The Guardian

Covers Prince Edward Island Like The Dew

W. J. Hancox, Publisher

Burton Lewis, Executive Editor — Frank Walker, Editor

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PAGE 6 WEDNESDAY, MARCH 13, 1963.

It's Still Precarious

"In consequence of the continued unfavorable state of the weather," reported The Islander newspaper of Jan. 3, 1862, "we are still without our foreign and colonial mails. Owing to the immense quantity of lolly in the Straits, the couriers have been unable to cross from either side, and we understand that one of them has been at Cape Tormentine for some ten days, waiting an opportunity. Considerable anxiety is felt in this City, and consequently there is a corresponding amount of grumbling at the Post Office authorities and the mail couriers."

Two decades later, despite the advent of steam navigation, Old Man Winter had us pretty badly tied up in this Island province. Here, for example, is an item from The Examiner of Feb. 9, 1881, on the same theme: "Eleven passengers and three of the Northern Light's crew landed at Cape Sharp today. They were twenty-six hours on the ice. Last night they gave up all hope of reaching the shore, but this morning they took fresh courage and finished their hard journey. They suffered from frost and exposure. Several of them are frozen, though not seriously. They left on board three women, one child, two men and thirteen men of the crew. The provisions are getting short."

We have come a long way since those spartan times. Our winter ferry service has been powerfully augmented, and only rarely nowadays do we suffer prolonged inconveniences. Winters, too, seem to be getting milder. But we are still at the mercy of the elements, and we got a reminder of that during the past few days. We could get many such reminders in the next few weeks.

Perhaps, if politicians from other parts would visit us more frequently by car ferry at this season, instead of by the more expeditious airways, they would get a better idea of what our winter transportation problems are, and why, in our contacts with Ottawa, we seem to be so preoccupied with them.

Manitoba Report

Except for Saskatchewan and Prince Edward Island, the relative importance of agriculture in Manitoba is greater than in other provinces, and the big problem facing Manitoba today is in making the transition from a predominantly farm economy to an emerging industrial one. The province's institutions, attitudes, skills and physical and economic services have not kept up with the change. This has tended to cause a slowing down in Manitoba's economic growth since the mid-1950s, and has sparked an inquiry which has resulted in a 400,000-word report by a 42-member economic committee covering every phase of the subject.

Prince Edward Island economic planners will be interested in this report, which we have just received from the Manitoba research director. It is a monumental work, representing the thinking of 200 Manitobans and some 38 professional consultants or consulting firms in Canada, the United States and Great Britain. It was prepared in under 18 months; and although the committee was appointed by the provincial government, the government had little to do with its preparation.

It is significant, in times when governments are becoming more and more deeply embroiled in economic matters, to note that the committee insists that Manitoba's future development lies within the framework of a free society. The province is not to be floated into the future on a wave of massive government spending. The government's task is to provide the climate suitable to economic growth; the growth itself, it is emphasized, must come from the efforts of firms and individuals.

In secondary industry, it is found, lies the best—in fact the only—hope of providing the 75,000 new jobs that will be necessary by 1975 if Manitoba is to have full employment. The committee estimates that some $7 billion of new capital will be required if the economic objectives are to be met. The report gives much consideration to ways and means whereby industry can be stimulated and expanded, the kind of manufacturing most suitable to the province, the type of education, skills and new incentives that will be necessary.

29 pages of the report are devoted to agricultlure alone, from which we note that in Manitoba, as in other provinces, the segments of the farm economy that offer the best potential for development are livestock and vegetable crops. The expanding markets for beef cattle, hogs and poultry could result in a dubling of the present production of livestock from $65 million to $130 million provided appropriate action is taken. Significant, too, is the emphasis on the need for exploiting the growing demand for processed foods.

Dean Acheson's View

That NATO defense policies are due for a change, as stated by Prime Minister Diefenbaker, seems to be the opinion also of Dean Acheson, former U.S. Secretary of State, who spoke the other day at the California Institute of Technology on this subject.

