

The Cyprus Agreement

Widespread rejoicing over the Cyprus agreement is tempered in England by recognition that a long road still lies ahead. Attention now is shifting to the problems of the transitional phase and focusing upon the probable reaction of the Cypriotes themselves. There doubtless will be keen maneuvering when it comes to filling in the details of an actual constitution and a pact for military bases.

The British, however, do not permit doubts about the future to overshadow heartfelt relief that a dispute that divided friendly powers at last has been resolved. Cyprus, in effect, has been shifted from the roster of international trouble spots. The timing could not have been more propitious for Prime Minister Harold Macmillan, who has embarked upon his Moscow mission with added confidence stemming from this achievement. If nothing else, the settlement serves notice on the Communist bloc that the Western powers can iron out complex internal and colonial problems at a conference table.

For Britain this will mean relief from a costly and unpleasant police role, and from the political embarrassment of repressing a colonial people. The Greek Cypriotes have got most of what they said they wanted, except actual union with Greece. The Turkish minority will have 30 per cent of the seats in the legislature, rather more than it would get on a strictly proportional basis. The formula of independence offers gains to all parties concerned, with victory for none. It is, as noted yesterday, a triumph of compromise. The fact remains, however, that the emergence of still another tiny, economically weak state is not an unmixed blessing for the world at this time.

Seaway Extravaganza

It now turns out that the cost of building the Canadian part of the St. Lawrence Seaway was underestimated. Not slightly underestimated, but by an amount equivalent, more or less, to the total cost of a causeway between this Province and the mainland! This increase in the Seaway estimate—from \$245,000,000 to \$239,000,000—was the subject of heated debate in the House of Commons last week. The onus fell on Hon. Lionel Chevrier of explaining what it was all about, and he came up with pretty lame answers.

Mr. Chevrier was Minister of Transport and St. Lawrence Seaway Authority president during the period when the original cost estimates were prepared and most of the contracts awarded. He denied indignantly that he was responsible for the muddled calculations. He denied too that he was attempting to blame subordinates, though that seemed to be the tenor of some of his remarks. There is talk now of a parliamentary investigation into the whole matter. The sooner it comes the better.

Both Conservative and CCF spokesmen pointed to the project as affording examples of the same errors which had marked the National Printing Bureau project, which figured in the controversial Public Accounts Committee probe of last session. Criticism was ungenerally heavy with respect to work done on the Welland Canal. That part of the project, originally expected to cost no more than \$1,302,000, has already cost the Canadian Government \$29,000,000—an amount more than 22 times as large as the original estimate. It was suggested that the "fabulous discrepancies" in the estimate of this project alone warranted "a full public disclosure of the facts."

On the question of the Welland Canal work, Mr. Chevrier frankly admitted serious errors had been made in original attempts to gauge the probable cost. He maintained, however, that though he had tabled the original estimate in the House, he had had no opportunity to check the figures personally. "That was

the responsibility of the engineers who had been working on the Welland Canal for years and certainly the responsibility of those who had to do with the granting and awarding of the contracts," he said. This excuse brought protests from the Conservatives, who maintained, quite rightly, that under our constitutional system the former minister undoubtedly was responsible.

The discussion revealed, among other things, that the Seaway as planned by Mr. Chevrier had not nearly enough turning basins at the Montreal end. An enlarged channel above Cote Ste. Catherine and an extra wharf at that place boosted the estimate by five and a half millions. An extra vertical lift bridge to carry Montreal traffic over the St. Lambert lock and municipal canal works of "greatly enlarged scope" added another ten and a half millions. After that Mr. Chevrier had become convinced that the Mercier bridge over the Lachine Canal should be a high level traffic bridge and that traffic should not be carried over the Seaway at Beauharnois but under it in a four-lane tunnel. These two improvements (for which he had made no provision at all) added \$13,500,000 more to the Seaway costs. And so on. Then there is a matter of some \$36,000,000 plus in contractors' claims still to be adjusted.

As taxpayers, we all have to foot the bill for these gigantic expenditures. The Seaway is not for the benefit of the Atlantic Provinces—far from it. It is going through, nevertheless. The least that our Atlantic representatives can do is insist on a strict inquiry into the huge estimate increases. The matter should go before the Public Accounts Committee at once for a thorough overhauling.

EDITORIAL NOTES

One thing science has not yet licked is yellow fever, an outbreak of which has been reported in the island of Trinidad, Canadians intending to travel to Trinidad have been warned by the Health Department that they should be immunized before leaving.

Since their modest beginning under the New Deal in 1935, when only 11 per cent of the people in rural areas had electricity, electric co-operatives have grown to thriving proportion in the United States. Today they and the private utilities whose rural service they stimulate serve 95 per cent of U.S. rural families. President Eisenhower recently told representatives of the rural electric co-ops that they are no longer an "infant enterprise" and ought to be less dependent on government support.

