

Dealing With Nasser

President Nasser's action in seizing the Suez Canal was taken in violation of an international convention and of the Anglo-Egyptian agreement of 1945 which provided for the withdrawal of British troops from the canal zone. It constitutes, in the words of the British Government's protest, "a serious threat to the freedom of navigation on a waterway of international importance." This protest is endorsed by the United States and France, and it is therefore a matter of concern to the United Nations' Security Council. But prompter action is being taken, and appears to be absolutely necessary if any measure of peace in the Middle East is to be maintained.

Nasser recently celebrated the fourth anniversary of his revolution under the gloom caused by the withdrawal of U. S. and British aid for building the Aswan Dam and the disclosure that the Soviet had made no definite offer to help this development and irrigation project. It was his own double dealing that placed him in this predicament, and there was no reason to expect that he would be governed by any scruples in maintaining himself in power.

Four years ago, of course, it seemed that the aim of Nasser's revolution was internal reform. He had destroyed King Farouk's corrupt regime and suppressed the Pan-Arab Moslem Brotherhood. He had announced plans for reclaiming the impoverished peasantry. All signs pointed to the belief that the young Egyptian colonel would follow the example of Atatürk, who made Turkey into a modern state through domestic reform. It was this belief that prompted Britain and the United States to come forward with grants and a loan from the World Bank.

Aside from attempting to court Nasser away from the Soviet bloc, the two Western democracies sought to give the Egyptian economy a lift, which is the basic purpose in the distribution of funds to foreign countries by the U. S. and Britain. Egypt desperately needs such aid to keep pace with a growing population that will double in the next 40 years. The Aswan Dam could add two million acres to the six and a half millions now under cultivation, thus providing bread for starved peasants.

The Aswan project required the agreement of Uganda, Ethiopia and the Sudan, which also use the waters of the Nile. No such agreement has been obtained. It also assumed that Egypt would provide \$900 millions as its share of the cost for building the dam. Nasser's arms purchases from Soviet countries, estimated at over \$200 millions, and his mortgaging of the cotton crop for such arms placed serious doubt on Egypt's ability to meet its share of the dam's cost. These were important considerations in deciding the withdrawal of U. S. and British offers of aid.

Nasser now has played his biggest trump card. If he succeeds, as pointed out by an Associated Press analyst in Saturday's Guardian, he may emerge eventually as the master of the Middle East. If he loses he could wind up in the rubbish heap of former dictators. The Western powers have had to deal with men of this type before. Experience should teach them that swift and effective action is the only language they understand.

Invading Christmas Island

British physicists, engineers and atom experts are headed for a far-away doughnut of land in the South Pacific, a new stage for nuclear thunder-making. They are on their way to Christmas Island, an atoll some 1,200 miles south of Hawaii, where a series of weapons tests will be held early next year. The island is a coral outcrop covered with a layer of hard sand and scanty soil. At its highest, it rises 40 feet above the sea. It is claimed by both Great Britain and the United States.

Captain James Cook, an Eng-

lishman, discovered the island on Christmas Eve, 1777. He named it, and stayed there several days to observe an eclipse of the sun. The American claim goes back to the 1850's, when an American company worked the island's guano deposits. Later, a British organization did the same. The resulting conflict of interests in the island is one of the most amicable international disputes in history.

The British designated Christmas Island part of their Gilbert and Ellice Islands Colony. The Americans occupied Christmas and built an airbase there during World War II. For a time thereafter, a group of Englishmen held down one end of the island and a group of Americans the other. At sunrise each group would raise its own flag. At sunset they would lower them. In between they would go fishing together. There wasn't much else to do on the island. The Americans have left, but the island is still occupied by the British. Some 100 Gilbertese work in the coconut groves which provide Christmas with copra, its one export crop.

The physicists will find an island of some 200 square miles, one of the largest atolls in the Pacific. It is important as a possible base for airplanes flying between California and New Zealand or Australia. It is at about the middle of such a route.

Christmas lies just north of the Equator and has a tropical climate, but the surrounding ocean and the trade winds from the east prevent extremes of heat. The tests will take place in a daily temperature usually between 80 and 90 degrees Fahrenheit. Nights are rarely below 70 degrees. Constant blowing of the trades provides cooling breezes to offset high humidity. Rainfall averages 30 inches annually, but this may dwindle to eight inches in a dry year.

Near Christmas in the Pacific lie Fanning Island, Washington Island, Jarvis Island and Palmyra Island, the last administered from Hawaii as a 1,100-mile extension of Honolulu's county line.

