

Covers Prince Edward Island Like The Dew
W. J. Hancock, Publisher
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Another Retreat
Ten days ago, Prime Minister Pearson assured the House of Commons that despite any rumors to the contrary, medicare was still priority legislation for this year.

The Liberals, indeed, had been promising medical care insurance to the Canadian people since 1919, and in the last three elections they made it one of their party planks.

It was argued, too, that such a surrender would not really contribute anything substantial to the fight against inflation. Mr. MacEachen estimated the cost of a national medical program to be \$680 million a year.

So ran the argument, and it seemed pretty conclusive. But now Finance Minister Sharp has upset the applecart with his announcement that not only must Canadians take a dose of higher taxes as a remedy for inflation but that—for the same reason—the target date for medicare would have to be set back one full year.

This prompted Mr. Diefenbaker to ask, incredulously: "Did they just find out about inflation in the last three or four days?" But there was no answer. Nor can we think of an answer which would be plausible in the circumstances, which were well summed up by the Opposition leader when he described them as "the culmination of a series of unbelievable retreats."

Sound Guidelines

Parliament has given approval in principle to the government's new transportation bill, and it has now been sent to the transport committee for detailed study. It will require very close scrutiny from the House as well, freed from the emotions engendered by the rail strike and with due consideration of its long-range implications.

The Hamilton Spectator notes, in this connection, that it has become fashionable to say the railways must be free to operate on an economic basis. It is a compelling concept because it would solve many problems; but economic freight rates will be self-defeating in overall national terms if they put most of the onus for paying them on specific regions like the West and the Maritimes.

The Hamilton paper recalls that when the railways first brought Canada together as a nation, it was soon

recognized that they must at all times facilitate low cost east-west trade. Without such guarantees, a north-south trading pattern could ensue, thus threatening Confederation. According to its proposals, the government is seeking to solve both problems, the railways' and the insecure market areas. Thus, the railways will be able eventually to meet their rising costs and the just demands of workers with almost carte blanche rights to juice up the prices of their services.

The government has decided to ask for legislation that will allow the Transport Commission (to consist of 17 members to handle the problems of all transportation systems in the country) to make a three-year study on whether the railways are losing money on the preferential-rate runs. If the commission finds that the railways are in fact losing money on these particular operations, it may recommend a subsidy to cover the losses, but the decision on whether it will be paid will be left to the cabinet.

In any event, it is absolutely imperative that in the turmoil of the moment, the Commons does not lose sight of the railways' tremendous importance to the national economy and Confederation. Areas that depend chiefly or entirely on rail transportation, for example, cannot be allowed to be taken advantage of by an economic hazard not of their own making.

Shame On Them!

According to a Berne dispatch in the Christian Science Monitor, Swiss customs officials are looking hard at foreign cattle which are appearing mysteriously among local herds. Those big, brown cows which were once a symbol of the country's peace and prosperity, are losing their prestige. Swiss farmers, faced by falling milk yields and unsatisfactory breeding, have started smuggling high-yield Frisonne and Montbeliarde cows from France, slipping across mountain paths in the Jura on moonless nights to bring in their four-legged contraband.

The customs men, already at full stretch to guard a 1,100-mile frontier which touches five other countries, are outmatched by the farmers, who know every track and hedge of the terrain. To help border officials, trained patrols armed with infra-red equipment have been transferred from the Italian-speaking canton of Tessin. But even the crack patrols, who gained their experience against the professional smugglers in the mountains between Switzerland and Italy, are hard put to it to restrain the cattle running.

Swiss government regulations are aimed at protecting the local Simmenthal breed. But the illicit traffic is increasing steadily, and setting a deplorable example in its wake.

