

corporation tax than it actually pays, or may ever have to pay. Since 1954, the CPR has accumulated \$25 millions in this way. The amount in 1957, alone, was \$9 millions.

The provinces contended that the CPR, being guaranteed its taxes as part of operating costs, should not be allowed to charge the public for more than it actually must pay to the Government. With the additional surplus and that tax overcharge deducted, the CPR would not have shown any need for higher freight rates. Instead of a deficiency of \$3 millions, there would have been an unneeded surplus of \$8 millions. Since CPR figures are used as a yardstick in fixing freight rates generally, this would have meant a reduction of 5 per cent rather than an increase of 3.6 per cent.

The final point in the appeal, says the Free Press, would arise out of the statistics compiled by the Board and summarized in the judgment, which demonstrate in the most striking way the unfairness to the West and the Atlantic areas of flat percentage increases in freight rates. Other means, fair to all parts of the country, must be found. We are in full accord with this contention, and trust that it will be strongly urged by the eight Provinces in appealing the Board's judgment to the Federal Government.

**The Only Hope**

That Russians and Americans can get together in mutual helpfulness and understanding when they really give their minds to it was demonstrated by talks which have been going on in the United States between a group of Russian physicians and a group of American specialists. The Russians—two men and two women, all experts in their respective fields—came to the United States on the invitation of Dr. Paul Dudley White, the famed heart specialist, and a number of his colleagues.

While in the United States the Russians went to such well known medical centres as the Lahey Clinic in Boston, the Mayo Clinic in Rochester, Minnesota, and the Institute of Physical Medicine and Rehabilitation in New York. In addition, they visited factories where only disabled persons are employed, university laboratories and various State offices of health. They watched operations by leading surgeons, exchanged ideas with their hosts and, in general, were much interested in American medical practices. The Americans for their part were interested in reports which their guests gave regarding Russian techniques and procedures in certain medical and surgical facilities.

This is not the first time that Russian and American experts in non-political fields have entered into confidential and mutually agreeable exchanges. In literature, drama, education, and other cultural fields they have found that they have much in common, that differences in approach, where they exist, are less important than the interests and aims which make them kin. It is only in politics, it seems, that disagreements are allowed to obscure a formula for peace. If more physicians and more artists and more educators can be encouraged to go back and forth, exchanging ideas and sharing knowledge, perhaps over a period of time the diplomats, too, will see the advantage of closer and more friendly relations. At any rate, it is the only hope there is for the future.

**Agricultural Exports**

Canada and other countries which do a big agriculture-exports trade with Western Europe are a little worried over the possible effects on this trade of the European Common Market which goes into operation early this year. However, in the opinion of experts who have been conducting research into the question for GATT, it is a needless worry. Far from adversely affecting the export trade in agriculture, the Common Market ought to give it stimulus. So the experts say.

A report recently made public says that the new agreement, whereby free trade will be the practice among six countries, will in all probability "speed the flight of labour from farm to factory" in Western Europe. The member countries will be confronted with a shrinking farm labour force and, consequently, will have to import more foodstuffs. It is expected that there will be a decline of about 2 per cent annually in the labour force in the next few years. This, the report suggests, "will make a substantial contribution to the improvement in the export prospects of the Common Market's traditional suppliers".

**EDITORIAL NOTES**

A research team has discovered that most farm accidents occur in the late morning and mid-afternoon. It recommends a ten minute break between 10 and 10.30 a.m. and between 2 and 2.30 in the afternoon.

A new idea is being tried out in a large department store in Stockholm, Sweden. One morning a week before the place opens for business office staffs and clerks numbering 2700 gather for prayers and worship.

Transport Department officials have announced that a huge expansion program for Canadian civilian aviation during the next ten years is in the planning stage. Plans call for an expenditure upwards of \$1 billion, if parliamentary approval is forthcoming. Among the new projects is an airport near Halifax to cost between 10 and 15 million dollars.

67 farms last year received more than \$50,000 each under the United States soil bank plan, which provides so much an acre for land kept out of production. Biggest recipient was the Gary Farms of Colby, Kansas, a co-operative enterprise, which received nearly \$280,000 for keeping 23,000 acres of wheat land idle. The maximum amount of \$3000 to any one producer does not apply to farms operated by institutions and co-operatives.

