J. R. AYRES

JOHN F. MAGOR President

Editor

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WEDNESDAY, MAY 7, 1958

IF the top executives of 14 railway unions decide that their membership will not support the proposed strike by 3,000 firemen on Canadian Pacific Railway trains, it will not necessarily mean that there is a weakening in trade union ranks. It should mean that saner heads are prevailing at a time when Canada can ill-afford a strike that will tie-up half of the country's rail transportation. With a record number of persons presently unemployed there is little point to swelling the ranks of jobless through a strike that will not only effect the actual strikers but thousands of other rail union members as well.

The issue at stake is an important one to both parties. The CPR wants to remove the firemen from the cabs of diesel engines pulling freight or operating in yards. The firemen believe they should be allowed to remain a member of the engine crew for safety's sake. A royal commission, headed by Mr. Justice R. L. Kellock, held hearings all across Canada for 10 months and recommended that firemen are not needed on freight and yard diesels but should be retained for passenger and steam locomotives.

On the outcome of the dispute hangs the fate of the firemen employed by the Canadian National Railways and 140 United States railroads, who are letting the CPR take the brunt of the present "test case."

Facing each other in the dispute,

although not at this moment, are N. R. Crump, president of the CPR and H. E. Gilbert, international chief of the firemen's union. Both have been adamant as the country slips closer to the May 11 strike deadline. First break in the dispute has come from the allied rail unions in Canada.

G. P. WOODSIDE

The question facing these other union executives is whether it is better to strike for a principle, in this case to save 3,000 victims of automation, or whether it is better to go on working, pulling down wages at a, time when hundreds of thousands are out of work. The CPR has promised to absorb "most of the firemen in the railway's organization in other capacities." If the union knew this was guaranteed then it would appear better to go on working for the same company at a different job than to live for some time on strike pay when the cost of living is also at an all-time high. The dispute is not over wages. There is no retroactive pay or wage boost to anticipate. Others besides the firemen themselves will not suffer as much if they do not go on strike. It might not appear so at present, but it would seem more sensible to accept the ruling of the Kellock commission, although it is not binding, because the CPR shows no sign of relenting its plan to take firemen off freight and yard diesels anyway. And after all the CPR is, we presume, still operating its own business.

A bill of rights

DRIME Minister Diefenbaker, in his speech to the Canadian Labor Congress, not only expanded on new policies but reaffirmed his determination to carry out an old one. He will, durin the life of this Parliament, carry out his promise to give Canada a Bill of Rights.

The Prime Minister has a remarkable facility for relating broad principles to matters which directly touch the people he is talking to at the moment. He said the Canadian labor movement and the labor laws it has sponsored had "provided a blueprint for the statutory recognition of basic individual freedoms . . . Certainly it has shown that such rights can be defined and can be guaranteed in precise

and practical terms to all men by the law of the land."

He added: "Over the years I have advocated a Bill of Rights of fundamental freedom for Canadians within the constitutional jurisdiction of the Dominion Government . . . We intend during the present Parliament to introduce the necessary measures to this

That the Prime Minister has chosen to refer to the matter publicly while the constitutionality is still undecided by the Supreme Court, reaffirms his determination to place such a bill on the statute books and his confidence that it is within the powers of the Dominion Government.

-The Toronto Telegram.

INTERPRETING THE NEWS

NATO ministers face brain-wracking problems

By JOSEPH MacSWEEN Canadian Press Staff Writer

NATO foreign ministers have opened their meeting in Copenhagen with a few things to be thankful for, but they also face brain-wracking problems.

Their first task is the diplomatic tussle surrounding the proposed East-West summit meeting, and in this the 15 ministers have a strong moral position as a result of last week's debate in the United Nations.

Russia's truculent voto of a limited Western plan for disarmament inspection has weakened the Soviet Union's pose as the eager advocate of peace moves against Western war plots.

The UN exposure of Russia's implacable opposition to arms inspection throws serious doubt on whether Premier Khrushchev wants a summit meeting at all, despite his many statements. This is one of the problems that NATO statesmen must face.

