1910 — PRINCE RUPERT DAILY NEWS — 1958

An independent newspaper devoted to the upbuilding of Prince Rupert and Northern and Central British Columbia.
A member of The Canadian Press—Audit Bureau of Circulation—Canadian Daily Newspaper Publishers Association
Published by The Prince Rupert Daily News Limited

JOHN F. MAGOR
President

J. R. AYRES
Editor

G. P. WOODSIDE
General Manager

Authorized as second class mail by the Post Office Department, Ottawa

TUESDAY, SEPTEMBER 30, 1958

Immediate action on Highway 16 essential

WE have the word of men who have driven Highway 16 since it was first opened in 1945, that the road from Prince Rupert to Terrace is in the worst condition it has ever been. Saturday's fatal accident and other mishaps over the weekend that will cost city motorists hundreds if not thousands of dollars in repairs, appear to bear this out. Once again the car or truck-driving public is being penalized for venturing beyond Galloway Rapids bridge on pleasure or business.

Target of an irate driving public, object of the scorn and wrath of poor motorists who face $300 or $400 repair bills after visiting Terrace on business, is the provincial Highways Department. For 13 years motorists of this district have suffered at the hands of Liberal, Coalition and Social Credit governments. Promises, excuses, token strips of semi-paving, election bait sections of hardtop have been the lot of district motorists.

In the middle of car owners who have almost reached the end of their tether and the mealy-mouthed Social Credit government is the provincial district engineer, a man on whose shoulders lies the responsibility of not only keeping his portion of Highway 16 open and passable but safe for travel.

Two days before Labor Day the Terrace to Rupert section of Highway 16, was by local standards in excellent condition. On top of that there was (to Rupert motorists) a wonderful extra strip of cold mix, as smooth as a billiard table. The Labor Day weekend rains redured the road to a shambles. In less than a month rain and traffic have completely demolished the new cold mix strip. By last Friday night the road was almost beyond belief.

Consider then, the task facing the provincial engineer. His district extends only to Kwinitsa. After patching the old cold mix and adding the new cold mix strip this spring and summer he has funds left for maintenance only. When it's dry he can grade. When its raining there's no point. He can do little or no patching as the weather becomes colder, when it's raining or even when its wet after rain. If he does cars and trucks soon remove the new patches and the jagged potholes are that much bigger and more dangerous. All he can do is pray for good weather for patching, grading and gravelling at a time when the percentages are against him.

Finding a solution is a tough job. Civic bodies, organizations and groups should demand that Highways Minister P. A. Gaglardi fly up here immediately and see Highway 16 at its worst, not after its been doctored in anticipation for a visit. Mr. Gaglardi should be urged to spend a great deal of money preparing the Terrace-Rupert road for a complete paving program to start next spring, not just the 46 miles that was announced by Premier Bennett this summer. For the present the provincial public works crews should be doubled and the equipment quadrupled. A plan for placing guard rails along the stretches where the road is open to the Skeena River should be implemented immediately. Action to fix up the Terrace-Rupert highway, and fix it up properly, should be begun right away no matter what the cost. After all, the British Columbia taxpayers haven't complained too loudly about the good roads in the Kamloops and Kelowna areas. They won't complain about paving the western end of Highway 16.

Buying cleaner politics

AMERICAN democracy would be on far sounder ground if elections were not financed by a relatively few "angels." It is estimated that 90 per cent of campaign funds come from 1 per cent of the population.

We would not suggest that all the wealthy individuals or organizations who comprise this fraction seek to "buy" or could "buy" control of the two major parties. But no one doubts that many of them possess special-interest axes they would be delighted to sharpen.

Citizens concerned about "influence peddling" at any level of government can do something more about it than grouse. They can "vote" a few dollars. Three years ago a Gallup poll reported that 17 million American families were ready to give at least $5 to their chosen party for election expenses.

The sad fact is that normally only 2 per cent of the people make any contribution. We warmly support the drive of the Heritage Foundation and the Advertising Council to help Americans correct this shocking weakness.

—Christian Science Monitor.

INTERPRETING THE NEWS

U.S. may moderate view of Chiang issue

By ED SIMON
Canadian Press Staff Writer

Prime Minister Macmillan committed to uneasy acceptance of United States policies in the Far East has been offered a glimmering of hope that his American allies may get him off the hook.

