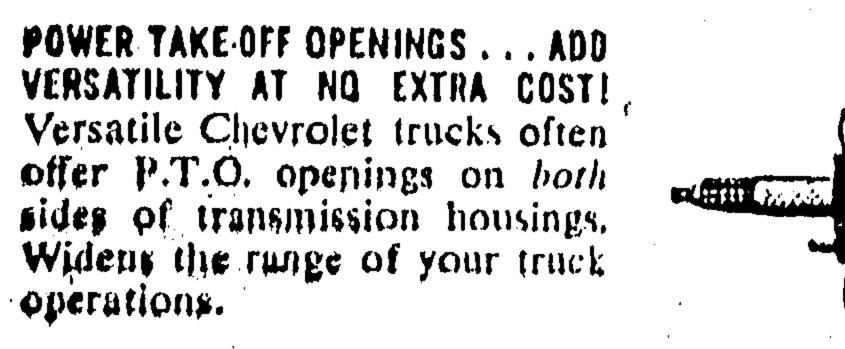
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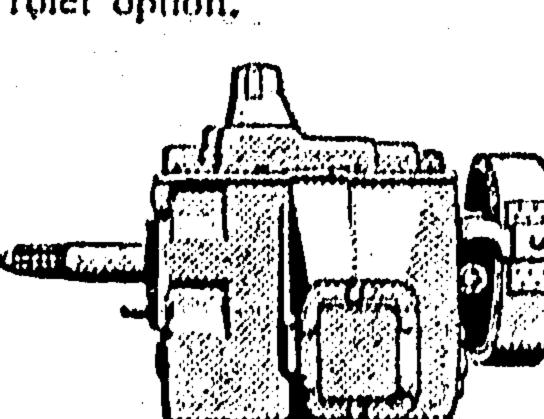
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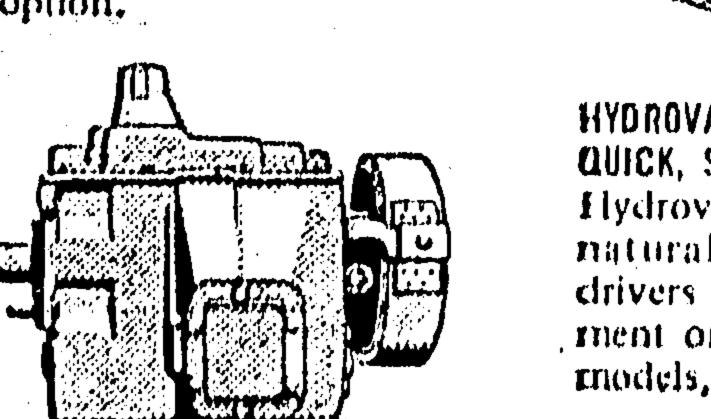