. One way or another, Russia will struggle to regain initiative in this vital question, as has already been shown by Foreign Minister Gromyko's new meetings in Moscow with ambasandors of the Uniter States, Britain and France.

The NATO ministers have the problems of hammering out a solid common policy to match Russian moves in every field-political, millitary, economic and psychological.

Russia is active in all of these and, unlike the West, has the tactical advantage of not having to consult with and make its decision acceptable to the different interests of several

On the military front, the NATO ministers have the recommendations of alliance defence phiefs for a doubling of ground forces to 30 divisions and the establishment of nuclear and missile buses in European countries.

This is an issue causing great soul-searching anywhere in Europe, especially West Germany, which is under enormous pressure to refuse the nuclear arms.

On the economic front, there are fears that the business recession of the United States and Canada will spread to Britain and Europe at a time of Russian economic expansion.

The duties of the U.S. toward enlightened policies of foreign trade were stressed during the weekend by Republican President Eisenhower and a leading Democrat, former state

secretary Dean Acheson. Another NATO worry is the unstable political situation in France, where a scarch now is in progress for the 26th government since the Second World War.

And since France is a key member of NATO, the alliance cannot ignore the continuing crisis of North Africa, where Algerians are in prolonged rebellion against French rule.

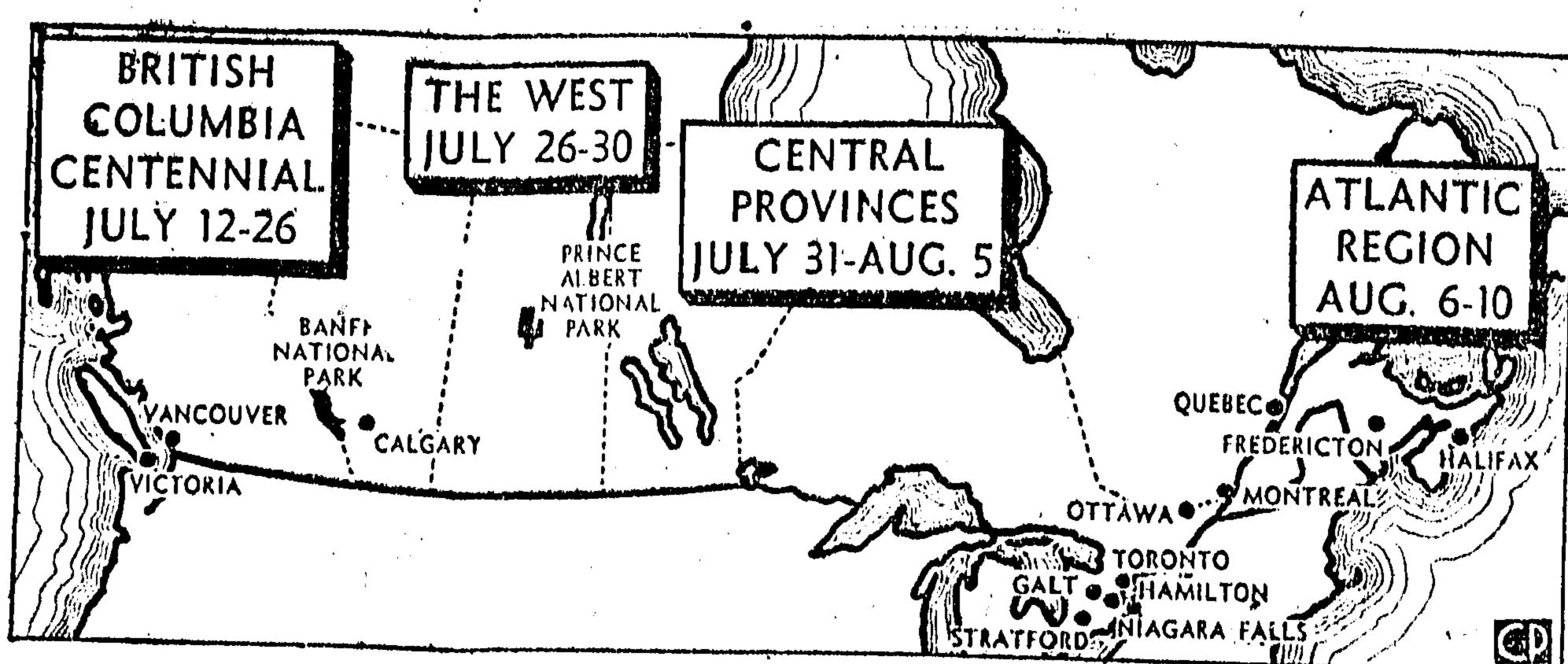
Fit or fat?