It is Mr. Acheson's opinion that the North Atlantic Treaty Organization needs a new defense plan, that its function should be re-defined and that it should concentrate on building up its non-nuclear defense force in Europe. "That function," he said, "should be to deny the Soviet Union the capacity to impose its will in Europe by conventional force."

This need to counter Russia's superiority in conventional forces was emphasized a year or more ago by President Kennedy. At the last NATO council meetings in Paris it was indicated that Canada and the United States were the only countries that had lived up to their NATO commitments with respect to conventional arms quotas. Why aren't we hearing more about this in the current election campaign? Why all the emphasis on nuclear commitments?

As Dean Acheson says, "Soviet domination of East Germany is largely based on the preponderance of Soviet conventional power. If this were denied them—if there were instead such equality of power as to deny them success by conventional means—a clear policy in support of peaceful reunification would represent a very different complex of forces."

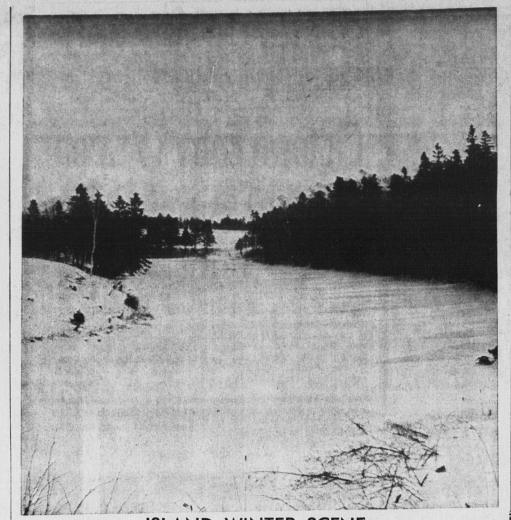
Germany, he pointed out, "is divided because Russia desires it, has superior conventional power and is ready to use it as in 1953 (the year of the East German workers' riot) to keep Germany divided."

EDITORIAL NOTES

Liberal Leader Pearson told a group of editors of ethnic newspapers in Winnipeg the other day that a distinctive Canadian flag should be one that could not be mistaken for the emblem of any other country. The Red Ensign can be, he said. Of course, if one were color-blind, or saw it in the dark . . . But if that's his only objection to the Red Ensign, its a pretty flimsy one.

* * *

Political history was made a few days ago when Ralph G. Steinhauser, a 57-year old farmer in the Brousseau district of Alberta, was nominated as Liberal candidate to contest the Vegreville constituency in the April 8 federal election. The significance lay in the fact that Mr. Steinhauser is a full-blooded Cree Indian. He is the second Indian to contest a federal election. Last year, Watson Middleton, a Stony Indian, ran as a Social Credit candidate in the urban constituency of Toronto-Parkdale but was defeated.



ISLAND WINTER SCENE

OTTAWA REPORT by Patrick Nicholson

Shocking Death Toll On Our Highways

One person on the average was killed on Canadian roads in every hour of daylight throughout the black year of 1962. This is the record toll just reported by our Bureau of Statistics.

Our jalopy-jockeys should be ashamed of the scandalous record in every division of tragedy which they chalked up last year: the most deaths, the largest number of accidents, a record total of injuries, and an all-time heaviest bill for damage to property.

3,678 people were killed on our roads, a shocking 13.2 per cent more than in the previous year. 111,125 people were injured. That is worse than if the entire population, every man and woman and child, in Windsor, Ontario, or in Regina, Saskatchewan, had been laid out in mortuaries and hospitals.

In the province of Quebec alone there were 107,458 road accidents, including more than 12,000 causing death, injury or property damage in excess of $100. Little wonder that Ottawa drivers have learned to watch with fear every car bearing a licence from La Belle Province.

ANOTHER CHANCE?

