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FRIDAY, SEPTEMBER: 19, 1958:

Civil defence here down to survival plans

THIS is Civil Defence Day throughout Canada—a Canada that has been at peace for 13 years. The purpose of marking Civil Defence Day in the larger cities and towns where there is heavy industrial plants and key military depots nearby is obvious. In Prince Rupert one would wonder why such an observance is necessary. In Civil Defence headquarters planning Prince Rupert is not a target area and is no longer a reception area whence other towns or cities could evacuate their population.

With the United States and China rattling sabres in the Far east, however, thoughts of what might occur here in the event of a war, occur to even the most disinterested person.

Any veteran of the previous two world wars will state that the city is most vulnerable from land, sea or air. Evacuation by way of Highway 16 would be chaotic. The city could be cut off by rail or road by two low-level bombing raids with old-fashioned bombs at the two bridges connecting Kaien Island with the mainland. An atomic or nuclear bomb timed to explode above the city, would remove the necessity of anyone worrying. In the event of shelling from the sea the only hope of persons able to evacuate the city would be by small boats,

away could make for small coves and inlets where there was possibly no radiation and where they could survive until help came.

It would appear, then, that preparation for civil defence here would be along survival lines, if this port was ever chosen as a landing point for an enemy rather than a target just to be knocked out.

Every family should start setting up emergency supplies that can be packed and carried away with them at a moments notice. These should include water, canned meat, cheese, corned beef, fish, dehydrated soups, infant foods (where necessary) canned milk and beverages, cereals, biscuits, fruit juices, vegetables, fruits, can opener, paper cups, plates, spoons, knives, forks toilet tissue, flashlight, spare batteries, axe, shovels, matches, cigarettes, candles, blankets spare clothes extra socks, playing cards and games for children, and many more articles. It sounds fantastic. sounds more like a camping expedition. But that is what life would be like if homes, stores, public works and utilities were wiped out whether in war or by disaster. It's something to think about and today seems like a good time to think about it and also do something about it. Next year, next month, next week might be too late.

We are progressing

ITH the re-opening of our schools, after what many experts now. consider an unnecessary long summer interlude, some of the basic faults in our education methods with no doubt be the subject of still more intensive examination and discussion. A heartening sign of a swing away from the Dewey influence in the recent amendment to our School Act.

It is difficult to realize that previously a school board had no power to expel students who consistently raised hob and flouted authority in school, and that teachers had no power to administer punishment to the insolent or the indolent mischiefmakers.

The burden of school taxes grows more onerous each year. The least we can expect is administrative machinery to ensure that everything possible shall be done to give the best possible return for our tremendous investment. --Courtenay Arguus.

Untenable position

Eisenhower, Dulles not telling whole story

By GEORGE KITCHEN

Canadian Press Staff, Writer

apparent for years that the Indian Act as it pertains to liquor is a failure. Recent unpleasant incidents here and in other parts of the country can be traged to the fact that a race of people has been placed in an untenable position in regard liquor.

Those trying to enforce the laws must agree that there is something radically wrong. Admitting that liquor

President Eisenhower bases his pledge to

döfendäthe embattled China-coast island of

Quemoy on congressional authority to take

why steps he thinks necessary to keep Formosa,

the main Nationalist stronghold, out of the

3 Both he and State Secretary Dulles refer

repeatedly to the almost unanimous support

that authority-embodied in the so-called

"Formosa Resolution"--received in the U.S.

Congress and tend to speak of it as though

" In actual fact, the Formosa resolution was

approved almost four years ago--on Jan. 24,

1955-and it is by no means certain that the

Congress today would be as willing as it was

in 1055 to give the president a free hand to

go to war over an Island that lies less than

the president's stand in the current Formosa

Straits crisis and one of them, Senator Theo-

dbre Green, Democratic chairman of the Sen-

ate foreign relations committee, says Elsen-

Rower should call Congress into session if he

thinks there is any danger of a Far Bast war.

Corperess notifully has had no opportunity to

indicate its collective viewpoint on the desir-

ability of an American defence off Quemoy and.

Matau, the other off-shore island under threat

of Rod Invasion, Congress adjourned Aug 23,

the same day the Red Chinese opened their

bombardment of the Nationalist-held islands.

The crists has developed since then.

Green's comment points up the fact the

A strong group of Democrats has criticized

five miles off the Red Chinese mainland.

it were something of fairly recent origin.

INTERPRETING THE NEWS

lignds of Red China.

ROHIBITION failed and it has been is a curse, we also have to admit that it is here to stay. Laws discriminating between different peoples in the same country as regards its consumption

that would be hard to answer.

-Twin Cities (Port Alberni) Times.