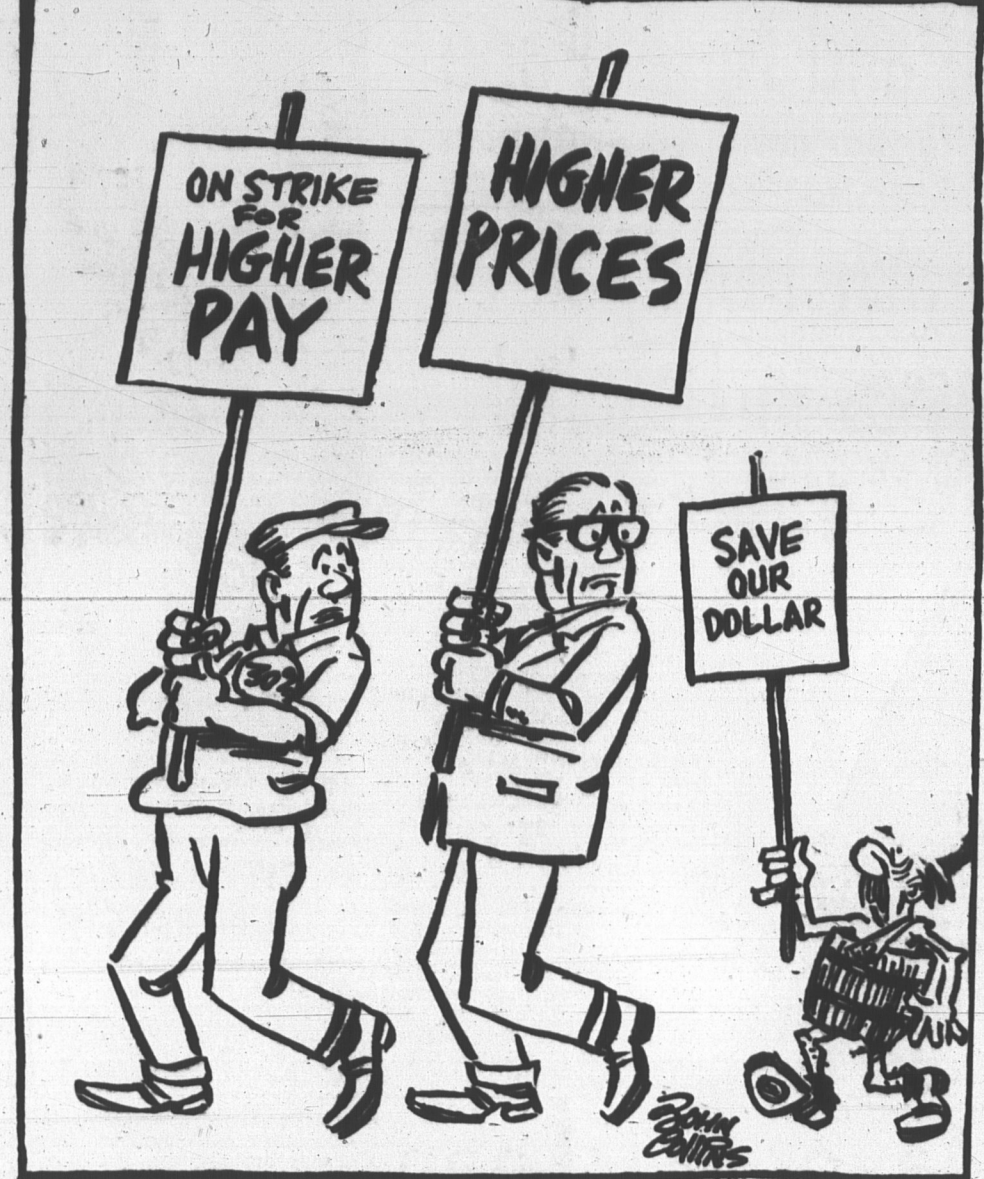
All Set To Go

Flexing his muscles from the sidelines while Premier Smallwood romped home to a whopping electoral victory in Newfoundland on Thursday, British Columbia's Social Credit Premier Bennett is all set now for his own performance on Monday. This is another provincial election which appears to have been called, not because it is justified by a major issue but because it suits the government's convenience. Mr. Bennett's opponents are taking what they call a "pragmatic" view of the prospects—which means that they don't see much chance of heading him off from another term of office.

Things are booming in Alberta and everything seems to be going the government's way. The damage that inflation might cause, particularly to its vast hydro projects, is still just a nebulous cloud in the sky. Mr. Bennett will be 66 by polling day, and shows no sign of becoming a pensioner in action or outlook. His chief opponent, NDP Leader Robert Strachan, has now been trying for 10 years to unseat him, and has made no ground. Liberal Leader Perrault has had similar success in seven years. The Conservatives just aren't in the picture.

EDITORIAL NOTE

The special session of Parliament to deal with the railway crisis, comments the Montreal Star, was considered so important to the nation that special aircraft were laid on to make it easier for our well-paid MPs to get to Ottawa. There are 265 of them. By union count, only 142 were in their places when the vote on the emergency legislation was taken.



THE POCKET-BOOK PICKET

PUBLIC FORUM

Readers' Views On Current Affairs

This column is open to the discussion by correspondents of questions of interest. The Guardian does not necessarily endorse the opinion of correspondents. All letters published are subject to editing and condensation where necessary. The Guardian is unable to enter into any correspondence regarding letters submitted.

A DIRE ALTERNATIVE

Sir.—In the mid-nineteenth century, conditions for the working class in the British Isles were so bad that protective organizations became a necessity in order to prevent exploitation. The order of things at that time in manufacturing cities had been elaborate mansions on the heights for the barons of industry, and shanties in the slums for the underpaid worker.