To Ottawans a poignant emphasis on the danger of Quebec drivers stems from a particularly tragic and ought-never-to-have- been accident. On a Quebec highway, the two young daughters of a well-known Ottawa family were killed. The driver of the other car was later sentenced to three years in penitentiary for "criminal negligence" and his licence to drive was suspended for a further five years. It was revealed in court that this 24 year old driver had a record including two other "serious" accidents, one of which involved the death of his 17 year old passenger. It was also reported that the driver and the four other youths accompanying him had just left a hotel, whose proprietor had adjudged that they were in no fit state to drive and had accordingly alerted the police.

The question has been asked here whether there should not be liberal use of a provision for automatic disqualification from driving for life. Three deaths is surely enough proof that a driver should not be permitted to threaten society further on the public highway?

But what twisted the knife in the wound for Ottawans in this instance was the protest of the accused's lawyer, who sharply criticized newspapers for giving the case "too much publicity", which might have an effect on the imposition of a sentence.

QUEBEC BLACK-SPOT

Last Spring I drove along the Trans-Canada Highway between Montreal and Quebec City, and a shattering experience I stumbled into all unaware. That 200-mile death path is the black spot of all Canadian highways. In three week-ends last Spring, 16 people met their deaths in accidents along that fine new broad straight highway. Not without reason the "Chronicle Telegraph" of Quebec City commented editorially that Quebec drivers have not yet learned to drive on a road with more than two lanes.

Traffic experts are alarmed about our increasing road toll. In the same way, top police officials are alarmed by the rise in adolescent delinquency. Lack of discipline is the common factor. But to impose road discipline is estimated to need one patrol car for each 20- mile stretch of highway—an enormous cost.

More rigorous driving tests, tougher court sentences, and stricter disqualifications from driving are all needed. And as in so many fields, greater fearlessness by governments is needed—such for example as would ban the uninsured driver and disqualify the unroadworthy vehicle.

Otherwise, as is made clear from these statistics just published by the Bureau here— if the Bomb doesn't get us, the Jalopy will.

Ghana's New Trend

Chatham Daily News

Hopeful signs of increasing independence and moderation are seen in the more congenial attitude of the West African republic of Ghana to the democracies.

President Nkrumah's government has swung away from its earlier flirtation with the Communist economic bloc. A year ago it asked for British and Canadian cadres to train its armies and indicated dissatisfaction with its purchases of expensive Soviet aircraft, hinting a desire to trade them back for trawlers.

This year the trend has continued, in internal as well as external politics. Mr. Nkrumah's often authoritarian government has quietly mellowed on a number of issues recently. Former Ghanaian trade commissioner to London E.G. Butterworth reports in the Manchester Guardian that moderation is apparent in at least four moves.

The Bishop of Accra, expelled last fall for criticizing the regime, has not only been permitted to return but recently has had dinner with Mr. Nkrumah.

Joe Appiah, a onetime friend of the president's jailed for opposition, was recently released.

Messrs. Edusei and Botsio, two close advisers of Nkrumah who were apparently dismissed for their orthodox economic policies when Marxist-inclined ministers were in the ascendancy, have now returned to power, while the leftists find themselves in custody.

The World Bank is reportedly being asked to help in the formation of a Ghanaian national investment bank.

These moves help confirm what first became apparent last year. Like Egypt, Iraq, and Guinea, Ghana has swung back from its natural inclination to look Eastward after years of enforced Western tutelage. It has shed what looked like pro-Soviet neutrality and returned to a position of strict nonalignment. It will take trade from whichever side offers the best prices (and quality) without strings.

CANDIDATES WARNED

HAMILTON (CP) — Federal election candidates were warned by Hamilton Tuesday that they can be fined $25 if they clutter up trees on city property with campaign posters. Streets Commissioner William Muirhead said "It doesn't become a city of this size" to have signs nailed up on public property.

PUBLIC FORUM

APPREHENSIVE

Sir:—Next year we celebrate the centennial of Confederation in its birthplace, our dear Prince Edward Island. This is very fitting and proper. Thousands of visitors will come from far and near to rejoice with us.

But we are filled with apprehension when we hear rumors that more outlets for intoxicating liquors are to be opened for the occasion. The question naturally comes to our minds: is the forthcoming celebration going to be a bacchanalian revelry, a Roman holiday, or is it to be an historic occasion, that will illuminate the pages of history, which generations of Islanders yet unborn may read with pride?

