

Economic Revolution Is Quietly Taking Place In Irish Republic

By CAROL KENNEDY
DUBLIN

... is taking place in Ireland, four decades after the stormy one in which the nationalists wrested power from Britain. This time it is economic not political. Irish politics are taking on a new look in the process. The new revolution may have even more lasting effects than the old one, because it has broken the stifling bonds of poverty, a dwindling population and all the defensive attitudes summed up in the slogan Sinn Fein—"Ourselves Alone."

Ireland isn't alone any more. Psychologically, she is part of the new Europe, though her trade links with Britain mean she cannot join the European Economic Community until Britain does—probably not before 1970. French President de Gaulle's rebuff to Britain in January, 1963, was a bitter blow to Irish hopes, but the distant goal still beckons brightly. Garret FitzGerald, economic minister of the Irish Times, says "the exercise of looking ahead to 1970 has also provided a valuable stimulus to Irish industry, making hitherto consecutive firms growth-conscious."

EXPORTS HIT RECORD
That's the message of an under-estimate. With the completion of his five-year First Program for Economic Expansion, the Minister Sean Lemass saw the Irish economy enter a new phase of growth. The annual growth has been raised to a steady 7 per cent. The new exports—key to Irish survival in the new era—boosted to a record high in 1963 of nearly £196,000,000.

In a recent report, Europe's Economic Commission for Europe Operation and Development called the plan "highly successful and encouraging." The program aims to bring economic expansion to a second program, an ambitious six-year blueprint that aims to raise the national income 50 per cent by 1970—the general European target—as well as modernize the entire structure of the Irish economy.

The architect of modern Ireland represents a new breed of Irish politician, though his roots go back to the revolution. Energetic, young-looking 64, Sean Lemass took part in the Easter Week rising of 1916 and fought with de Valera's Irish Republican Army in the civil war of the early 1920s. Yet his pragmatic, forward-looking approach seems a generation removed from the utopian dreams of the Sinn Feiners even from his predecessor, the idealistic "Dev."

CLOSE TO SOCIALISM
Lemass has led the Flanna Fail party—the narrow means knights of destiny and is pronounced roughly Feina Feola—since 1953 when de Valera became third president of the republic. By temperament and conviction, he is a planner who sees the role of government as a "dynamic instrument" in the economic and social fields.

"Outsiders think of us as a conservative, hierarchical society because of the Roman Catholic church," said one Dublin journalist. "In fact we're moving towards something very like a socialist state."
Most of the Irish economy, including fuel, power and transport, is "state-sponsored," as they call it here, a phrase implying co-operation rather than coercion by government. In some ways the national industries are ahead of their big brothers across the Irish Sea.

Ireland put her own "Beaching plan"—trimming redundant railways to cut losses—into operation while the British equivalent was scarcely out of a stormy national debate. In time, the Irish transport system may do away with railways altogether, except for commuter lines, by concentrating instead on improving bus services.

FOREIGN INVESTMENT UP
Among the most impressive achievements of Sean Lemass's first economic plan was the stimulus given to foreign investment and to exports, particularly exports of manufactured goods. With a cramped home market—fewer than 3,000,000 people—Ireland has always relied heavily on her ex-

port trade, but until recently rested almost exclusively on cattle to Britain, food and drink and a few cottage industries like tweed and linen. Now she is in everything from scientific instruments to processed turf fuel; high-fashion clothes to farm machinery; carpets to chemical products and confectionery. Lemass has sent so many high-pressure salesmen around the world that a recent cartoon in the humorous journal Dublin Opinion showed a newly fledged Irish ambassador wheeling a trolley of export samples into a room full of foreign diplomats.

In the competitive hustle of the new Europe, Ireland's place will depend on industrial products to achieve a 30-per-cent rise in gross national product, her industrial exports alone may rise by 150 per cent. Since they have already soared some 700 per cent in 11 years and now form more than a quarter of total exports, the target is regarded by OECD experts as realistic.

GRANTS FOR FOREIGNERS
For historical and political reasons, the industrial revolution bypassed southern Ireland. Development was set back decades by the treaty of partition in 1920, which severed the industrialized, shipbuilding north from the underdeveloped, agricultural south. Now the revolution rolls along with exhilarating speed. The government tempts foreign factories with substantial cash grants, a surplus labor force and additional subsidies to firms prepared to open in the backward rural west and north. Investment is rising and since 1955 nearly 190 new plants with foreign backing have opened.

The Second Program for Economic Expansion aims to bring about sweeping changes in Irish life, expanding secondary schools—now largely in the hands of religious foundations—and doubling electricity production from the mighty Shannon scheme; redeveloping Irish cities; lowering emigration to a maximum of 10,000 a year and halving unemployment, now seven per cent. Most of the surplus labor will be drawn off the land into industry as agriculture too is modernized.

STUDY FRENCH METHODS
Irish planners are picking the brains of Europe. France is admired for her "concentrated economy"—state and private industry co-ordinating for mutual benefit—which has doubled production in 10 years. The mechanics of the French Communist plan are studied by Dublin experts, who have already forged one of Europe's most advanced instruments for economic planning in the Central Statistics Department.