From The Vancouver Province Are our children fit or merely fat, We North Americans like to boast that our children are the best fed in the world. And probably they are . . . But are they tough and strong-as well as big? Or are they more like a hothouse plant that is long on pulp but short on ilbre?

Her difficulty

From The Gall Reporter

Naturally the dumb stonegrapher dian's mail the circular letters. She couldn't find any round envelopes.



PRINCESS MARGARET will spend a month in Canada this summer, visiting at least 11 cities and two national parks. She starts with two week's participation in British Columbia's centennial celebrations and then travels across Canada to the Atlantic Coast. Details of the visit have not yet been completed but map indicates dates on which she will visit the various regions. After leaving British Columbia she will visit Banff and Prince Albert parks and the cities of Calgary, Toronto, Niagara Falls, Galt, Hamilton,, Montreal, Quebec, Fredericton, and Halifax. Her Royal Highness also will attend the Shakespearean Festival at Strafford,

ALL ABOARD _

By G. E. MORTIMORE

Here they can load in no more

han three days. It costs thou-

sands of dollars to keep a ship

waiting. But the companies

travelling time at \$30 a day

Why don't they station a

observer, six ships a month

would be needed to make it

worth while. From 1952 to

1957, the number of ships call-

ing at Prince Rupert during

each years has been 53, 48, 36,

Why don't more ships use

Because the wheat board

this port? For several reasons.

favors Vancouver. Because the

sole Prince Rupert grain ele-

vator is government-owned

and doesn't chase-business as

private enterprise would, it

handles only barley just now;

because shipping companies

charge more for Prince Rupert

cargoes even though they can

carry these cargoes at less

"When are you going to

lower your ocean freight rate

plus hotel bills."

pilot here?

33, 32 and 26.

In the May 10 issue of Maclean's, Pierre Berton pats Prince Rupert kindly on the head and says: "There, there, little town. Sorry you didn't grow up."

If I were a denizen of Prince Rupert, I would be tempted to bite Berton's hand.

However, my relationship to Prince Rupert is only that of a visitor and friend; and by the time these words reach print I'll be out of town. It seems to me that Berton

has sold Prince Rupert short: "We flew north . . . to Prince Rupert which 60 years ago was the Kitimat of its day. There it lay beneath us ,on its island of rock and muskeg, Sir Wilfrid Laurier's thwarted dream city: destined in 1906 to be the metropolis of the north; laid out . . . to hold 50,000 per-

"But it never fulfilled its destiny. Vancouver stole the business. Prince Rupert suffered, and still suffers, the B.C. malady of being cut off from the world. After half a century its population stands at about 10,000 . . ."

Berton's comments are premature. Prince Rupert still has plenty of time to grow up. What are 50 years in the life of a nation, or a city? • "And yet the town has never

lost its fierce optimism . . Berton says ."It has always felt itself on the verge of big

Surely that feeling is well founded. As Berton himself points out, the city has the world's third largest harbor. It is the terminus of a transcontinental railway. It is 400 miles nearer the Orient than Vancouver. The port is sheltered, ice-free and fog-free, clear of obstructions at its entrance, deep at all tides almost too deep.

As I look out over the railway yards at the seven miles of first-class harbor—14 miles counting the inferior stretches —I see this place not as stunted failure but a Cinderella town that will prosper when its day comes.

By going from Yokohama to Prince Rupert and return instead of Yokohama to Vancouver, the captain of a 10,000tonner saves himself some 800 miles and 90 tons of fuel.