Still another British colony is being prepared for self-government and eventual independence. A statement from the Colonial Office in London says that talks between the United Kingdom Government and representatives from Sierra Leone in Africa had gone satisfactorily. The next step, the statement adds, will be for the Sierra Leone Government to submit the proposals for debate in the colony's House of Representatives.

**Should Be Appealed**

Hope that the people of both the western and the Atlantic regions will appeal from the Transport Board's judgment granting the railways a further increase in freight rates, is voiced strongly by the Winnipeg Free Press.

The judgment is signed by Commissioners Wardrope, MacPherson and Knowles. The present Chief Commissioner, Clarence Shepard, did not sit on the case and had no part in the judgment, because it began back in June 1956. The railways then received an increase of 7 per cent, increased to 11 per cent in December. But on August 30, last, the railways increased this to 10 per cent. The Board has now granted 3.6 per cent on the previous 11 per cent bringing the total increase since June 1946 to 15 per cent. The grand total of rate increases since the end of the war now stands at 222.5 per cent. The present increase will cost the public \$15 millions per year.

The major good point in the judgment is that what it grants is only about one-third of the claim. On the debit side however, are very serious faults. For ten years the needs of the CPR have been calculated by the Transport Board on a fixed formula. The CPR has been given freight rates to cover operating costs and fixed charges, dividends on preference and common stock and a surplus, arbitrarily fixed, at \$15,235,000 per year. The provinces have always resisted this item for surplus.

Second is the so-called "tax equalization" fund. Under income tax regulations issued in 1954, corporations are allowed, under certain circumstances, to defer part of their payments to the Government. In the case of the CPR, this means that the company can charge the public in freight rates for more



**IT'S A LONG STEP**

**UNITED KINGDOM OPINION**

**Turn Of The Year**  
 By "Onlooker"  
 Thomson Newspapers, London, England, Bureau

The turn of the year saw Britain's Houses of Parliament quiet and slumbering, still not over the Christmas recess. But behind the scenes there has been activity.

Cause of the activity — and cause of the fact that few of the top British cabinet ministers have not wandered far from Westminster during the few weeks respite over Christmas — has been the need to study the "Seven Point Peace Plan" submitted by Russia to the N.A.T.O. Summit talks ending in Paris.

It is believed here that the plan, put forward by Khrushchev on December 21 — and coupled with the warning that in the event of war Russia would answer any aggression threat with "crushing blows" — will have as much impact as others that have been put forward with few variations indeed, over the past few years — ever since, in fact, it became obvious that N.A.T.O. had managed to get together a worthwhile fighting force.

This plan, say many experts, has an added disadvantage. It contains a clause calling for the signing of a non-aggression pact between the nations of the Warsaw (Eastern) pact and the NATO countries.

It has been the jealously-guarded contention of the NATO Alliance ever since it was born that it has come into being as a purely defensive alliance, and that it has never had any power to sign such a treaty. If it did, it could immediately leave itself open to charges of being organized for offensive as well as defensive purposes. An army may be an army, whichever way you look at it, but NATO wants to keep intact the attitude that although it would not strike the first blow it would be ready to retaliate for defence.

**HOME TROUBLES**

There will be more thought elsewhere in Westminster right now prompted by the last debate held in the House of Commons before the recess. You may say that the debates in the British Parliament this year have been relatively tame affairs. But the very last day showed that the Old Parliamentary year was capable of going out like a lion.

The occasion was a foreign affairs debate, the first at which Prime Minister Macmillan and his Foreign Secretary Selwyn Lloyd, had a chance to face their colleagues and their opponents since they brought back from Paris news that Britain was to house American Intermediate — that is, 1500 mile range — range Missiles.

From his own Conservative Party and from the Labour Opposition benches Macmillan found opposition to the idea of America setting up bases here. In his own party there is a hard core of members, some 30 or so in

**LABOR OPPOSITION**

More opposition has come, naturally, from the Labor Opposition who looked with envious eyes towards Norway and Denmark, both small countries and both members of the N.T.O. set-up, who refused to have the rockets on their territory. They have gained plaudits from the Labour Party over here for their action, and the Laborites think that there is no reason why Britain should not follow suit. Why not they ask, Germany as a rocket base? Arguments presented by the rockets in Britain champions against the use of Germany and the possibility of German bases being rapidly over-run in the event of war have cut little ice with the Labour Party.