This dissenting Democrats have been joined

by a handful of doubting Republicans, one of

whom-Senator John Sherman Cooper t

to go to war over Quemoy and Matsu.

adopted the Formosa resolution in 1955.

Kentucky-declared that he did not believe

It was "In the national interest" for the U.S.

Elsenhower and Dulles make the point that

They aren't telling the whole story. It is

In 1955, the Rods bombarded and threatened

the situation in the Formosa Straits today is

similar to that which existed when Congress

true that off-shore Islands were at stake then.

as now, but there is a significant difference

in the number of Nationalist troops involved.

to invade the Tachens, a group of islands: 200

miles northwest of Formosa. They were gar-

risoned by a small Nationalist force. Elsen-

hower persuaded Chinng Kal-shek to evacuate

the islands and directed the U.S. 7th Floot.

then in the Fermosa Straits as it now is, to

has built up his forces; in Quemoy and Matsu:

to the point where fully doe-third of his

army-an estimated 100,000 men-14 stationed:

there and in danger of being cut off from the

By stationing so many mon on Maisu and

Quemoy, Chiang has freed Elsenhower into

a difficult position with respect to defence of

the two islands which, were the circumstances:

the same as they were in 105% he might be

prepared to abandon to the Red Chinese

In the 31/2, years since the last orisis Chiang:

help get Chinng's troops off the islands

main Pormosa base 100 miles away.

without a fight.

only serve to emphasize the problem.

Why prohibition should work for the Indian when it never worked for the rest of the population is a question

OLD SWEAT -by Doug. Smith

The

CANADA

NEW YORK

With sputniks and pressbutton warfare the modern trend, it seems a shame that the old regimental or patriotic flag is fast dying out.

There is something about a flag that has an appeal which strikes at the heart of every individual. All of us, even those who scorn sentiment; are at some time or other flagwavers of a sort:

Back in 1700 BC a few Ivernaians landed in Britain. The lads when they went on a rampage carried their totem, which was the head of a bird or beast on a pole. It was usually carried by the witchdoctor who kept it in his storeroom, thereby becoming the first ancestor of the army quartermaster.

A little later, around 57 BC, when Julius Caesar was taking over real estate in Belgium, he gave orders to his men that when separated from their company colors, to rally around the first color they could find and fight on.

In those days everybody seemed to be making a stab at landing in England, and in 1066 William the Conqueror is found advising his bowmen to "Shoote hyghe and specially atte the standyards."

When the Iron Duke was chasing the foe all over the Continent, there came into existence a junior subaltern of the cavalry who was known as

His only job during the battles was to carry the standard and see to it that the enemy didn't drag it triumphantly in the mud. Since the enemy usually went straight for the standard, the cornet bearer had a nasty time of it.

It was not until 1813 that the Officers Union called a meeting and decided that this couldn't go on forever or else they wouldn't have any officer types left. So, bless 'em, they passed the honor and glory over to the sergeants, and the rank of color sergeant came into being.

They gave up carrying colors into action in 1881. It was a colorful activity. It heralded a life wherein chivalry was not forgotten word. Flags and chivalry—we could do with a lot more of them today.

Tired of politics From The Ottawa Journal

People are tired of party politics and are hoping that the next session of Parliament will be an improvement. The next election is not likely to hit us for another four years. It is too soon to begin fighting it now, especially when there are tasks challenging to the imagination that demand nonpartisan attention for the nation's good.

THIRD CABLE LINK-Survey work progressed this summer on a route across the Atlantic for a new submarine telephone cable between Canada and the United Kingdom. The cable, which will be the third telephone link to cross under the ocean, is to be completed by 1961. It will run from Oban, Scotland, to White Bay, Nfld., then across Newfoundland., under the Gulf of St. Lawrence and up the St. Lawrence River to a terminal at Grosses Roches, about 225 miles northeast of Quebec City. The line has been dubbed CANTAT for Canadian and Transatlantic, Joint partners in its operation will be Canadian: Overseas Telecommunications Corporation, a crown company, and Cable and Wireless Limited of Britain. Work also continued during the summer on a second cable, a United States-European project during the summer on a second cable, a United States-European project due to be in service by the fall of 1959. The 2,400-mile ocean section runs from Clarenville, Nfld., to Penmarch on the south coast of Brittany. The first cable, which started service in September, 1956, runs from Clarenville to Oban. COTC was a nine-per-cent partner with American Telephone and Telegraph Company of the United States owning a 50-per-cent share and the British —CP Newsmap. Post Office the other 41 per cent.

AT.GT. (1959)

All Aboard By G.E. Mortimore

away? Or should the law com-

pel him to hold his land in

trust for coming generations?

A good case might be made

for a nationwide anti-erosion

mooring space for their boats.