"Why aren't shippers falling over each other to send their goods across the Pacific via Prince Rupert," I asked shipping agent G. W. Nickerson. "Is it because the rail

freight rates are higher?" "No, the rates are the same from Fort William to Vancouver and Prince Rupert," he said. "But the shipping companies want 25 cents more a ton to load grain here than they do from Vancouver,

"It's cheaper for them to operate out of Prince Rupert in another way, In Vancouver ships often have to lay waiting for as much as 10 days.

"How are we going to get more ships if you charge excessive rates?"

The shipping man didn't have got together and agreed answer. He had been talking to charge 25 cents extra." nonsense. The heart of his ar-"The shipping companies gument was: "Don't go in the won't compete with one anwater until you learn to swim." other. Then, the government This kind of circular reasonpilotage rate is higher here ing has neld Prince Rupert than it is for Vancouverback. No more ships until you although down there they get a pilot, no pilot until you need a pilot for 100 miles and get more ships. No more grain here we scarcely need one for until you get another ele-30. We also must pay the vator; no elevator until you transportation of the pilot to get more grain. and from Vancouver and his

As a result the people of this town have to watch freighters steam past carrying grain from Vancouver to

Because, says a waterfront They have to listen politely when a Japanese captain explains that they have to pay an extra \$4 a ton freight on their mandarin oranges because Prince Rupert is such a remote place.

Sooner or later, Prince Rupert businessmen will break into the circle of defeat. A \$7,000,000 airport is under construction. The town has the railway, the scaport and the industrial sites. With any luck, it will get power-hydro power or (who knows) power from the tides. A simple generator has lately been invented, to make electric current from the rise and fall of the sea.

When trade with China opens, lumber and wheat could move through this port. There is no need to cry the blues for Prince Rupert. This

to give Prince Rupert an even break?" a friend of the city town will have its day. Meanasked a shipping man, while, a skunk cabbage blos-"As soon as more ships come som for Pierre Berton's butin, and you become a bigger tonhole, fresh from Prince port," the magnate replied. Rupert's famed muskeg.

Take precautions before holiday

Home burglaries represent a large portion of the \$1,500,000 their loss in Canada each year, according to officials of the All Canada Insurance Federation. Thefts increase sharply during the vacation months when owners are away.

The Federation, which represents more than 200 Canadian fire, casualty and automobile insurance companies, offers these recommendations to guard against home burg-Tary wime on vacation.

Have milk and newspaper deliveries cancelled. Old newspapers are a sure indication that the resident is away.

Arrange to have your lawn cared for regularly, Inform the local police that you will be away. They

will check your home period-Have a friend or neigh-

bour visit the house occasionally to see that all is in order. Remove valuable silver or jewelry for storage in a bank safety deposit box.

Do not leave lights burning in the house.

• If a theft or break-in is discovered, inform police immediately. Even if nothing of value has been taken, the information will be of value to

Can't spell

From The Sudbury Star Employers in established business have been shocked by the number of applicants for positions who lack spelling ability. It is no wonder they are among the leaders of the movement for a return to the three R's in our school system. It is all very well for a new crop of people who call themselves "educationists" to protest the three R's are still be-

ing taugh in the schools, The finished product seeking employment after school provides the proof that the experiments of "educationists" have not paid off in basic knowledge--such as knowing how to spell.

We may be as good as we please, if we please to be good. -Isaac Barrow.

INHUMAN HUMANS

The Editor. The Daily News:

Some callous morons who probably think themselves personable decent human beings, disposed of a number of kittens, by dumping them in the alley near Sixth Street. The kittens, are about two weeks old, and quite unable to fend for themselves, much more so in face of last weekend's storm. They were a bedraggled lot when brought in and I wish to thank the gentleman who climbed the bluff back of the Totem Gift Shop to rescue one poor mite, who was defiantly yowling his head off, his piteous wails heard above the wind and rain.