ROLE OF LOCAL 127

Sir.—The press and news outlets say we didn't give them a statement during the recent rail strike. In the heat of battle I guess we didn't have much time, I will try and correct that. Now that the dust has settled I would like to bring to the public's attention some facts about the role played by Local 127 C. B. R. T. and G. W.

WHAT A THEME!

Sir.—Your editorial, "What a Letdown!" was excellent but one would be naive indeed to expect that Premier Campbell and his associates will be unduly disturbed by it. Men capable of such a faux pas will regard all logical reproach as merely petty criticism which is the lot of all politicians.

HEAT AND TO SPARE

Deuterium gas can be heated to 370,000,000 degrees Centigrade in a special container of magnetic lines of force.

and their problems were discussed all week.

In answer to the truckman's association statement in the press I wonder if they would tell us the wages they pay to their drivers. I have been talking to lots of them and they work long hours in the Maritimes, 7 days a week to survive. I am sure those people should organize themselves to try and get a decent living wage.

SCARLET FEVER

R. R. writes: Can scarlet fever be prevented by shots?

BLISTER ON PALATE

L. W. writes: What would cause sudden loss of voice on a difficulty in swallowing? An examination revealed a blood blister larger than a jelly bean on the palate. This broke and seems all right. I was wondering if this could have been a sudden attack of allergy.

NOT HOT OR COLD

K. E. writes: Will drinking warmed-over coffee cause hardening of the arteries?

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EVERETT MACLEOD

Local Chairman C. B. R. T. and G. W. Vice President Prince Edward Island Federation of Labour, Borden, P.E.I.

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Injuries To The Head

By Dr. Theodore R. Van Dellen
In ordinary head injuries, damage is confined to the scalp. The usual bruise leaves a knot that lasts for a day or two and then subsides spontaneously. It rarely needs treatment although an ice bag minimizes swelling and relieves distress. Scalp lacerations usually look worse than they are.

This part of the body is crossed with thousands of blood vessels which, when cut, bleed profusely. On the other hand, the ample blood supply hastens healing, provided the wound is cleaned thoroughly. Most medicines shave or cut away the surrounding hair and wash the area with soap and water. A stitch or two stops bleeding. Nature does the rest.

Because of the vast network of nerves, the scalp may be left sensitive and on healing peculiar, prickling, crawling, and drawing sensations often remain for some time. In skull fracture, the parts are tender and occasionally the physician is able to feel the indentation, or separation of the bone. In most instances, X-rays are required and several films must be taken from various aspects. Skull fracture also is suspected when there is bleeding from the nose or ears or if the spinal fluid surrounding the brain escapes from the wound or other opening in this region.

A skull fracture of itself is not too serious; the important question is whether the brain is damaged or a vessel within the skull is bleeding. Hemorrhage occurs in concussion but usually is slight. There is a brief period of unconsciousness, often followed by dizziness, headache, and visual defects which tend to disappear within a few hours after the accident.

When brain tissue is injured more seriously or there is considerable bleeding within the brain itself, the individual goes into a state of shock and may remain unconscious for a long time.

UNUSUAL FIGURE

G. S. writes: Could you give me the explanation of this odd figure of a woman: Heavy legs, broad hips, and no development above the waist?

Deranged glands may be responsible but just what particular combination of dysfunctions is present is difficult to explain. This woman is not unique, however; many are built this way. Heredity may play a role.

SCARLET FEVER

R. R. writes: Can scarlet fever be prevented by shots?

Not in the day that diseases such as diphtheria, whooping cough, and smallpox can be prevented by prophylactic shots. But exposed persons can receive temporary immunity from convalescent serum or an antibiotic. Even if scarlet fever should develop, however, physicians are not so concerned as formerly because the sulfa drugs and penicillins are useful remedies.

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THE NORTH TODAY The Mysterious East

By Farmer Tisington
The buildings on the Precambrian bedrock are hemmed in by a slough to the east, by poorly drained glacial till to the west and by a shallow, stagnant pond to the northwest. The statement, contained in a government publication, and describing the site of Coral Harbour, is not likely to win any prizes in a real estate subdivision's promotion contest. But it is an accurate description of this remote Eastern Arctic community on Southampton Island, and of Cambridge Bay on Victoria Island.

The Commons' committee on Northern Affairs ran into its most rugged conditions of the tour at these two settlements. Coral Harbour can only be reached by boat and is some six miles from a Department of Transport air strip and weather station which were taken over from the Americans who built them during the war.

The village is small and has no roads. On the whole, Southampton Island, which is about the same size as Nova Scotia, there are only 300 people. But Coral Harbour does have a modern nursing station, a federal day school, two church missions and the office of the area administrator.