The British have another Christmas Island, a lonely sentinel in the Indian Ocean 950 miles northwest of Australia and 200 miles south of Java. Peak of a submarine mountain, this Christmas is also part of the atomic age, as the western outpost of Australia's Woomera rocket range.

EDITORIAL NOTES

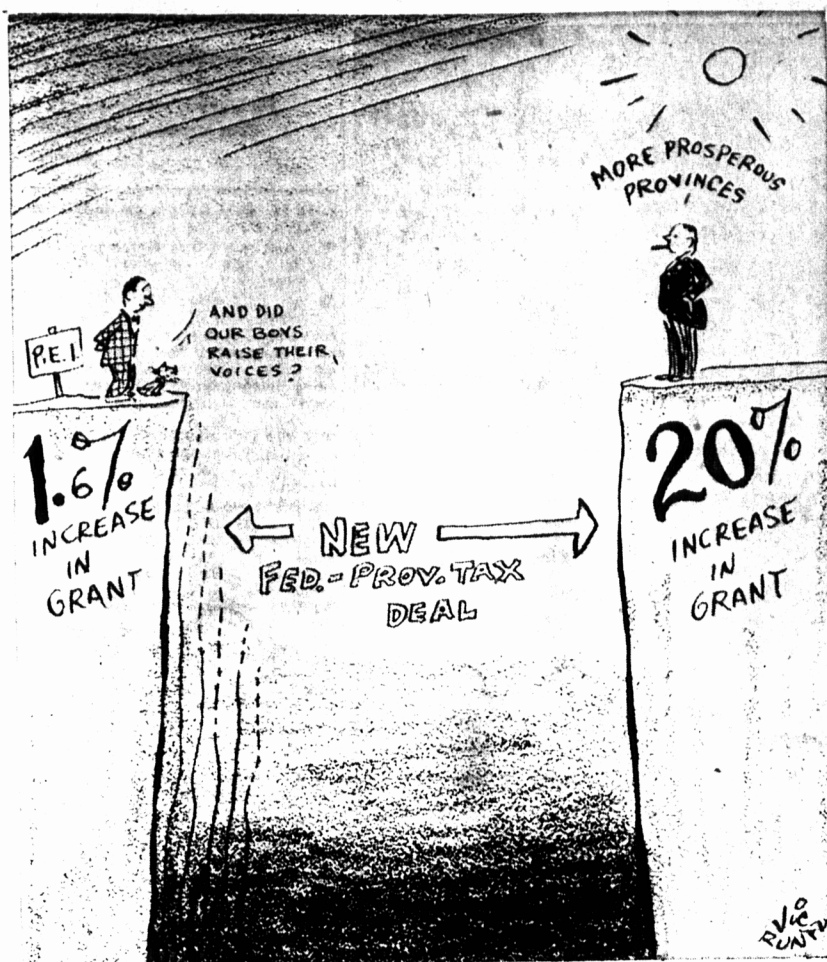
Great Britain imported less coal in the first six months of 1955 than during the same period last year. Even so, more than 3 1/2 million tons have been brought in so far this year. Evidently "carrying coals to Newcastle" is no longer an absurdity.

While there has been no official announcement, it is understood that the ceremonial opening of the new Federal Building in Charlottetown is being planned for August 31. This date was given in an article in Saturday's Guardian, which regrettably appeared under a heading carrying the erroneous date August 17.

A representative of the Canadian Association for the Deaf has expressed the opinion that the Halifax School for the Deaf is "a century behind the times" in vocational training. If, as he has stated, the school is using printing equipment that went out of general use many years ago, his opinion is well founded. It is hard to see what advantage that kind of training would be to anybody.

Soviet experts now in India to advise the government on the establishment of manufacturing plants are quoted as saying they "have no intention of discussing political questions". Perhaps not; but it would not be surprising if they were to put in an occasional word for the Soviet practice of increasing heavy production at the expense of things which people need for a better standard of living.

An advertisement in a South African paper, placed there by a firm of real estate brokers, asks "Who wants to buy one of the Seychelle Islands (not the one to which Archbishop Makarios was exiled), containing palm trees laden with fruit, three dwellings, and a chapel?" We don't—not for the present anyway. Incidentally, it can be had for \$200,000, probably a lot more than it's worth.



WIDENING THE GULF

Survivor Of Comanche Chief

National Geographical Society

Americans are closer to their Wild West past than is often remembered in these days of transcontinental airliners and atomic energy.

Just 81 years have passed since Comanche Chief Quannah Parker led the last of his people to the surrender that marked the end of Indian wars in the southern plains. Quannah's aged widow still survives. A recent flower-scattering ceremony at the grave of her warrior husband (he died in 1911) recalls the turbulent, frontier-taming era that saw the passing of a wild, free way of life.