Thirty to 50 commercial fish-

ermen making Ladysmith their

home port would be the equiv-

A new industry

From The

Ladysmith Chronicle

organization meeting of the

Ladysmith Boat Owners' Asso-

ciation that some people are

taking a rather narrow view of

the new boat basin which is

being constructed in Lady-

smith Harbor. Some members

made it clear that if they find

the boat basin filled with com-

mercial fishing boats and there

their own boats, they will have

no further interest.

is no room for them to moor

The fact of the matter is,

if that should happen the

people of Ladysmith will bene-

fit much more than they would

they were granted private

It was evident at the re-

alent of a new industry.

Canadian rivers are sweep- let his land blow or trickle ing away thousands of tons of topsoil every year.

On a journey through parts of British Columbia I saw the Fraser, the Thompson, the Chilcotin, the Nechako, Bulkley and Skeena, all of them chocolate brown with rich earth looted from the fields and range lands and the charred slopes that used to be for-

The brown blood of the land is pouring away to the sea and the lakes, all across Canada. There is nothing new about soil erosion. It was in progress long before agriculture came to

the western part of North America, when the Iroquois to the east were still scratching the ground with sticks to grow The luscious islands of silt

at the mouth of the Fraser River were made before the sails of the first white men Since farmers and loggers

began stripping off the trees and grass, however, soil has run away more quickly than -before. Scientific farming in many areas holds back the flow of earth. Elsewhere, erosion continues unchecked.

In the cattle country of British Columbia's Chilcotin Plateau, I saw large gullies where land had washed away to the river. "What about it?" I asked a

man who had a share in a smallish Chilcotin ranch of only a few thousand acres. "I guess we've lost about an acre a year for the last 40 years," he said comfortably. "Anybody doing anything to

"Nope," he said, and shrugged his shoulders as if to indicate that there were plenty more acres where those came

A lady just back from the country near Battleford, Saskatchewan, told me that numerous farmers, greedy for wheat land, tore up trees and brush cover to make more room for grain. "There isn't a bush any,-

where," she said. "Won't they ever learn? It will serve them right if the land blows away, as it did in the south." Should a farmer be free to

A tank would be still safer From The St. Louis Post Dispatch

Big automobiles still hold first place in the battle of the highways and they are cheaper, A. J. White, Director of Motor Vehicle Research of New Hampshire, told the state chapter of the American Society of Mechanical Engineers in an address at the University of New Hampshire. The research authority said American cars cost 50 cents a pound, whereas the small foreign cars cost \$1.15 per pound. And when a big car crowds him on the road he wants to be in a big car too: If there are many converts to this line of reasoning the Army should be able to dispose of all its obsolete tanks in short order.

NOTICE

Commencing Monday, Sept. 22 major repairs will be carried out on Galloway Rapids Bridge, 5 miles east of Prince Rupert on the Northern Trans-Provincial Highway.

The bridge will be closed to all heavy traffic including trucks and buses between the hours of 9 a.m. and 4 p.m. daily Monday to Friday while this work is in progress.

Light traffic will be maintained insofar as passible, but traffic delays, will be encoutered. during the above hours:

> H, J. KELSALL, District Engineer.

AUCTION & RUMMAGE SALE

in the vacated Co-op Hardware Store (Next to Daily News)

Saturday, September 20th Rummage Sale 9 a.m. - 12 noon Auction Sale 2 p.m. - 5 p.m.

Any one who has anything to donate please phone 2327 or 5734.

Northland Navigation Co. Ltd. Announces Change Of Schedule

M.S. "ALASKA PRINCE", PASSENGER & CARGO Leave VANCOUVER, Friday, 9:00 p.m. Calling at Alert Bay, Ocean Falls, Bella Bella, Klemtu;

Arrive PRINCE RUPERT, Monday, 7:00 a.m. Leave PRINCE RUPERT, Monday, 9:00 a.m. Calling at Port Simpson, Kincolith, Alice Arm, Fords Cove, Stewart,

Arrive PRINCE RUPERT, Tuesday, p.m. Leave PRINCE RUPERT, Tuesday, 8:00 p.m. Calling at Butedale, Klemtu, Bella Bella, Alert Bay. Arrive VANCOUVER, Thursday, 3:00 p.m.

M.S. "NORTHERN PRINCE", CARGO ONLY. Leave VANCOUVER, Friday, 9:00 p.m. Arrive PRINCE RUPERT, Monday, 7:00 a.m. Leave PRINCE RUPERT, Monday, p.m.

