

Lovers Prince Edward Island like the Dew? Published every week-day morning at 153 Prince Street, Charlottetown, P.E.I., by the Thomson Company Ltd., 44 King St. W., Toronto.

Member Canadian Daily Newspaper Publishers Association Member The Canadian Press Member Audit Bureau of Circulations

Branch offices at Summerside, Montague and Alberton Authorized as Second Class Mail by the Post Office Department, Ottawa.

By Carver Charlottetown, Summerside \$15.00 per annum Elsewhere in P.E.I. \$20.00 Other Provinces and U.S. \$25.00 per annum.

"The strongest memory is weaker than the weakest ink."

PAGE 4 TUESDAY, FEB. 26, 1957

Legislature Opens

The opening of the Legislature is always a colorful and important ceremony, and there will be no lack of public interest in today's proceedings, marking the opening of the second session of the present Assembly.

It is no secret that the financial condition of the Province is a serious one, with little prospect of obtaining substantial additional revenue from Ottawa. Unofficially it is reported that the Government is considering an increase in the gasoline tax and a more effective method of collecting the tobacco tax.

It is likely also that educational problems will come in for a good deal of discussion, as well as the federal proposal for a national health insurance scheme. It is expected that the Premier will make an explanation of the reason for delay in establishing a frozen food plant, to which reference was made last session, and that he will discuss in detail the new Hillsboro Bridge project under the trans-Canada highway scheme.

Representations recently made for amendments to the Highway Traffic Act by the council of the International Railway Brotherhoods will also likely be considered.

With but three members in Opposition, the formal speechmaking should not take up too much time of the session. Every facility should be provided the Opposition of discharging their duties as efficiently as possible, for their role is all the more important by reason of their restricted numbers.

The out-of-town members of both parties will be cordially welcomed by our citizens, and it is hoped that their stay will be pleasant as well as profitable to all concerned.

Concerted Effort

A joint statement issued by the Premiers of the Atlantic Provinces gives promise of better things to come in the economic development of the entire region. It says that "recognizing the need for continued unity and action in an attempt toward solving the over-all economic problems of the four-province region" the Premiers will hold an annual conference in the fall of each year, beginning in 1957.

It suggests that the Atlantic Provinces Economic Council meet at the same time. We understand that this suggestion has been favourably received by APEC officials.

This is an important announcement, for it marks the beginning of a concerted politico-industrial effort to join forces in an attack on problems which are of common concern. This is not to say that the problems of one Province are the same as those of the other three or any one of them.

Each Province has its own particular difficulties to overcome and its own particular potentialities to realize. But it is a fact that any development which helps one Province directly has a beneficial effect on the others; and it is this realization, doubtless, which has influenced the various Provincial Governments to pool their ideas and technical resources.

Of course, the main burden for economic research and development must necessarily fall on APEC which already has made a good start in face of many obstacles. But the Premiers' Conference can make a worthwhile contribution to the overall program; and the fact that two of the Premiers are Liberals and two of them Conservatives, far from constituting a hindrance to the program's usefulness, should add zest to it.

Healthy political competition is never an obstacle to progress, provided it be put to work for the common good. Undoubtedly, the Premiers of Newfoundland and Prince Edward Island will try to make it appear that any economic betterment arising from APEC's labours

will be the result of Liberal initiative, while the Premiers of the other two Provinces will want it to be fully understood that Conservative politics and good economics go hand in hand. This is established custom; and, as everyone knows, "custom must be indulged with custom or custom will weep". Nor are the two views fundamentally at variance. What pleases one group of partisans will amuse the other, so both will benefit. It doesn't matter anyway, so long as sound thinking is followed by wise action for the good of the area as a whole.

Laughter For Nasser

An indication of which way the wind is blowing on the Suez—politically, that is—is found in Colonel Nasser's reaction to a proposal sponsored by Britain, the United States and Norway for the future governing of the waterway. The proposal was that tolls on shipping be divided between Egypt and the World Bank. The amount placed in the bank would, presumably, be earmarked for running expenses, repairs, and other necessary disbursements. But Nasser says no. Not only that; he says that as far as he is aware there is no problem connected with the Suez.