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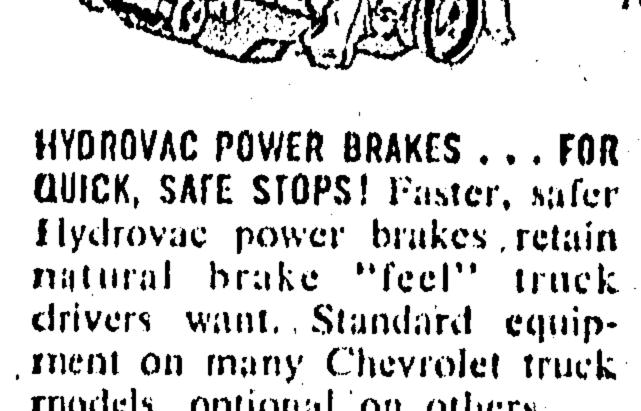


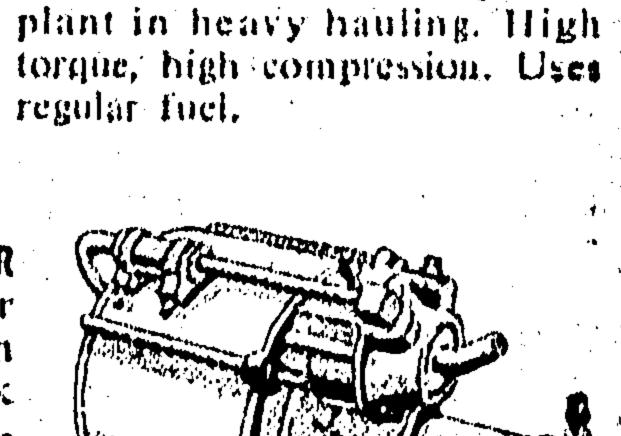
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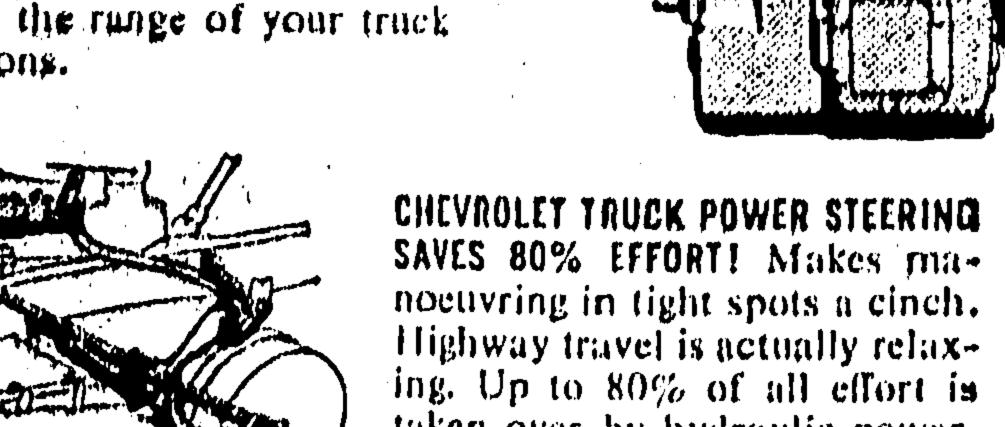
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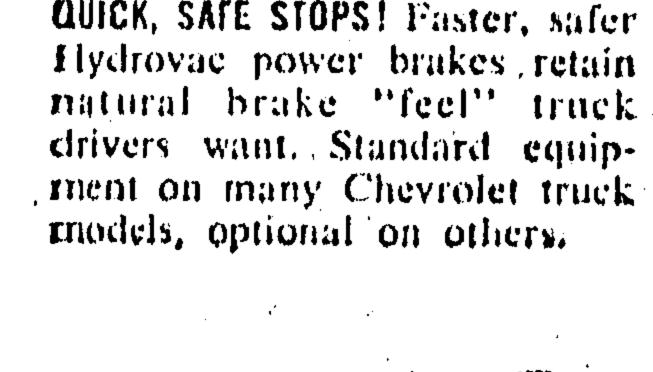