While British public opinion is divided between lukewarm toleration and outright dislike of Chiang Kai-shek's Nationalist Chinese government in Formosa 100 miles from the mainland, a few Britons favor the presence of Chiang's troops on Quemoy only four miles from the nearest Communist gun positions.

For weeks Macmillan has been stalling off expressions of alarm at the involvement of the West in the defence of Chiang's outpost with a reminder that Britain has no military commitments in the area. At the same time, he has echoed the statements by State Secretary Dulles deploring the use of force in settling international disputes.

The prime minister has also replied to urgent Labor requests for a policy statement urging the United States to lay off Quemoy with the cogent argument that Britain can make her influence felt more effectively in private talks than in public pronouncements.

While Macmillan's points were well taken in most quarters, the antiphonal explosion of Chinese shells and Russian and American propaganda barrages have outweighed their effect on British nerves. The prime minister has been informed by an impressive cross-section of his countrymen that they do not consider Quemoy worth fighting for.

Consequently, students of the Dulles prose style happily seized on one phrase in his New York speech Thursday night as a departure from his previously expressed views on Quemoy. The U.S., he said, would find acceptable an arrangement not involving force or the threat of force, which "eliminated from the situation features that could reasonably be regarded as provocative."

★ ★ ★

To Britons, the statement was significant in that it was the first indication that Dulles might be sympathetic to their view that Chiang's heavily garrisoned installations at Quemoy could be so regarded.

As long as Chiang keeps his troops within gunshot range of the Communist mainland, the arguments of President Eisenhower and Dulles against the use of force or threat of force are effectively countered by the Communist rejoinder that the original threat was Chiang's and that the U.S. 7th Fleet is supporting it by protecting his supply lines to the island.

British friends of Chiang would be happier about underwriting his future if he withdrew his forces to the inoffensive distance of Formosa and the Pescadores. They read into Dulles' remarks the indication that the U.S. is beginning to share their view.

VICTORIA REPORT

By J. K. NESBITT

VICTORIA—It's happening at last—this week—the Pacific Great Eastern Railway is fulfilling the dreams of countless thousands of the people and scores of promising politicians it's chugging into the Peace River district, to new northern terminals at Fort St. John and Dawson Creek.

By one of those queer quirks of history and the fates, it has fallen to the lot of W.A.C. Bennett to be Premier on this tremendous occasion in the life of British Columbia. He is riding the train as VIP No. 1, having himself a whale of a time, convinced that if he hadn't come along the PGE would never have reached the Peace. Well—he could be right, but one doubts it; someone, someday, was bound to come along and send the PGE into the Peace. However, let us give the Premier his due; he used his drive and his imagination and his sense of gambling and timing to complete the PGE.

What history there is wrapped up in the dear old PGE—what bickerings and arguments. Many an election campaign has been fought around the PGE—it has been the subject of scandals, the butt of jokes, of Royal Commission enquiries, and terrific hours of acrimonious debate in the Legislature.

The first PGE inaugural was in August of 1921, when Premier John Oliver hosted a big party for the first train ride into Quesnel.

There was even controversy about that. The Opposition members of the Legislature wouldn't go along. On this 1958 inaugural they're not invited, not even Opposition Leader Robert Strachan. "One of these days I'm going over the PGE, but I guess I'll be paying my own way," says Mr. Strachan, who pretends he's not hurt because he's not invited, but just the same, he'd like to be there. However, the Premier doesn't want Mr. Strachan to be making any political capital out of the PGE.

But, back to 1921—William Bowser was Opposition Leader when Premier Oliver invited him on the PGE inaugural into Quesnel. No, Mr. Bowser wouldn't accept, thank you: "The excursion will be so arranged that the management of the railway and the contractors will conduct the party as to have them see what they want them to see—I want an independent view — I don't propose to have my hands tied when such an important matter is to be discussed in the House."

No, Mr. Bowser wouldn't go; he said the PGE inaugural into Quesnel was nothing but a joy ride, at the taxpayers expense: "Along comes the present Premier with the insatiable ambition to be a railroad builder."

The PGE, you see has always been tied up in politics, and it always will, as long as the government owns it.