Famous for their fierce independence and courage, the Comanches were called "Lords of the South Plains," and "Spartans of the Prairies," says the National Geographic Society. They were a terror to enemy tribes, and for decades delayed America's westward expansion.

The Comanches were originally linked with Shoshonean tribes of the Rocky Mountains' arid Central Basin. Separating from the others, they drifted in the early 1700's into the southern plains, where they eventually ranged from Kansas and Oklahoma to New Mexico and Texas.

Among the first Indians to acquire horses from the Spaniards, the Comanches took naturally to the nomadic life of open rolling country. Tribal traits are hinted in such band names as "Those Who Move Often," "Meat Eaters," "Antelopes," and "Badgers."

There's a note of community disapproval in the "Wanderers Who Make Bad Camps."

The Comanches' prime interests were war, hunting and horsemanship, in all of which they excelled. They accumulated wealth in large collections of horses that they prized highly and traded carefully.

The average band was short and stocky, and on the ground gave the impression of awkwardness. But once astride his mount, the Comanche was a model of grace. The headlong rush of war-painted tribesmen, their long black hair streaming in the wind as they charged across the plains on high-spirited horses, was a sight that lingered in many a pioneer's memory.

LIFE WAS GOOD

Comanche camps, quickly pitched and dismantled, held well-built teepees that were snug in winter and cool in summer. The scattered bands sheltered in thickets along stream beds, in canyons and arroyos. When rains came, even the desert bloomed. Wild fruits, berries, nuts, and root plants were plentiful. The horses grazed on succulent prairie grasses.

The Comanches hunted elk, deer and antelope as well as smaller game. But their main source of food, shelter and clothing was the buffalo, a challenge alike to bravery and love of sport. Racing their highly trained horses beside the pounding, dust-outspunged herds, they skillfully picked off their quarry with arrows and lances. Afterward, the women did the drudgery of butchering.

Massacre of the buffalo herds and ever-increasing pioneer pressures brought war and wars that spoiled the end of plains life as the Comanches knew it. In June, 1875, Quannah Parker, half-white son of a Comanche chief, and his hungry hold-out band of Antelopes gave themselves up to the military authorities at Fort Sill in southwest Oklahoma.

Although formidable, the Comanche tribe was never numerous. By conservative estimate there were probably 20,000 in 1800. A few years after their surrender to reservation limitations there were less than 1,400. Today, the Comanches, who live mostly in Oklahoma, number about 2,700.

Early Steam Carriages

National Geographic Society

Chugging, smoke-erupting machines of strange invention, ancestors of both the automobile and the locomotive, founded the "horseless-carriage" age more than a century and a half ago.

Long before that, men had dreamed of some form of land conveyance not pulled by animals. Sails were tried, and even a wind-mill-powered wagon in 1475; Leonardo da Vinci proposed a spring-wind carriage, and Isaac Newton designed one pushed by a steam jet.

But it was a French military engineer named Nicholas Cugnot who built a wagon that ran. In 1770, he produced a steam-powered artillery carrier—the first successful mechanically propelled vehicle in history.

NOT ENOUGH STEAM

Cugnot's cart, with three wooden wheels and a huge copper boiler suspended out in front, whizzed along at a theoretical 2 1/4 miles an hour. After 15 minutes, however, it would run out of steam. One day it upset in a Paris street and caused a panic. Never used to carry guns, it still exists in a Paris Museum.

In 1803, a steam carriage ran in the streets of London. With wheels more than 10 feet high, it was patented by Richard Trevithick and Andrew Vivian. An earlier model, the partners noted for history, "sank into the road."

Another burned up.

Two years later, in Philadelphia, the inventor Oliver Evans put a steam-powered dredge on wheels to take it to the Schuylkill River for launching. He named his weird contraption in Greek, Orukter Amphibolos, the "Amphibious Digger." To get enough money to pay off his workmen, he exhibited it "moving around Centre Square" for several days while he collected 25-cent contributions from spectators.

Evans, pioneer in the use of high-pressure steam, thus became the first American to build a self-powered vehicle that moved on a road. He was far from the last.

For a century, the steam car led the field.

RED FLAG LAW

England had steam passenger coaches running on regular schedules until 1905. It was then that a law that required a man on horseback to ride ahead waving a red flag—forced them out of business.

In New York, Richard Dudgeon built a ten-passenger road locomotive in 1868. Ten years later steam carriages set out from Green Bay toward Madison, Wisconsin, in the first automobile race. The winner took a week to cover the 210-mile course; it averaged six m.p.h.