This means, of course, that Nasser continues to regard the canal as his own personal property to do as he likes with. That, in turn, means that he will open it when he sees fit and allow or disallow traffic according to the mood he happens to be in at any particular time. Those countries which don't like his way of doing things will be told to send their ships around the Cape of Good Hope. He might even take control of any ship to which he takes a liking and add it to the Egyptian fleet.

Fantastic? Certainly not. He has the promise of the United States Government not to do anything or to encourage any other country to do anything that he might consider to be an "infringement" of Egyptian sovereignty. Even in the Gulf of Aqaba where President Eisenhower has said that the United States will send a "trial ship" to test Nasser's intentions, no force or show of force is to be used under any circumstances. Should Nasser interfere with the ship in any way, the matter will simply be referred to the World Court which usually takes about ten years to render a judgement. Mr. Eisenhower's "every-means-short-of-war" technique has certainly given Nasser and his accomplices plenty to laugh about in their convivial moments.

EDITORIAL NOTES

Some United States Congressmen are complaining that there is no law to stop Canadian workers from working on the American section of the St. Lawrence Seaway while American workers are not permitted to work on the Canadian side. They are demanding reciprocity.

At last this Province has been assured of a sufficient number of refrigerator cars to take care of the movement of farm produce, with a few extra ones to look after emergencies. It must not be inferred, however, that this unusual situation is in any way connected with reports of a Spring election.

West Indian authorities are complaining about what they call Canadian discrimination against immigrants from the islands. The Immigration Department says there is no discrimination on account of colour but that only those West Indians are admitted who are considered to be adaptable to the "Canadian way of life", whatever that is. Pending a more satisfactory explanation, the West Indians will keep on believing that the colour of their skin is the main objection.

The Gordon Report was mentioned in the Speech from the Throne at the opening of the New Brunswick Legislature. It was referred to in more detail by Mr. H. N. Jonah, QC, who seconded the address in reply to the Speech. Said Mr. Jonah: "This (the report) has brought a feeling of frustration and resentment to the people of these provinces. It was disheartening to be told that there was no easy solution and that it might be necessary for many to move to other parts of Canada in order to improve their standard of living." Mr. Jonah was shocked by the report but felt that some benefit may come of it.



THE QUESTION ARISES

The Tunnel Project: A Flashback

By Heath Macquarrie

Monday February 18, 1907 was Prince Edward Island's day in the House of Commons of Canada. All of the Island's four representatives made lengthy and important speeches, and cabinet ministers, the leader of the Opposition and many other members participated in a wide-ranging discussion of Prince Edward Island problems. Shortly after the Speaker took his chair at 3 o'clock, Mr. Martin of Queens moved a motion which was discussed until adjournment of the sitting which came just before 10 o'clock Tuesday morning.

The motion and discussion thereon concerned a topic which was quite familiar in the Canadian Parliament. By moving for a copy of all reports, correspondence and other information respecting winter communication and the construction of a tunnel between Prince Edward Island and the mainland, Mr. Martin was able to focus the attention of the House upon the needs and grievances of his Province. In what a Nova Scotia member described as "his most assertive tones" the senior member for Queens painted a vivid picture of the situation on the Island where freight was piling up waiting for shipping.

He declared that the trade of the Province was paralyzed because of the Federal Government's failure to do its duty. He warned the Government of the dangers of secession unless it showed a greater desire to carry out the terms of the union.

INADEQUATE SERVICE... Mr. Martin decried the inadequacy of the boat service. This was but a hard task for him, since in 1903 communication with the mainland had been interrupted for 63 days and in 1905 for fifty nine days. After outlining the long and unhappy story of non-fulfillment of Confederation terms and the repeated Island protest against its treatment, Mr. Martin declared that the construction of a tunnel was the means for meeting Prince Edward Island's needs.

He stated that the natural wealth and the well-briefed member read from a letter of the British Colonial Secretary written to the Governor General of Canada in 1886. "There seems to be reason for doubting whether any satisfactory scheme can be regulated within all the year round, which makes it all the more important that the proposed metallic subway should receive a full, and if feasible, favourable consideration on the part of the government of Canada."

