

Covers Prince Edward Island Like the Dew... W. J. Hancox, Publisher... Frank Walker, Editor... Published every week day-morning except Sunday and statutory holidays at 165 Prince Street, Charlottetown, P.E.I. by Thomson Newspapers Ltd.

Wilson Walking Warily

At the Lagos conference of Commonwealth leaders last July, Prime Minister Wilson agreed with other prime ministers to a Canadian proposal that a July meeting be held to plan further steps to bring down the Ian Smith regime in Rhodesia if Smith still is in power then.

As a foretaste of what may happen when the Commonwealth leaders meet, rough treatment was accorded Lord Caradon, Britain's ambassador to the United Nations, at UN Security Council meetings held last week.

In a measured defense of London's middle-road policy, Lord Caradon admitted that sanctions had "indeed been slower than we wished or expected," but said he was "astounded that attempts should have been made here to belittle" the results.

Despite these nations' aggrieved feelings, there is reason to believe that Mr. Wilson is following the only practical course available to him. With sanctions squeezing Rhodesia and pressure mounting for tougher military action at the UN, he is in a position to put considerable pressure on the Smith spokesmen to back away from their rebellion.

Mr. Pearson's Reply

The difficulty of writing laws to prohibit the dissemination of hate propaganda has been underlined in these columns from time to time. Last week Prime Minister Pearson spoke to the point when he told spokesmen for the Canadian Jewish community that the problem was to devise steps which at some future time could not be used "against those of us who believe in civil rights."

What the committee tried to do in this report, in fact, was to write and to justify a general law which could be used against the small group of pseudo-Nazis in Canada who attack the Jews. But as the Globe and Mail points out in this connection, in a country of the size and diversity of Canada it is virtually impossible to write such a law which could not at some time be used to silence somebody else—which could

not, as the committee itself puts it, "raise in question our very commitment to the essential value of free expression."

"What it comes down to," concludes the Toronto paper, "is that truth and freedom are fashioned, always and forever, in a furnace of controversy. Someone is always uttering something to incite somebody to hatred and contempt against some group or other, and sometimes it serves the public good and sometimes it does not. Therefore, if we create a law to stop the mouths of the ugly little neo-Nazis we create a law that sometimes, somewhere may be used to stop other mouths, and those other mouths may belong to the prophets and the redeemers. In the past, they often have."

It is just another reminder, of course, that we can't maintain our democracy by merely paying lip service to it. It involves taking chances that totalitarian countries do not dare to take, and nowhere is this distinction more evident than in maintaining freedom of speech.

New Establishment

Under new legislation in the House of Commons, federal employees will in future be known officially as public servants rather than civil servants. "We're sorry to see the term 'civil' disappear," comments an exchange. "It may not have been an exact description, but at least it served as a sort of goal." There is no reason, however, why the same goal cannot be kept in mind under the new set-up which establishes a new public service commission and gives the treasury board authority to establish pay rates and working conditions on a more satisfactory basis.

The new agency will replace the civil service commission and will embrace 140,000 civil servants, plus about 85,000 maintenance and trades workers not previously given the security and tenure and the protection of the Civil Service Act. By and large the emerging pattern has won the endorsement of the civil or public service. Claude Edwards, president of the CS Federation, has labelled it "realistic."

Installing the revenue minister as treasury board president with powers akin to those of a general manager, coupled with increased managerial authority for deputy ministers, is expected to make for increased departmental efficiency. And no doubt there will be general acceptance of the new provision that confers the right of appeal to a dismissed employee, except in security cases.

The new public service commission is charged with the responsibility of guaranteeing the principle of merit in appointments to public service jobs and in promotions. In the light of other developments affecting the service, notably those concerning bilingualism, this is regarded as vital and will put the new commission to the test.

From Canada

As every Britisher knows, Guernsey cattle come from Guernsey, one of the Channel Islands. It is therefore a big surprise, says London Letter of recent date, to learn that the English Guernsey Cattle Society and the Milk Marketing Board are this summer importing ten young Guernsey bulls from Canada.