If these humans were but made to endure the same in-

I well realize there are many and varied unwanted families among cat and dog pets every Spring, but if people wish to rid themselves of these, they have no right to throw them in some bush or alley, and thus shed responsibilities wth a shrug of the

It is quite easy to put them to sleep, via your druggist, or if an SPCA member is phoned, I am quite certain they would only be too pleased to find home for "the waifs."

> Yours (in indignation), Vera R. Webb. Prince Rupert.

NO TROPHIES YET

The Editor, The Daily News: Before the new Parks Board gets organized on their 1958 program at the parks, we!; would like to inquire about

some unfinished business left?

over from 1957. It is now eight months since the Labor Day swimming come, petitions, and to our knowledge none of the winners, !! have as yet received the trophies and medals which they worked so hard to win, The awards were presented to them after the swim meet, but were kept by the Parks Board to be engraved and geturned! as soon as possible to the youngsters,

The medals had not yet ar-! rived but were expecting short-ily and would be mailed to the winners immediately, as they needed no engraving.

But so far, no one has received any of the awards. It is a shame that it has been left! so long, as all the thrill of: competition has no doubt dimmed by now, and dust has gathered on the plano tops. and mantel pieces, where the trophies were to have been. displayed so proudly by the

We would like to see this matter attended to and cleared up before the new season starts. It is only fair to those youngsters who worked so hard to win those awards.

INTERESTED, Prince Rupert.

Commendation

A.H.R. in the Washington, D.C., Liberty

Bishop Joseph T. McGucken of the Catholic Diocese of Sacramento, is to be commended for his position in favoring a. voluntary, no-work Sabbath. The Sacramento Bee recently expressed his opposition to blue laws as restricting Sunday activity because: "It's almost impossible to frame them with justice. People keep the Sabbath in a variety of ways—the most outstanding examples are the Jews and Seventh Day Adventists:"

The Bishop's stand is in contrast to others of his church, and to some clergy of the Protestant churches who are advocating economic reprisal by means of boycott, or by Sunday enforcement by law: against those who keep their shops open on that day. Sunday laws cannot be framed in justice, they are persecuting, in nature, they invade the right of the individual conscience and, in principle, misrepresent the Prince of Peace.

Must Canada impose its will? From La Presse of Montreal

This refusal to allow a thousand or so automobiles to be exported to China is something which probably happens frequently enough in the field of our export trade. There are other implications. There is concern right across Canada over the constant growth of American capital in the development of our country's econ-

It would be advantageous for us to make use of the possibilities of selling automobiles in China. But it has to be re-

membered likewise, along with this lack of making profits in this case, that Canada has derived benefit from the establishment of factories which assure work to thousands of persons and which have created a strong current of exports towards other parts of the world: Must the Government, in such circumstances, impose its will? But then who does not fear that there will be risks of provoking quarrels more ser-

More people come to HFC for money help



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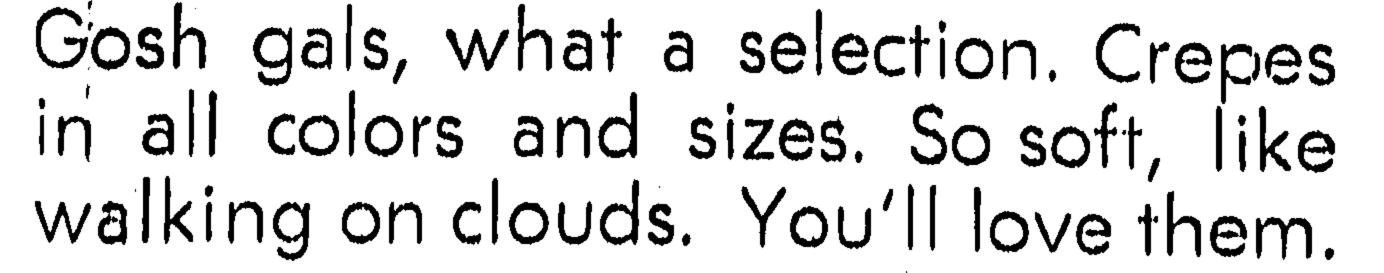
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