Mr. Martin also read into the record a letter from Sir Douglas Fox, the distinguished engineer who, in 1890, had surveyed the straits for the tunnel project. In November 1906 Sir Douglas had written the Rev. Father Burke of Alberton that new modes of construction might make it possible to construct a tunnel for less than the \$10,000,000 figure he had originally estimated.

MR. J. J. HUGHES... Although Mr. Lefurgey, the member for Prince, claimed that as second of the motion he had the right to follow Mr. Martin, the Speaker gave the floor to Mr. J. J. Hughes, the Kings County member. Mr. Hughes, the only Liberal in the Island's representation in the Tenth Parliament, was not so aggressively critical of the Laurier Government as his Queens colleague had been. He nevertheless gave strong support to Prince Edward Island's claim to improved service. He said the House of Commons had not been carried out.

Mr. Lefurgey brought out an important argument which merits far more consideration than it has ever yet received. He pointed out that all the northern territories of the country had been incorporated into the provinces adjoining them. He stated "We have as much right to the resources of the new territory, to the Cobalts and other rich mining districts as any of the other provinces." With some share of the natural wealth of these regions, Prince Edward Island could have built the tunnel itself.

Mr. A. A. MacLean, the other Queens member, made a strong appeal for action and warned that there must be no more humbugging on the matter. He gave a detailed account of the shipping and communication problems and called for the immediate commencement of work on the tunnel.

OTHER PROVINCES... After the Islanders had their say, members from the other provinces joined in the discussion. Mr. P. Brodeur, the Minister of Marine regretted that the flag

of secession had been waved. He declared that the terms of Confederation did not call for the building of a tunnel and he expressed the opinion that the communication and transportation situation had improved over the years.

Another Liberal member, F. B. Carvell of New Brunswick, said that he did not think any government should be blamed because Prince Edward Island is surrounded by water or because the Straits of Northumberland are filled with ice at certain times of the year. But after delivering himself of this criticism he went on to endorse the Island claim and to rightly observed that in projects for the welfare of the country the question as to whether they were paying propositions was not necessarily the big consideration.

G. W. Fowler also of New Brunswick gave his full support to the Island plea and said that if the government put the matter to the vote of the House of Commons the majority of members would favor it.

Two Nova Scotia members, MacDonald and Chisolm, also spoke, and while not hostile to the tunnel project they appeared to believe that a boat service could be made effective. Mr. MacDonald was convinced that this would be the case if the harbour of Pictou, in his riding, were used. Mr. Chisolm firmly believed that if Cape George in his constituency, were made use of all would be well.

From an Ontario member, Mr. Barr of Dufferin, came a complete endorsement of the Island's claim to a tunnel. He thought the Island had just reason for complaint because "it must be admitted by all of us that the terms of Confederation have not been carried out."

Mr. R. L. Borden, the Leader of the Opposition, declared: "We have pledged ourselves to maintain efficient and continuous communication between Prince Edward Island and the mainland and we must maintain that by steam service if we can. If we cannot fulfil the pledge given to Prince Edward Island by that means then we must face the project of a tunnel and face it without delay."

(To be concluded)

chance for taking side swipes at Mr. Dulles.

Then the State of the Union message, already an anti-climax, fell even flatter than was expected. Its acceptable generalizations got perfunctory applause, but its recommendations for action were received with silence. It is clear that the legislation the President plans to ask for in subsequent messages will be considered not so much on its merits as on the political capital that can be made out of either passing it or blocking it.

So, at the moment, the prospects of positive and constructive American policy are not good. In a situation where political opponents control the Congress, which must authorize and finance the President's policy decisions, the only hope of progress lies in what Americans call "bi-partisanship"—in other words a spirit of coalition between the two parties. That amount of unity is hard to achieve except when the national security is plainly threatened, either by economic disaster or by foreign intervention. The present prosperity and commercial interests to make their conflicting voices heard; and the international situation, grave though it may be in the eyes of the specialists, is the kind that provokes argument over the best course to pursue, and particularly in Congress over the policy of subsidizing other nations.