Another brainchild of the first economic program was the creation within the finance ministry of an economic development trends, seek suitable projects for state investment and estimate the best ways of tapping their potential. Far from being the sinister phrase it is in some English Tory ears, economic planning division to forecast markets to the Irish is seen as a vital weapon to complete the revolution that was begun in military and political terms nearly 50 years ago. Whether Ireland joins the EEC or not, the challenge is basically one of survival as an economic unit. Patrick Lynch, economics lecturer at University College, Dublin, has said the alternative may be "distillation with Ireland's capacity to regulate its own economic affairs and indeed govern itself generally for the remainder of this century."

Prairie MPs Reveal Fight Over Farm Interest Rates
By DON HANRATTY
OTTAWA (CP)—Prairie Conservatives have revealed in the Commons that in 1959 they waged—and won—a "fierce fight" against the finance department, then headed by Donald Fleming, to get farm-loan interest rates stabilized by 5 per cent.

Disclosure of this battle "both in front of and behind the curtain" of the Commons, as one MP put it, came as the House debated details of a Liberal government bill to double the lending limit on Farm Credit Corporation loans. The bill had the biggest majority of any Canadian government in history.

However, he said the principle of a stabilized interest rate. The government proposes to keep a five-per-cent charge on loans up to the existing limits of \$20,000 and \$27,500 under two categories of corporation loans. Above those levels, however, it plans to charge a variable rate set high enough to recover costs.

Alvin Hamilton, P.C.—Qu'Appelle, former Conservative agriculture minister, recalled that a variable rate for all loans was proposed by the Conservative government in 1959, when it had the biggest majority of any Canadian government in history.

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Crash Program Being Tested For Speedy Language Study

MONTREAL (CP)—An experiment concluded here showed it may be possible to learn a

language in a matter of hours. But still to be proven is how long the brain will retain what is taught in a crash program.

Two Montreal reporters—both already fluent in French and English—learned 1,000 words of Italian in 46 hours of non-stop instruction. Now they plan a two-week trip to Italy to test what they learned. Their instructors say there is no way of knowing immediately how many of the words the reporters will retain, because this depends largely on their using the language.

MAGAZINE (Perspectives) writer Jacques Fontaine, 27, and reporter (Montreal Star) Raymond Dionne, 44, participated in the experiment under the supervision of the psychiatric staff of the Allan Memorial Institute.

The instructors were provided by a school (Berlitz) specializing in the teaching of languages. The instructors hope to use a concentrated method to teach English-speaking persons French in two weeks of 14-hour-a-day teaching.

The instructors had set a target of 1,034 words in 48 hours, but Fontaine reached that goal in 27 hours and Dionne in 32 hours.

Six teachers, working in relays, taught the subjects in two-hour shifts and their reactions were recorded from a control room.

Dr. R. A. Cleghorn, director of the hospital's department of experimental therapeutics, said the experiment was "a most interesting trial." Subjects kept in a sleepless state under hallucinations if isolated, but the presence of a teacher in the room apparently prevented this from happening to the two reporters.

COOKING WITH GAS
During 1963, 1,320,000 Canadian households used natural gas.



TWO WRECKS IN FOUR DAYS

These two Louisville a d Nashville freight trains were scattered Sunday following a collision at the same spot two

where the tracks were close together. There were no road spokesmen said the juries in Sunday's accident, trains collided at a place (AP Wirephoto)

would "further strain relations" between the United States and Pakistan. He called the timing of an announcement of military aid to India "fragile," since to

aid to India "fragile," since to dia and Pakistan are attempting to resolve the 16-year-old Kashmir dispute.

STRAIN RELATIONS
RAWALPINDI (AP)—Pakistani Foreign Minister Zulfikar Ali Bhutto said Saturday long-term U.S. military aid to India

FATHER: Say, the engine sits sideways!

SALESMAN: Right . . . another BMC idea! This way, they cut down on engine space and allow a whopping 80% of the car's length for passengers and luggage. You get front-wheel drive too, a great feature for pulling through sand and snow. And the engine, transmission and differential are all lubricated from one oil supply!

DAUGHTER: Look, mommy, my dolly's suitcase can fit here!

SALESMAN: That's one of the best things about the Morris 1100. You can put luggage everywhere . . . in both front doors, under the seats, in the giant back window shelf and under the dash . . . and, of course, in the roomy trunk. There's still room for five people!

FATHER: How's the performance of the Morris 1100?

SALESMAN: Next thing to a sports car! Handles beautifully in traffic or on the highway. Gives you up to 40 miles to a gallon of gas. And disc brakes mean sure, safe stopping even at high speeds.

FATHER: Now about road-testing it?

SALESMAN: Good idea, sir. Frankly I could talk all day about the Float-on-Fluid suspension, but you really have to drive the Morris 1100 to appreciate the ride. I know you're going to like it!

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FATHER:
What does the Morris 1100 have to offer for my family?
SALESMAN:
Luxury ride at a low price!

FATHER: Sounds interesting. What's the story?
SALESMAN: You'd hardly believe a small car like the Morris 1100 could ride like a limousine. But thanks to Float-on-Fluid suspension, that's just the way it rides. And you don't pay limousine prices for Morris . . . it's priced right down there with cars that have half the features!
FATHER: What's all this about Float-on-Fluid Suspension?
SALESMAN: It's a BMC invention, proved by millions of miles of driving. No springs or shock absorbers . . . but a special system that eliminates pitch and roll even on the roughest country roads. You actually float on fluid in the Morris 1100!

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