The administrator is Walter Halderson of Prince Albert, Sask., who moved there with his wife and children in April. It is his first northern posting after taking a nine-month training course at the government's University of the North in Ottawa. The family occupies a new and modern home and they report they are happy although they have yet to experience a Coral Harbour winter which averages 24 degrees below zero in January and which has wind speeds of 90 miles an hour and recorded gusts of 130.

Esquimos of this region hunt, trap and fish with a trapping the biggest single source of income. Bear, fowl, seal and walrus are also taken with some 200 walrus being shot annually. Where practical, the animals are chased into shallow water and butchered on shore, but animals caught at sea will be butchered over the side of the boats, called Peterheads.

Walrus meat is used mainly for dog food and no story of the north is complete without mention of the Husky. While a few more affluent Eskimo have purchased ski-dogs for winter travel, the teams of savage, near-wolf dogs still provide the principle means of travel on winter hunting trips.

During the summer months, the dogs are of little use and are kept closely chained in long lines of 20 or 30 with individual tethers. The Eskimos prevent them from coming within tooth range of the next dog. They are fed once a day with seal blubber or other less edible portions of meat or fish.

Not long ago, before the white man's influence was brought to bear some Eskimos turned their dogs loose on deserted islands for the summer with little or no food.

Hunger drove the stronger dogs to attack and devour the weak and ill animals. When the white man protested this cruel practice and pointed out that, besides, the Eskimos were losing dogs that way, the natives simply replied that the dogs which remained to be picked up in the fall were "all strong dogs."

WHITE-OUTS COMMON

Residents of Cambridge Bay are also plagued with strong winter winds and low temperatures. Precipitation in the Eastern Arctic is generally surprisingly low, only 5.7 inches a year at Cambridge, but the winds whip up the small amount of snow and create blinding white-outs for days at a time. The wind chill results in brittle metal which is surprising number of broken door knobs can be found in this community.

Cambridge Bay is the site of one of the few remaining major DEW line sites in the north. Construction of these sites, beginning in 1955, was a major boost to the economy. The Cambridge site is under command of a young United States Air Force captain who is not allowed to bring his wife and family with him. He has seen them for

only about half of the past five years. Some members of the party were billeted in a small eight-bed hostel, normally used to house native children brought in from remote communities for winter schooling. The hostel is run by Nels Pulk, a young Norwegian who is employed by the government, and his wife, a pretty and charming Eskimo girl.

Mrs. Pulk contracted cancer some years ago and was sent out to hospital in Edmonton where she was cured. She stayed there to take a nurses' aid course in the hospital before returning to the north and being married. The Pulks have two small children of their own and when combined with the eight young hostel residents, make a lively but wearing household in the school period.

SCHOOLS EXPANDING

A federal school was completed at Cambridge Bay in 1957 but burned down only 10 days later. A new school was constructed in 1958 and a wing added in 1963. In June of this year, the government called tenders for a 14-classroom school and a 200-pupil hostel.

Education is making major strides in the north. Before 1955 most of the schools were operated by churches with some financial assistance from the government. Northern Affairs then launched a major school program in an effort to bring education to a much larger segment of the native population. Over \$30 million was spent on construction alone and since 1955, the number of schools has increased from 10 to 51 and the number of teachers from 77 to 326. In the Territories, the total number of children attending school rose from about 2,000 to 6,000.

One of the problems is finding adequate teaching staff. But despite the need for some drastic adaptation to the northern way of life, the staff turnover is about 24 per cent a year which compares favourably with some of the more remote areas in the provinces.

There is also a certain frustration in that many Eskimo children who do receive an education find little outlet or opportunity to use their knowledge and skills when they leave a school. Unless they can find more affluent Eskimo have purchased ski-dogs for winter travel, the teams of savage, near-wolf dogs still provide the principle means of travel on winter hunting trips.

The education process is at that difficult stage where children surpass their parents in their grasp of modern life. Education of the adults, many of whom do not understand English, is a pressing need. But the picture will be much brighter in another generation or two when children and their parents will all have had some basic training and knowledge of something outside their own isolated communities.

NORTHERN NOTES

It was about 45 degrees and drizzling when the group visited Cambridge Bay July 31. Mrs. N. J. Jones, wife of the Hudson Bay store manager, seemed quite surprised to find that summer was over and the weather would stay cold and wet until the first snow came in September.

The Arctic unit of the Fisheries Research Board has been operating out of the RCMP detachment building this summer. They estimate that the waters around southern Victoria Island have a potential yield of 200,000 pounds of char and trout without damming capital stock. (Tomorrow: The MacKenzie Delta.)

Harv it's too warm
Furnace is on

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