Apparently this breed, since it was first exported to Canada nearly half a century ago, has so relished conditions here that the strain has improved. Compared with the British animals which have remained at home, the Canadian animals are better all-round Guernseys.

So it is hoped that the ten bulls from Canada will help to introduce new characteristics to the Channel Islands breed.

EDITORIAL NOTES

A California pollution expert says California is "the only state in the union where you can wake up in the morning and hear the birds cough." But it may come to that in other places nearer home.

Twenty years ago, on May 11, 1946, the Cooperative for American Relief Everywhere delivered its first food package, which went to France to ease suffering in the wake of World War II. Since then CARE has delivered more than \$798 million worth of supplies to the needy of 64 countries. Public contributions paid for more than \$211 million of the total. Aid included American surplus food delivered by the agency, which has also shipped textiles, medical equipment, and tools for self help. This year CARE is helping feed 40 million people around the world. A very good record indeed.



LISTENING TO THE NEIGHBORS

OTTAWA REPORT By Patrick Nicholson

More Absenteeism Now Than Ever

During a delightful Sunday visit to Quebec's romantic Ile d'Orleans, I saw tens of thousands of snow geese on the island, and many empty seats in the House of Commons suggested that many of our MPs had also migrated before has there been so much absenteeism.

The Tuesday-to-Thursday club was an old parliamentary joke. It consisted of MPs from nearby constituencies in Ontario and Quebec, who could easily slip home for long week-ends, using their free rail passes. But today every MP has grown wings like those geese, thanks to the new distribution of air passes. This airline transportation has expanded the T-to-T club from say a 300 mile rail trip to a 2,000 airliner flight of about the same duration.

The absenteeism among our \$18,000 per year MPs has become scandalous. They can get away with it because there is no daily roll call, as in the Senate. Committee Chairman Alf Hales very aptly commented to me: "There are some boys around here who need a real good shake up."

Hovercraft Takes To North

There's cheerful news from the Far North about the behavior of a British hovercraft brought in for tests. It has been whizzing over land, snow and ice at 50 miles an hour and over sea ice at more than 60 mph. Ice ridges six or seven feet high have been negotiated without discomfort although the pilot will always want to know that the slope of a ridge he climbs is not the introduction to a precipice on the other side.

One observer who enthused about the hovercraft at Tuktoyaktuk said that after a spin over the barrens he could not but be charmed with transport at 20 times the speed of the dog sled. He said the hovercraft appeared competent to dance over broken ice and open water with equal ease.

A lot of tests remain to be done but it does seem probable that the North has found transport to defeat the break-up season and ensure year-round transport. There will be costs to be considered and in some circumstances the helicopter may do just as well. In a couple of years the British are to run a 500-passenger hovercraft from the mainland to the Isle of Wight at near 100 mph. The load may be varied, when the hovercraft is used as a ferry, to hold 250 passengers and 32 cars and it is this sort of load-carrying capacity that fascinates the Canadian North where the smaller test hovercraft now is showing its paces.

Altitude And Heart

By Dr. Theodore R. Van Dellen A Chicagoan writes: "My 65-year-old father had a heart attack 10 months ago. He feels fine and we want him to vacation with us this summer. We plan to travel by car through the Rocky mountains. He is willing, but my friends tell us that the altitude will be too much for him."

Ask the physician who knows his heart condition. In general, anyone who has recovered from a heart attack and has no chest pain, shortness of breath, or palpitation can travel at altitudes of 10,000 feet. He should avoid strenuous physical activity at this height but there is no reason why he cannot safely tour the mountainous states.

Those recovering from a cardiac condition should take enough medicine to meet their needs while touring. The doctor also may prescribe a sedative as well as nitroglycerin for angina. Some physicians give the tourist a copy of the last electrocardiogram for purposes of comparison in case chest pain develops and a second physician is called.