NOT ENCOURAGING... That is not an encouraging prospect for the rest of the world, which might echo the poet Longfellow when he propheticly wrote: "Thou, too, sail on, oh Ship of State! Sail on, oh Union, strong and great! Humanity with all its fears, With all the hopes of future years, Is hanging breathless on thy fate!" But the constitutional loggers which can and apparently do exist between the national helmman in the White House and the national lookout in Congress might remind some people of another ship—a ship where "The bowsprit got mixed with the

THE AGE OLD STORY

MAKE thee a fiery serpent, and set it upon a pole; and it shall come to pass, that every one that is bitten when he looketh upon it shall live.

OUR YESTERDAYS

From The Guardian Files

TWENTY-FIVE YEARS AGO (February 26, 1932)

Mr. John C. Pillman of New Annapolis for a second time suffered a serious loss by fire when his new potato warehouse situated at New Annapolis station was burned to the ground about three o'clock yesterday morning. The loss is estimated at about \$5,000 partly covered by insurance.

Supt. E. W. MacKinnon was in Summerside yesterday holding an investigation into the railway accident at Handbrake's Cutting near Tignish last Sunday. The inquiry will be continued this morning and probably concluded at Charlottetown this evening.

TEN YEARS AGO (February 26, 1947)

Sources at Ottawa revealed late today that the Government will spend \$500,000 in the next few years in the rehabilitation and improvement of the Summerside airport and flying school. It is understood that work will start immediately on repair and alteration of the present airport buildings.

A Stinson Voyager aircraft, carrying three persons including the pilot, was long overdue this morning on a flight from the Charlottetown Airport to Springhill, N.S. Officials said the plane was being made to begin an organized air search after daylight today.

Medically Speaking

By Herman N. Bundesen, M.D.

BE SURE TO TELL DOCTOR IF YOU HAVE AN ULCER

An ulcer is not a confidential matter. In fact, with so many businessmen and others suffering from ulcers these days, it has almost become a subject for everyday conversation.

When you consult a doctor for any trouble at all, certainly you should inform him immediately if you have, or think you have, an ulcer, even if that isn't what is bothering you.

CHEST SURGERY... If you plan to have any chest surgery done it's extremely important that your surgeon is aware of any ulcer you may have. This is especially true in cases of pulmonary tuberculosis.

However, not many patients with pulmonary TB will also have a peptic ulcer, but there are some unfortunate ones who have both.

COMPLICATIONS DEVELOPED... A recent study in England disclosed that 15 per cent developed a complication of their peptic ulcers following operations for pulmonary tuberculosis.

A complication such as gastrointestinal hemorrhage is a grave emergency. It's not always easy to control a bleeding ulcer.

Should a partial gastrectomy become necessary, the tubercular lung condition is likely to become worse.

OPERATE SAFELY... In most cases, we can operate safely even if an ulcer is present if only we know about it beforehand. We can treat the ulcer adequately and operate on the lung efficiently and without undue danger.

This may be a rather drastic example of what can happen if you don't tell your doctor all about your physical condition when you ask him to help you.

QUESTION AND ANSWER... S. W.: Can a person who has not had an epileptic seizure for five years drink beer, and in what amounts?

Answer: It is generally not advisable for a person with epilepsy to use alcoholic beverages.

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NOTES BY THE WAY

The thicker the skull, the sharper the hint must be to penetrate it.—Kitchener-Waterloo Record

Like our faults, the headlights of the other fellow's car, always seem more glaring than our own.—Brandon Sun

Compulsory teaching of Russian has been reinstated in Hungarian schools. At that, it might help to know what bloody business the Red bosses are planning next.—Windsor Star

It pays to have a name that fits—in one column of newspaper space, we mean. For such interested parties as politicians, it means they get their name in larger type more often.—Sudbury Star

So the women don't make all the sacrifices. In the Antarctic, male penguins fast for two months while they hatch the one-pound eggs laid by their lady friends.—Chatham News

Chinese student defined an American university as follows: "An American university is a vast athletic association where, however, some studies are maintained for the benefit of the feeble bodied.—Indiana Telephone News

Paradox, is pointed out by the U.E. savant, Joseph Wood Krutch, when a man destroys one of the works of Man, he says, that man is called a vandal, but when he destroys one of the works of God, we call him a sportsman.—Peterborough Examiner

It may be due to a higher standard of living. Or it may be due mainly to lack of thrift. But today one seldom sees a lad with patches on the seat of his pants, or on the elbows of his coat. Yet there are many in important positions today who make no apologies for having worn patched clothing in their youth.—Windsor Star