The majority of Britons, in fact regard the coming importation of rockets more as an increased dependence on American aid instead of a strengthening of the "N.A.T.O. Line" that stretches from the tip of Norway to Turkey. And it is likely that the opposition parties — both the Labour and the up-and-coming Liberals — will make capital of the issue around election time, some time this year or next.

**ANOTHER FIGHT**

Another ticklish problem the government has got to solve before the next election; to decide whether to insist on more amalgamation in the highly-successful British aircraft industry. The government wants more regrouping of the industry, so that major projects like the design, development and manufacture of new aircraft can go ahead more economically. The manufacturers want no such co-operation if they can help it.

A big stick is in the government's hand right now if they want to flourish it. They announced in the summer that they were looking into designs for 20 new airliners for an eventual replacement of the highly successful Viscount which has proved a world-beater not only on British runs, but on dozens of other routes as well.

And it is possible that the contract may go to firms willing to work more closely together than they have been rather than to one of the big concerns.

**PURELY DOMESTIC**

Those are some of the matters engaging the attention of some of the men of Britain as 1958 gets into its stride. I say "men of Britain." The first few days of Jan-

uary give the womenfolk over here plenty enough to worry about, for it is then that the biggest sales of the year get into their stride.

While Poppa's his jollifications over Christmas and New Years, Momma saves some of her enjoyment for these first few days of January. London's West end stores are full of women of all shapes and sizes and staying power all with the gleam of hunters in their eyes.

Frankly, women at sales time scare me, but they prove to me yet again that the females of London and Toronto, Paris and — for all I know — Zuzaland are, when it comes to bargain hunting, sisters under the skin.

**OUR YESTERDAYS**  
 (From The Guardian Files)  
**TWENTY-FIVE YEARS AGO**  
 (Jan. 4, 1933)

A new air mail service between Charlottetown and the Magdalene Islands is to be inaugurated shortly for the winter season. This service will take the place of the Moncton-Magdalene air service of former years, and will begin when the S. S. Lovatt discontinues on the Souris-Magdalene Islands route.

Mr. W.L.R. Stewart, of the Stewart Construction Company, Sherbrooke, P.Q., arrived in the City last evening for the opening of the new Prince of Wales College building which his firm constructed. Mr. Stewart expects to be in the City about a week.

**TEN YEARS AGO**  
 (Jan. 4, 1948)

Local representatives of Canada Packers and the Swift Canadian Company were unanimous in stating last night that the increase of four and a quarter cents to the producer of Grade A bacon hogs should mean a revival of the former flourishing condition of the hog industry in the Province.

All streets in the City were open to motor traffic over the weekend as the result of a concentrated drive in which four of the Provincial Government machines and two of the City's were in operation. The City is employing 35 men and ten trucks for snow removal.

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**QUEEN RANKED 7TH**

LONDON (Reuters) — Queen Elizabeth's televised Christmas Day broadcast to the Commonwealth was rated seventh in popularity among Christmas week television programs. The survey showed that more persons in Britain tuned into features such as panel games, situation comedy and variety programs than to the Queen.

**WHOPPING HEADACHE**

BRANTFORD, Ont. (P) — Stephen Palycia, 61, started 1958 with a bad headache. He suffered bruises and head cuts when struck by a shunting freight train. Palycia was taking a shortcut through the Canadian National Railway yards Wednesday when a boxcar hit his left shoulder and spun him into another lane. He hit his head on the tracks.

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**PUBLIC FORUM**

This column is open to the discussion by correspondents of questions of interest. The Guardian does not necessarily endorse the opinion of correspondents.

**PROVINCIAL DRUGGISTS**

Sir.—The article appearing on December 31 regarding the Provincial druggists was most interesting. To say the least that craft has made vast strides since the undersigned's grand-uncle in the person of the late Theophilus DesBrisay, Esq. opened his Apothecary Hall in the then DesBrisay Building on the corner of Queen and Grafton Streets. It is noticeable the number of today's druggists who received their training with the historic firm of Johnson and Johnson Druggists in their Victorian building on the corner of Prince and Kent Streets. I am, Sir, etc.,  
 KENNETH BRUCE STEWART  
 Bedeque, P.E.I.

**Hypertension Not A Disease**

By Herman N. Bundesen, M.D.

I imagine there are a great many persons who have high blood pressure who don't even know what the term means. I'd like to try to explain.

Hypertension, or high blood pressure, is not a disease in itself, but it is a symptom of some specific disorder.