I am, Sir, etc.,
J. HARRISON MacFARLANE
Bedeque, P.E.I.

CROSSING ACCIDENTS

Sir,—There have been several accidents at railway crossings this winter, some fatal; and only the other day we read where a train hit a snowplough at a crossing and its almost fatal results make us wonder what we should do about this. Going east with a newspaperman last week one day we took notice of the dangerous crossing at Tracadie, where a man almost met his end recently, and also looked at the two dangerous crossings in Mount Stewart village and another a little further on.

We looked at the two very dangerous crossings at Morell, right in the village, and a third one on the Red Head Road in the same village right on a hill; and there are plenty others. No matter where those crossings are, in the open or in a wooded section, they are all death traps and especially those in the busy villages.

Would it not be safe to say that at those main highway crossings there are a thousand cars to every train. So, why not change the law to make it necessary for trains to stop there and the enginemen to see if all is clear, then toot toot and go. Could not one, two or three car trains stop with less inconvenience and delay than a thousand cars? Is there not much more life at stake in all these cars, busses and trucks than in one freight train travelling at no set time day or night? If this had been done last fall before the winter trains started again how much misery and loss of human life could have been saved. Let's change the law now and make it that trains must stop at level crossings and see that all is clear and then go on their way. The loss in time is only a fraction in the endless chasm of time. No one wants accidents, no one wants to be crushed by a train, no one wants to see a car at a crossing unable to stop as the iron monster rushes onto the same crossing. Well, let us act now before further misery and death stares us in the face.

I am, Sir, etc.,
WALTER O'BRIEN
Charlottetown.

Early Learning Assures Widows Of Late Income

By Dr. Theodore R. Van Dellen

THE FRAILTY of the American male frequently is judged by the number of widows in this country. There is no doubt that the woods are full of them (8½ million) as a result of the higher mortality among men. In 1961, according to Metropolitan Life's Statistical Bulletin, 550,000 wives became widows. Somewhat half the total were under age 60.

But this is only part of the story. Statistical studies show that the survivors may anticipate many years of widowhood. Three of every four women who are widowed at age 45 can expect to live 15 years or longer. This information is of practical value because the survivor must prepare for a long life after the death of her spouse. This increase in longevity reflects the good health of the average woman.

The bulletin says more than two-thirds of all widows maintain a household of their own and a large proportion have children or other relatives living with them. Serious economic problems occur, especially among the younger women with children under 18.

Many seek gainful employment and 2½ million widows are said to be working full or part time. Some have trouble finding a job because of age or lack of skill. In my opinion, there is no better insurance for a young woman than to learn a profession such as nursing or secretarial work. She may never need this training after marriage, but it would become a valuable asset should the death of the breadwinner break up the family.

Adequate insurance is helpful but the best solution to the problem is to keep that husband of yours healthy. Stress moderation in all things, normal weight, a balanced diet, exercise, adequate sleep, and an annual vacation.

All work and no play may make Jack a dull boy. But it is more likely to make his wife a rich young widow.

VARICOSE ULCER

H.M. writes: I have varicose veins and bumped one of them. An ulcer developed which heals for a while but breaks open again. Can these sores be cured?

REPLY

Yes. Temporary improvement can be obtained by remaining in bed with the leg elevated 4 to 6 inches or by wearing elastic stockings or bandages. Permanent relief follows elimination of the causative varicose vein.

FAINTNESS AFTER SMOKING

J.M. writes: I just started smoking a short time ago. Could this be the cause of spells of faintness and shortness of breath? I had a medical checkup recently and the doctor did not find anything wrong.

REPLY

This is a good possibility, if you are sensitive to nicotine. Stop smoking. If symptoms disappear, you have the answer.

EFFECTS OF SMOKING

L. writes: I know that smoking affects the nervous system and lungs, but wonder if it has an ill effect upon the eyes.

REPLY

Yes. Smoke may irritate the outer layers of the eyes and the nicotine may affect circulation to the retina. Overindulgence may disturb the optic nerve, leading to toxic amblyopia.