In 1886, Ransom E. Olds produced a coal-fired steam tricycle in Lansing, Michigan (and went on to build his "Merry Oldsmobiles"). Even in 1902 more than half the motor vehicles registered in New York State were steam driven, and it was a Stanley Steamer that held the world's land-speed record from 1906 to 1921—121.57 m.p.h. at Daytona Beach.

By the zenith of the steam car, the gasoline buggy had long since been born. Etienne Lenoir successfully ran a gas wagon in France in 1863, when Abraham Lincoln was in the White House. Siegfried Marcus built a car in Vienna a few years later, and in 1885 both Karl Benz and Gottfried Daimler built their first successful cars. The gasoline-engine age had arrived.

ASK CUT MEANS TEST

MOOSE JAW, Sask. (CP)—The Canadian Federation of the Blind will press for abolition of the means test and will ask the federal government for an increase of the basic blind pension from \$40 to \$60 a month. It was decided at the three-day national convention that ended here Thursday. Delegates said the means test added a hardship. They contended that the pension is not large enough.

The Poet's Corner

BENEATH NIAGARA FALLS

The cavern hewn beneath the falls in gray
And damp in constant twilight with
The roar
Of rushing water. We must stay
In this fantastic grotto. Feel the
spray
Against your cheek. Your eyes are
turned away
From me to see the beaten waters
pour
Across the open window. I implore
You . . . come! This power frightens
me today.

For you are absent when you stand
entranced
By witching waterfalls, Niagara's
might
That catches you with fingers laced
in mist
Remember me, my love! We two
romanced
And married in a sweet enchanted
night . . .
Then leave these falls! I am the
one you kissed.
—Mildred Fielder in the
New York Times

The Age Old Story

I will go before thee, and make
the crooked places straight.

PUBLIC FORUM

This column is open to the discussion of current events of general interest. The Guardian does not necessarily endorse the opinion of correspondents.

WEST RIVER CAUSEWAY

Sir,—In your issue of the 19th it is suggested that any objections to the West River causeway should be registered before July 23rd. Just four days of grace. What is wrong? There was no such suggestion when this ill-fated project was started over a year ago. The Government must now have little faith in this construction through the deepened hold on the West River, when it now asks for objections. As everyone knows, including the Minister of Public Works, objections have been made already and plenty of them to the authorities and the sitting member for the District. If the Department wishes to know what the people who are most interested think, why not call a public meeting at Alton Hall and have the Minister and Mr. Kilson attend, and have everyone invited, not just a few party leaders.

There has been a lot of objection to the present project, and a lot of changed ideas today in this section. If the people throughout this district favor an improved road first—and there is no doubt about that—then the road project should take precedence over a causeway or bridge, which can be attended to later. Fifty bridges across the river would solve the transportation problem. A good road will provide a prompt relief. If the government wishes to hear more objections, let them call a general meeting but don't go ahead with something that will cost a huge amount of money, that when provided will be of doubtful value in solving an urgent travelling problem.

I am, Sir, etc.
INTERESTED

MAXIMS

The best way out of a difficulty is through it.

CADETS WATCH ARMY
SOEST, Germany (CP)—twelve teen-age Canadian marksmen watched with professional interest Thursday as members of the 2nd Canadian Army Brigade in Germany carried out precision marksmanship exercises. The youths are members of the Canadian Army cadet rifle team which competed in the annual Bisley shoot in England last week. They are scheduled to start their journey home Aug. 3. The cadets, from many parts of Canada, are in charge of Maj. D. MacRae, president of the Quebec Rifle Association.

Medically Speaking

By Herman N. Bundesen, M. D.

DO YOU GET SEASICK?

Are you planning a sea voyage or lake excursion this vacation season? Then, let me give you a little advice on how to avoid seasickness.

If you are about 25 or so your chances of avoiding motion sickness while traveling on water are much better than they are for others, either younger or older.

For example, studies show that 20-year-olds generally become ill more easily than those five years their senior.

MINIMIZE FEELING

Whatever your age, try to get a cabin amidships. This will help minimize the feeling of motion. Don't read a lot while aboard ship, at least not until a few days after you've developed your "sea legs." And don't watch the horizon. In fact, during the first day or so on the water eat only the simplest of foods if you have reason to suspect you might fall victim to seasickness. These foods, and fluids, too, should be taken at frequent intervals in small amounts.

MAKES YOU MISERABLE

Prolonged motion sickness rarely, if ever, is fatal. But it can make you feel pretty miserable.

Furthermore, the condition can become quite alarming. You may become quite dizzy, lose a lot of weight, not feel like eating anything and be very depressed.