Apart from your normal range, you have two levels of blood pressure, the systolic and diastolic.

**ARTERIAL SYSTEM**

Systolic is the pressure within an artery at the very moment your heart contracts to force the blood into your body's arterial system.

Diastolic is the pressure within your arteries at the lowest level, or between the heartbeats at the moment when no blood is being pumped into your arteries.

This diastolic pressure, you see, represents the actual resistance to the blood flow within the arteries. This is a factor which your heart must overcome to keep your blood moving.

**VARIOUS SIZES**

Your blood vessels and arteries are various sizes and lengths of tube-like structures which form a vast network to carry the blood throughout your body.

The branch endings of the arteries are formed by minute web-like figures which we call arterioles. When these arterioles are narrowed or constricted, it naturally impedes the flow of blood from the artery.

Despite this the heart continues to pump blood into the arteries at a normal or near-normal rate. It's easy to see why such a condition increases the blood pressure.

**MUST FIND CAUSE**

Yet curing it is not a simple matter, for the underlying cause must be established before it can be treated.

Sometimes nephritis or maybe an enlarged prostate gland is the source of the trouble. Or perhaps it is some obstruction which hampers automatic release of urine.

Generally, the kidneys are involved in high blood pressure in some way, but other conditions also may be responsible.

High blood pressure ranks second in importance in helping make heart disease American's major cause of death. It's about time you knew just what it is.

**QUESTION AND ANSWER**

D.T.: Are maggots still being used in treating unclean wounds?

Answer: As far as I know, maggots are no longer being used for this purpose. Excellent agents derived from enzymes, have been devised to help clean wounds.

**NOTES BY THE WAY**

A psychiatrist says it is perfectly normal to talk to yourself. But the trouble is that most of us find ourselves so boring—Winnipeg Tribune

University of Chicago scientists have devised mathematical equations to predict the weather. But most of us will still depend on our rheumatism and our bunions—London Free Press

Ten thousand dollars worth of dollies were stolen in Chicago, which will surprise those who didn't know there were \$10,000 worth of dollies in the world.—Kingston Whig-Standard

The other day on our news pages a budgie was seen greeting a puppy with a kiss. The day before that, there were front-page pictures of a bear and a boxer dog sharing the same food and enjoying a friendly scuffle together. And it was not too long ago that a mouse was to be seen nestling between the ears of a cat. When someone snaps Mr. John Foster Dulles, Mr. Nikita Khrushchev and Mr. Chou En-lai arm-in-arm, we'll run that one too.—Lithbridge Herald

At least two farmers, living at widely separated places in the United States have ganders which they claim tend sheep. In each, the big bird leads the flock to water, then returns it to pasture. Like their domesticated brothers, the free, high-flying wild geese that go honking down the sky at the season's turn rate high in intelligence. They carefully inspect the ground for possible danger before landing, and while feeding post sentinels. Kitchener-Waterloo Record

**The Poet's Corner**

**THE NAMES OF STARS**

These are the names of stars — Kings never had richer —  
 Aldebaran, Sirius, Alcor,  
 Antares and Vega.

Majestic across the dark  
 Ride Betelgeuse, Mizar;  
 Arcturus' blazing orb,  
 Canopus and Spica.

Proudly the titles ring  
 Through the dim centuries;  
 Stately sounds Formalhaut,  
 Procyon, Regulus.

Secret, aloof, they pass:  
 Was it shepherd or scholar,  
 Who, watching their glittering  
 ways,  
 Named Rigel, Capella?  
 —Dolores Cairns  
 in the Christian Science Monitor.

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**IMPORTANT NOTICE**  
 to  
**HOG PRODUCERS**  
 in the  
**KENSINGTON AND SUMMERSIDE AREAS**

For many years it has been our custom to load your hogs on Thursday.

During the past few years, we have had many snow storms which have prevented us from collecting your hogs on Thursday.

This resulted in holding your hogs until the next week, when some of them would be overweight, or possibly there would be an unfavourable price change.

To overcome this situation, effective immediately, we will be loading hogs in both Kensington and Summerside every TUESDAY.

This will give us two extra days in which to collect your hogs in case of a storm on Tuesday.

We wish to thank you for your patronage over the years and trust that we shall continue to be of service to you in the years ahead.

**Remember our new day:—**  
**TUESDAY, JANUARY 7th.**  
 and every Tuesday thereafter.

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