Parents just can't win, laments a father who... as just gotten so he rather likes rock 'n' roll only to find that the teen agers have moved on to calypso.—Orillia Packet and Times

The province of Ontario in the past fiscal year took in more money, spent more money and incurred more debt than in any previous year. Just like many of its residents.—Port Arthur News-Chronicle

Single males of fifteen years and up exceed single females of the same category by 393,300, we are told, so the young woman discouraged in her search for the 'Ideal man may ta'ta' a second look at the field.—Ottawa Journal

ON THE ALERT

LONDON, Ont. (CP)—Police-men rushed to a variety store here when a neighbor reported noises inside. They flushed out the intruder—a fellow officer who had found the door open and was inspecting the premises.

Help Your Husband Stay Alive

In his efforts to provide for you, are you letting your husband kill himself? Yet you must surely know that money is no substitute for love. "Success" is no substitute for companionship.

March Reader's Digest tells you how a wife can contribute to her husband's happiness (and her own), how she can actually add years to his life. Get your March Reader's Digest today; 34 articles of lasting interest, including the best from current magazines and books, condensed to save your time.

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The Poets Corner

BIRD CALENDAR

They perch upon the February page Just as they sway upon a cedar bough Outside my window, eontemplating song— The cardinals whose pent-up joy will break From bonds of throat before the spring is born.

A wedge of geese fly over April days— I hear them honk above the meadow pond; One year they settled there and stayed the night And lulled the water with quiescent wings.

A wren has built her nest as May unfolds— How often have I seen her carry straws Within the little door of that small house That nestles where the mountain ash is crowned With creamy bloom! And in October's haze A flock of bluebirds in their southward flight Pause in an orchard, just as they passed here— Deep sapphire accents on red leaves of pear.

Who patterned these designs for months and days? Walks close to birds down leafy song-drenched ways— Bertha Wilcox Smith in the Christian Science Monitor.

MAXIMS

To speak kindly does not hurt the tongue. ruder sometimes: A thing, as the Bellman remarked, that is not a laughing matter is tropical climate. When the vessel is, to speak, marked.

"Lame Duck" President

Christopher Serpell in The Listener (BBC)

When Washington correspondents began referring the other day to Mr. Eisenhower as a "lame duck" President, they were not being offensive. They were using a phrase from the curious technical vocabulary of American politics to denote a politician with no future. Normally, it is applied to those whose term of office has not yet expired, but who have failed to secure re-election. That is not true of Mr. Eisenhower; few Presidents have ever been more decisively re-elected; but he is nevertheless a politician with no future.

By recent amendment of the Constitution, no President can now serve more than two four-year terms, and Mr. Eisenhower, now embarked on his second term, cannot be re-elected again. It is a hard political fact that makes the real difference between the message on the State of the Union which the President read to Congress recently, and the other which he sent to Washington one year ago from a Florida resort.

At that time he was going through the last phase of convalescence following his heart attack, and his future seemed problematical. He had not indicated whether he would seek re-election or not, and many people still thought it was unlikely that he would; but the Republican Party organizers, who rightly saw in him their one chance of retaining control of the government

were whispering urgently in his ear. In Congress, the Republican members watched anxiously the man to whose coat tails they hoped to cling, and the Democrats who controlled Congress then, as they do now, hesitated to thwart a public figure whose prestige and popularity were almost legendary. In short, at that time Mr. Eisenhower had a future if he cared to use it, and use it he did.

TEPID RESPONSE... Today nobody hangs on Mr. Eisenhower's words—nobody in Congress, that is. The Republicans are busy looking for his successor or already courting that successor in the person of the Vice-President. The Democrats have no longer any reason to be kind to the President; his popularity remains immense, but it cannot hurt them now.

So Congress has responded only tepidly to the President's personal appearances before it in recent weeks. The Eisenhower Doctrine on the Middle East, launched with so much advance publicity, is now ground on the shoals of congressional criticism and amendment, and the Administration's plan to force the hand of Congress by emergency tactics looks like failing. The issue has given Democrats too good an opportunity for contrasting the "Sunny Jim" view of world affairs of the pre-election Eisenhower with his present grave interpretation, and too good a

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