The risk of developing another attack while travelling is no greater than it is in the home. Recurrences are unpredictable and may take place at work, while sleeping, working on a hobby, at a meeting, and even in the doctor's office.

Avoid overfatigue while driving cross-country. Take a break every two hours, walk around the lawn, relax over a cup of coffee, or visit an historical site. Never drive too far or at night. Make reservations ahead of time.

NO RECURRENCE Mrs. K. writes: Can a person continue to develop hemorrhoids after surgery? I have been operated upon twice for this disorder and wonder what the future holds for me.

REPLY If both internal and external hemorrhoids have been removed properly, there is little likelihood of recurrence.

What Will Zambia Do?

Ever since the Rhodesian-afair began, there have been reports that Zambia wanted to deal a final crippling blow to the Ian Smith regime by cutting communications and trade. These were usually countered by speculation that landlocked Zambia would cripple only itself by severing rail access to the sea through Rhodesia and cutting trade with its one-time sister country in the Central African Federation of Rhodesia and Nyasaland.

However, the reports continue despite the London talks between British and Rhodesian officials seeking a possible basis for negotiation to end the impasse that began when Smith's white-minority regime seized independence unilaterally Nov. 11.

The situation between the erstwhile sister countries—linked together like Siamese twins of impossibly different colors—is not likely to be improved by the Friday news that the London talks have ended for a time. They will be resumed in Zambia's president, Kenneth Kaunda, has little or no faith in a successful outcome.

Meanwhile, there are other factors to aggravate relations between Rhodesia and Zambia. A white Rhodesian couple were slain and Zambia's foreign minister said a revolutionary struggle would mean further killings. Earlier seven infiltrating Negro guerrilla fighters were killed in Rhodesia.

While Kaunda is regarded as a moderate among African Negro nationalists, it is clear his determination to bring down Smith is absolute.

Plane Costs Fly High

Both the major Canadian airlines had profits in 1965—\$3,989,960 for Air Canada and \$7,200,000 for Canadian Pacific. These were products of the jet age, with fast new long-distance machines operating a new adequately patronized, and turbo-prop aircraft doing well on shorter routes.

But what next? Airline officials everywhere worry about the cost of new machines they must buy to compete. A Viscount could be bought for \$1,200,000 but the 480-passenger Boeings ordered by Pan Am Airways in the United States run close to \$20,000,000 each. The next step will be into supersonic machines flying faster than sound. The British and French in co-operation are building an airliner for that era; the cost of two prototypes was estimated about \$450,000,000 in 1962 and now reckoned at more than \$1,200,000,000. A 111 new which buy the new F. Queen in 1965-70 may have to consider buying Anglo-French Concordes which become available for service between 1971 and 1973. At what price?

An ocean liner such as the Queen Mary was a purchase for 30 years but an airliner can be old-fashioned in ten. Pity the flying purchasing agents!

Advertisement for Mrs. Lucien Labelle, 4315, Delorimier, Montreal 34, Que. Winner of the CRINO Grand Prize for February a magnificent '66 Barracuda and each of these lucky people wins a smart, handy G.E. Electric Carving Knife. Includes a list of names of winners.

Public Utilities Commission notice of hearing. CANADA PROVINCE OF PRINCE EDWARD ISLAND BEFORE THE PUBLIC UTILITIES COMMISSION IN THE MATTER OF THE Motor Vehicle Transport Act (Canada) and IN THE MATTER OF the application of the undernamed persons for licenses to operate as intra-Provincial carriers and/or extra-Provincial carriers under the said Acts. NOTICE OF HEARING TAKE NOTICE THAT the Public Utilities Commission has appointed WEDNESDAY, the EIGHTH day of JUNE, A. D. 1966 at the hour of Nine-Thirty in the forenoon at the National Film Board Theatre, Dominion Building, Charlottetown, as the time and place for consideration of the applications of: Dixon Van Lines (Montreal) Limited, Fox Carriage & Storage Limited, McKay's Transport Limited, Island Mobile Homes, etc.