Calling Southbound at Wayports as business warrants. S.S. "CANADIAN PRINCE", PASSENGER & CARGO. Leave VANCOUVER, Tuesday, 8:00 p.m. Calling at Beaver Cove, Alert Bay, Namu, Bella Coola, Ocean Falls, Butedale, Kitimat. Arrive PRINCE RUPERT, Friday, 7:00 a.m. Leave PRINCE RUPERT, Friday, 10:00 p.m. Calling at Kitimat,, Butedale, Ocean Falls, Bella Coola,

Alert Bay, Beaver Cove. Arrive VANCOUVER, Monday, 7:00 a.m. ALL VESSELS ARRIVE AT AND DEPART FROM NORTH-LAND NAVIGATION DOCK-FOOT OF MCBRIDE STREET.

FREEZER and COOLER SPACE to 15 Degrees Below Zero. HEAVY LIFT TACKLE UP TO 20 SHORT TONS. Passenger Ticket Office: G. W. Nickerson & Co.

2nd Ave. & 2nd St., Phone 5233. Cargo: Northland Dock, Phone 6200.

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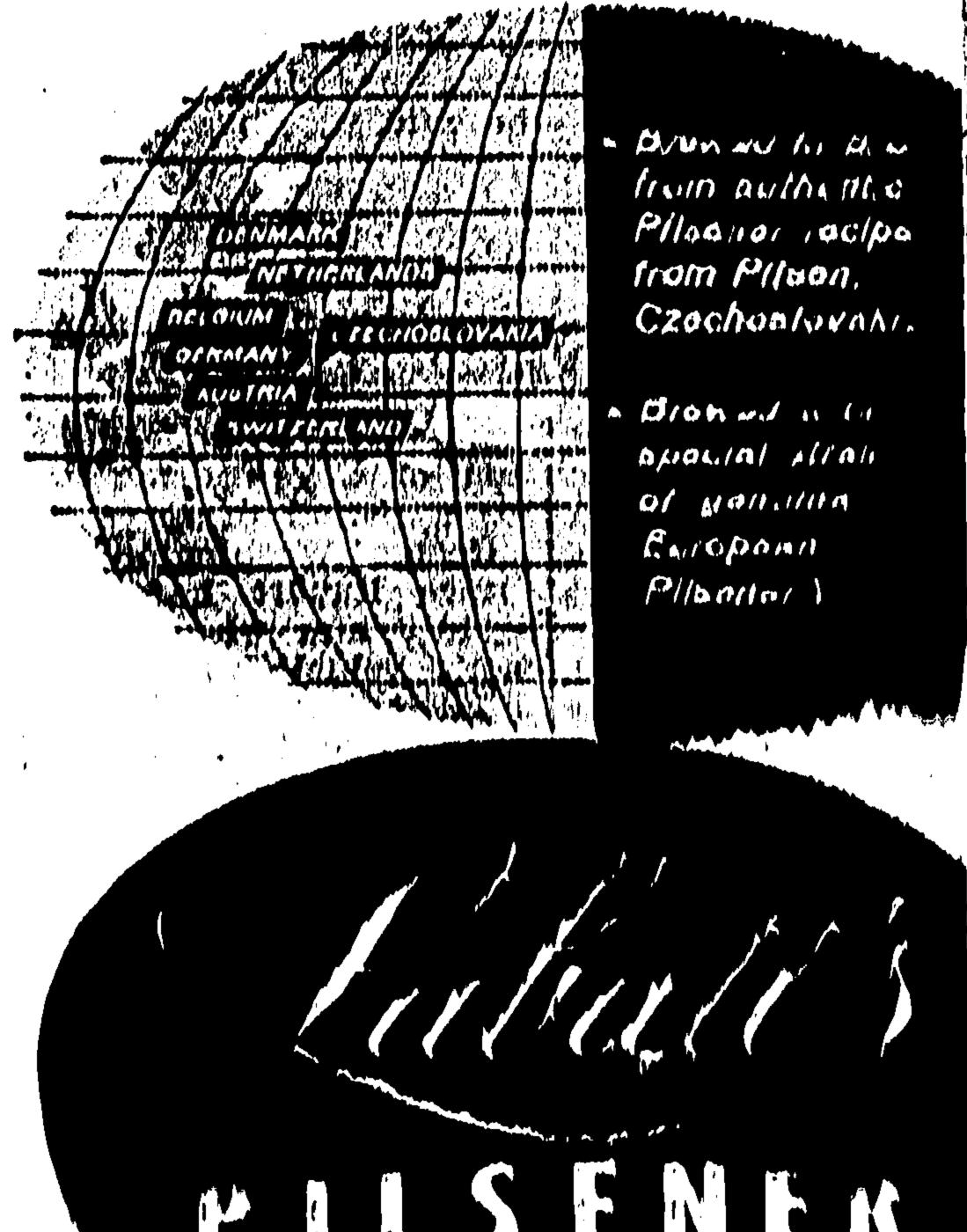
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