But Premier Oliver, didn't seem too happy in the role of railroad builder: "It is costing the people $3,000,000 a year. Because of this we have $3,000,000 a year less to spend on roads and schools in B.C. You never saw a railway built in your life but that there were charges, and that there was a waste of money."

Premier Bennett today, of course, would deny that there has been any waste of money under his regime, and he may be right.

Well, let's let bygones be bygones, and wish for the best for the PGE—a rich and happy future, returning someday, fat dividends to the people who have poured so many millions into it.

Civic questions . . . and answers

This is one of a series of questions on city affairs problems and projects to which Mayor P. J. Lester has offered to provide answers. Questions should be sent to "Civic Questions and Answers," City Hall, Prince Rupert, together with name and address. The answers do not necessarily reflect the opinion of the whole or individual members of city council.

Q. Why is the sewer rental raised from $5 to $15 per year?

A. The sewer system has deteriorated to the point where it now costs $34,000 per year just to keep the system in operation. $5 per year is not enough to cover the cost of maintenance and it has been calculated that $15 per year per connection would raise this amount. The City feels that the user should pay for this utility in the same manner that he pays for his telephone.

Staring in company is bad manners. Staring from behind the wheel is bad driving. A fixed stare blurs the eyes, reduces alertness and may allow danger from sides and rear to approach unnoticed.

SURPRISE HATCH—An abandoned egg caused all the confusion. Arseni Smirnoff of Calgary keeps both pigeons and hens in his yard. When he found an egg he felt sure it belonged to a pigeon so he gave to Momma Pigeon to hatch. But the offspring stunned the pigeon. The new baby was a chick.
—CP Photo.

LETTER BOX

Tribute to carver

The Editor,
The Daily News:

An aged Indian was laid to rest in Port Simpson Monday last. I wonder how many of us realize that with him went much knowledge of the old culture and Native handicrafts, for he was one of the few and true carvers of our totem pole, who had carried on his carving all down the years, and gave much to us in the way of history and craftmanship.

Moses Alexcie was 82 years old; he died quietly and peacefully, down at the seashore he so often visited, near his Port Simpson home.

His was a rare gift—he was one of the few left, who had that gift and that knowledge, and I wish to pay tribute to him, and for the hundreds of carvings he brought in to me, during my years of friendship with him.

Vera A. Webb,
Prince Rupert.

Security preferred

From the London Free Press

One of the marked weaknesses of business today is the refusal of young men to accept proper responsibility. They prefer, it would seem, a safe, cosy job, with the customary protective services, to the arduous and hazardous job of responsible management.

ONLY AT HFC...

Money service backed by 30 years' experience

For fast, friendly loan service from specially trained, courteous people, come to HFC—Canada's leading consumer finance company. Borrow up to $1,000 in privacy, with up to 30 months to repay on terms you select.

You're always welcome at HFC

HFC HOUSEHOLD FINANCE
Corporation of Canada

C. B. Bigham, Manager
315A Third Ave. W. Telephone 4311
PRINCE RUPERT

BUILD PRESTIGE FOR YOUR FIRM WITH

Better Printing

WE WILL BE PLEASED TO SERVE YOU WITH HIGH-CLASS PRINTING AT ORDINARY PRICES

You pay no more for our fine quality printing, created by skilled craftsmen using the best and latest equipment to ensure fineness and accuracy. These men have many years' experience and keep themselves up-to-date on new developments in their special field. Into every job goes that "little extra" that lifts it high above the mediocre.

We offer you unexcelled service in preparing your office and business forms and literature. A 100% Union Shop, we turn out only the highest grade work on every order we are privileged to handle, however large or small.

- Letterheads and Envelopes
- Statements
- Booklets
- Folders and Enclosures
- Programs
- Yearbooks
- Blotters
- Bulletins
- Filing Cards
- Shipping Tags
- Postal Cards
- Invoices
- Greeting Cards
- Social Stationery
- Business Cards
- Catalogues
- Magazines
- Maps
- Brochures
- Ruled Forms
- Snap-out Carbons
- Labels in Full Color
- Placards
- Legal Blanks
- Handbills
- Tickets
- Wedding Invitations

Choose Your Personalized Christmas Cards . . . Early — to get the best

For your Printing needs be sure to contact

THE DAILY NEWS

PHONE 6767