But seasickness needn't worry the modern day traveler much with all the new anti-motion illness drugs we have at hand. By taking one of these drugs and by following the advice I've listed above, even those of you who have always been susceptible to motion sickness probably will get along pretty well.

THREE HELPFUL DRUGS

As for the drugs themselves, recent tests conducted on servicemen and reported in the Journal of the American Medical Association indicate that Bonamine, Phenegan and Mareline were the most successful when given three times a day. The effects of Bonamine lasted longer than the others, the report states.

Meanwhile, other new drugs are being tested, too. Among these are Vibazine, UCB 158, Cogentin and Sandostene.

With a few commonsense precautions, you can make just about any sea voyage an enjoyable one.

QUESTION AD ANSWER

T.W.: My girl, 7, is 10 pounds overweight. Is it advisable to put such a young child on a diet? . . .

Answer: It is not advisable for children to reduce until they have reached their full growth. However, the diet should contain an abundance of fruits, vegetables and milk, with smaller amounts of starches and sugars.

OUR YESTERDAYS

From The Guardian Files
25 YEARS AGO
(July 30, 1931)
The Provincial Boy Scout camp, which is being held on the farm of Mr. Allison MacMillan, Fairview, is now in full swing. The boys are being instructed in the various tests leading up to their Second Class badge, which is hoped all will have before leaving camp.

The wet weather has made the having season quite late for our farmers. There seems to be quite a heavy field of hay.

TEN YEARS AGO

(July 30, 1946)
For the first time in the history of the Province, blueberries in commercial quantities will be flown to New York within the next few days.

The Dominion Bureau of Statistics gives the following Prince Edward Island returns for the third quarter of 1945: Live births, 578; still births, 14; marriages, 205.

The annual celebration of the feast of St. Ann was held at Lennox Island on Sunday with fine summer weather and a large crowd in attendance. This was the fiftieth anniversary of the establishment of a church on the Island.

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Counting the women at church does not prove that women need religion four times as much as men do. — Brandon Sun.

How strange it is that many people who stand up vigorously for their rights lie down deplorably on their duties. — Oshawa Times-Gazette.

We are told the chances against being struck by lightning are 365,000 to one. That's just dandy for the 364,999 but small consolation for the person who it hit. — Ottawa Journal.

Reports from Edmonton that the rats are being beaten back across Alberta's Eastern borders should be heartening news for all citizens of the province, city-dwellers and farmers alike. Latest word is that fewer than 100 colonies are believed to be in Alberta at present compared to more than 500 in 1952. — Calgary Alberton.

Education cannot be postponed to some future and more convenient time. Learning, on all levels, must be made available to the nation's youth from five years of age onward, and the necessary expenditure has priority over all other government costs except for the maintenance of law and order. — The Farmer's Advocate.

Motorists who knock down a tree in Preston must replace it with a tree of similar size and type. The parks board says fifteen maples in half a mile of boulevard have been destroyed in this way. The council has ordered its constabulary to report names and addresses of anyone damaging a tree. This is a sensible provision. Trees are hard enough to get and to grow. Preston's plan might well be copied by other places. — London Free Press.

Fish and wildlife authorities in Canada will be watching the effect of legislation approved by the United States Congress this year. One bill invites wild ducks to help Uncle Sam eat up his surplus grain. Grain will be scattered along migratory routes in an attempt to lure migrating birds from the farmers' fields. Another bill declared all-out war on the sea lamprey which is destroying commercial fishing in the Great Lakes. — Sudbury Star.

ATTENTION HOG GROWERS

MR. OTTO CURTIS, BEDEQUE, WILL BE COLLECTING HOGS FOR CANADA PACKERS, CHARLOTTETOWN, EVERY WEDNESDAY, BEGINNING JULY 25th.

Mr. Curtis will cover the following districts:— Lower Bedeque, Fernwood, Chelton, Borden, Carleton, Augustine Cove, Albany, North Tryon.

When your hogs are ready list them with Mr. Otto Curtis, Bedeque, phone 22-31, not later than Tuesday night. Collect calls will be accepted.

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TAXES — SCHOOL UNIT NO. 1

All unpaid taxes in School Unit No. 1 are overdue and payable immediately. The list of delinquent ratepayers is now prepared for publication at an early date.

The Minister of Education has decreed that judgment will be taken on all properties where settlement is not made in full.

GORDON M. RICE,
Secretary.

Office: Parkdale School.
Phone 4208.

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\$108.78	\$10.00	12
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\$310.68	\$37.00	24
\$424.86	\$50.00	36

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