TODAY'S HEALTH HINT—

Self-pity never helped anybody.

NOTES BY THE WAY

You know you ought to watch the fellow who says you can't take it with you, because he may be trying to take it with him. — Spokesman, Washington.

From the television commercials, one might jump at the conclusion that the world's greatest current scientific discoveries are cigarette filters and household detergents. — Chatham Daily News.

Modern science is great all right, but they still haven't invented a truck which, like the milkman's horse, will come at his call or meet him around the corner of his delivery route. — West Bend News.

During 1962 more than 43,000 persons in North America died in traffic accidents. The invention that did away with horses is doing its utmost to exterminate people.— Chatham News.

"Daddy, did you go to Sunday school when you were a little boy?" "Why, certainly, son. . . I never missed a Sunday." "See, Mother? It won't do me any good either." — Montreal Star.

As an example of honesty in business, there's the sign in a shop window: "We speak French, German, Italian and Very Slowly."—Brantford Expositor.

Report On Castro's Cuba

Galt Reporter

What does Communism do to a country? Some of the answers to this question are given by Ralph Allen, a well known Canadian writer, who returned recently from a visit to Cuba. In a magazine article Mr. Allen reviews some of the "benefits" which Fidel Castro has brought to the Cubans.

"In addition to investing them with soldiers," Allen notes, "Castro has placed his voteless, voiceless citizens under the surveillance of block committees, the civilian vigilantes who have the right and duty to observe and report on every detail of their neighbours' conduct, from the parcels they bring home to the hours they keep, the friends they visit and the friends who visit them.

"He has liquidated the private farmers by absorbing them into a collective farm, and now he's liquidating the collectives by making them fully state-owned.

"He's wiped out the laborer's right to bargain for his hire (even under Batista strikes were permitted). He's abolished the wicked free- spending tourist from the U.S.A. and replaced him with the earnest, frugal tourist from South Vet Nam, People's China, Mexico or Czechoslovakia. He's routed Marilyn Monroe out of the movie houses and replaced her with message films from the U.S.S.R. He's denuded the bookstands, newsstands and record counters of all reading material and all music that doesn't have socialist theme or socialist source.

"Most important of all to the average Cuban, Castro isn't delivering enough food. The ration is a meagre one, three-quarters of a pound of meat a week, five eggs a month, milk only if there are children under seven, fish and fruit often absolutely unobtainable on the ration or off."

Our Yesterday's

(From the Guardian Files)

TWENTY - FIVE YEARS AGO
MARCH 13, 1938)

Professor Mark K. Inman of the University of Western Ontario, London, Ont., and formerly of Clyde River, P.E.I., has had his Ph.D., degree conferred on him by Harvard University, Cambridge, Mass.

Richard (Dick) Palmer of Fredericton, N.B., who has been a member of the staff of the Fredericton Branch of the Bank of Nova Scotia for the past six years, has been transferred to the Charlottetown Branch of the bank.

TEN YEARS AGO
(March 13, 1953)

The Earl of Bessborough contributed to the cultural life of Canada during his term of office as Governor General 1931-1935, by founding Canada's National Dramatic Festival.

Sunday School teachers from several Protestant Churches met last evening in the Baptist Church Hall to discuss common problems. The series, sponsored by the Ministerial Association, will continue for some weeks. Dr. L.W. Shaw is leader of the group.

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Special General Meeting
P. E. I. BRANCH OF THE CANADIAN LADIES GOLF UNION
SATURDAY, MARCH 23, AT 2:00 P.M.
At Helene Curtis Beauty Salon
SMALLMAN BUILDING, WATER STREET SUMMERSIDE
For the purpose of drawing up and approving a constitution and by-laws for this branch.

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Sackville, $2.10
Moncton, $2.80
Truro, $3.80
Saint John, $4.80
Halifax, $5.20
Antigonish, $5.60
Sydney, $9.20
Quebec, $11.25
Montreal, $12.50
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