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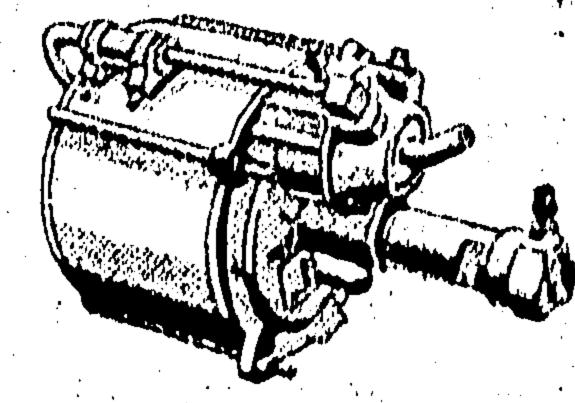
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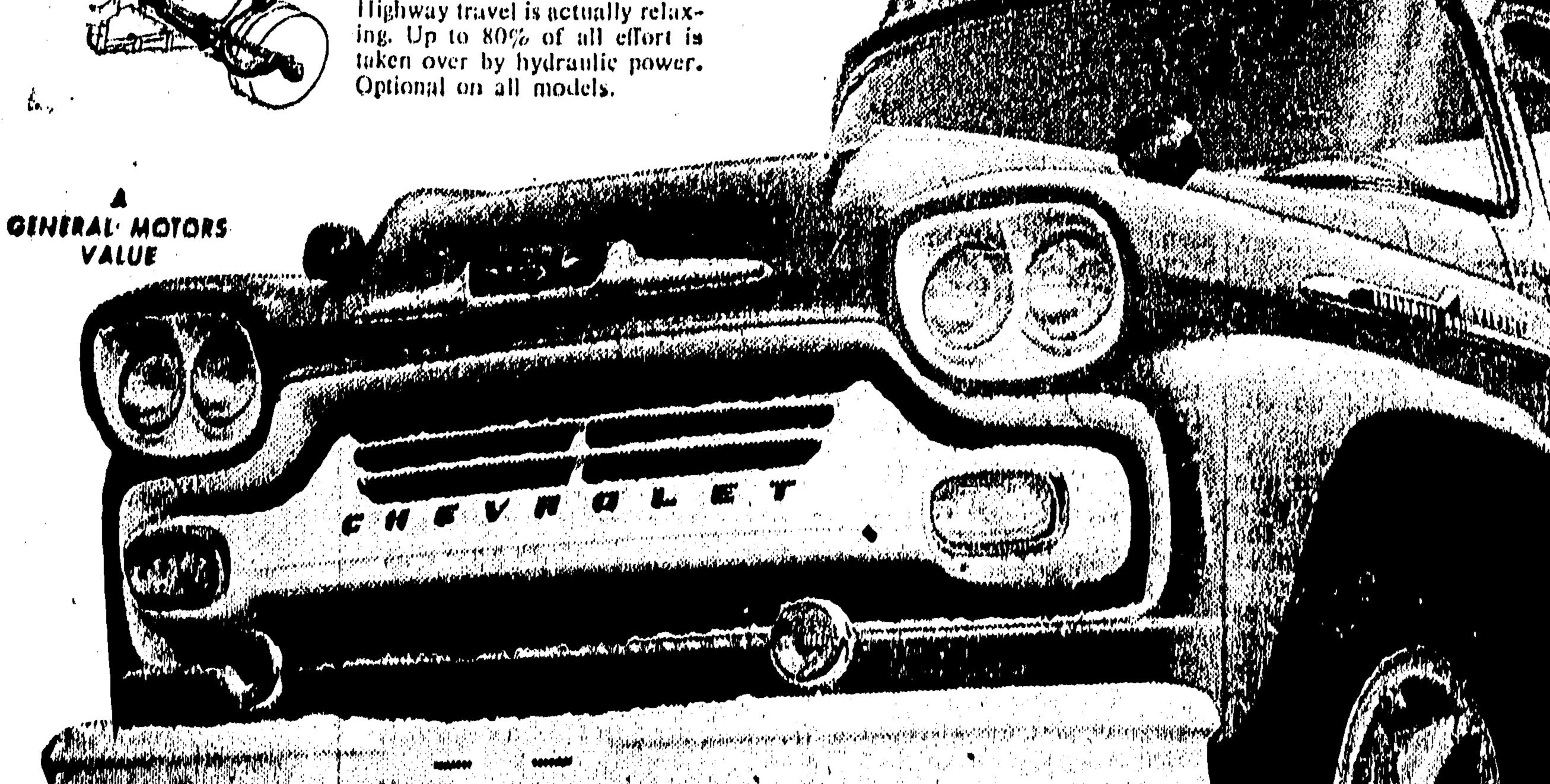
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