In the Commons Mr. H.J. Robichaud, Liberal member for Gloucester, was prevented by the Speaker from bringing about an emergency debate on the problems of the Maritime coal industry. He was ruled out of order on a technicality. We think that this was carrying a rule a little too far. The question Mr. Robichaud wanted discussed is one of great importance to the Maritimes. It doesn't seem right that it should have been subordinated to a point of procedure.

Agriculture Minister Cullen has expressed a realistic view regarding our transportation problems. He thinks that a causeway across the Strait will be built eventually, "if for no other reason than the demands which increased traffic will make", but that it will probably be 15 years or longer before it is ready for traffic. "A new powerful ferry is needed 'right now,'" says Mr. Cullen. That, we think, sums up the situation adequately. It is surely something on which all members of the Legislature can agree.

It is regrettable that aircraft workers should lose their jobs over the Government's decision to scrap the Avro Arrow jet interceptor program. But there will be no sympathy with union officials in branding the Government with "economic treason" and "moral prostitution." They want a general election called immediately on the issue; but there is no evidence that the Opposition parties in Parliament have any intention of pressing for a non-confidence vote. Why should they when the alternative would be to continue expenditure of hundreds of millions of dollars on a project that nuclear missiles have made obsolete?



ICE FOLLIES OF 1959

OTTAWA REPORT

No Canada Sports Council

By Patrick Nicholson

I am going to tell you about a well-known Canadian football player, a prominent games coach from Vancouver Island, the son of one of our all-time Hockey Greats, a former semi-professional baseball player and a few other well-known Canadians interested in sport.

Let us think this is wandering far from news of Ottawa, let me hasten to assure you that these sportsmen all took the floor in our House of Commons in the course of a regular parliamentary debate. The occasion was the debate on a motion introduced by Mr. John Russell Taylor, Progressive Conservative member from Vancouver-Burrard, who is the 41 year old son of Cyclone Taylor. He moved: "That, in opinion of the House, the government should give early consideration to the advisability of establishing a Canada Sports Council with the object of fostering and encouraging amateur sport in Canada, such council to have representatives from each of the provinces of Canada."

From mid-afternoon until ten o'clock at night the proposal was discussed. In these days when the Government is universally regarded as a bottomless gold mine, which can pay for everything needed to satisfy every whim of every Canadian, it is perhaps no more unreasonable to ask it to subsidize amateur sports than to expect it to buy one hundred obsolete aeroplanes costing up to \$9,000,000 each just to keep a

factory busy. It was perhaps significant that thirteen M.P.s made speeches on the proposal, and that unlucky number was just enough to "talk out" Mr. Taylor's proposed Sports Council. Up to the close of the debate, a series of excellent speeches presented a number of interesting and perhaps not widely known facts, and also gave us much food for thought. We were left with the strong impression that "the good old days" were indeed good days, when men were men and sports made them manlier. Mr. W. F. "Bus" Matthews, from Nanaimo, took us back two thousand years to see how the mighty Roman Emurple fell in ruins because Rome became a "spectator nation" Men became fat and lazy; the population, was softened by being supplied with bread and circuses by the government. In contrast, he pointed out how the all-conquering Mongol nation in its prime was a nation of athletes. The youngsters were taught to ride horseback at the age of three, when their mothers tied them into the saddle. They were given bows and arrows at the age of four. Mongol warriors used in battle bows which required a pull of 166 pounds which could pull of 166 to kill an enemy as much as 300 yards away. In contrast, our strongest bow today requires a pull of only 60 pounds. TWO MINUTE MEN

Bus Matthews deplored our soft athletes of today, such as our professional hockey players who

like to play only two minutes at a time. He recalled how Cyclone Taylor had told him that in his playing days "we were sixty-minute men."

Douglas Fisher, the C. C. F. member from Port Arthur, gave a long and obviously carefully researched account of the development of sports in Canada, suggesting that sports are related to the depth of the culture of a nation. He asked for a clear distinction between amateurs and professionals in sport, and deplored the prospect that a Canadian Sports Council might include someone like the famous Ontario hockey promoter Connie Smythe "whose main philosophy with respect to sports is 'if you can't beat them out in the alley, you cannot beat them out on the ice.'"

Hon. Lester Pearson, one-time Guelph baseball player, contributed to the debate; so also did Hamilton's former footballer Tiger Cat "Bobbie" McDonald, who reminded the House of the shameful wartime discovery that forty per cent of the recruits found to be physically unfit, and had to be rejected.

Nobody made the obvious prediction that, as we become more and more a nation of spectator sports, we will all stay at home in front of our television sets, while champion boxers fight in empty TV studios and football clubs are owned by TV networks and empty fields surrounded only by TV cameras. Such is the state to which car-parking problems seem destined to reduce us. But meanwhile, our M.P.s did not vote to create a Canada Sports Council.

Building Better Mousetraps

Arthur Blakely in the Montreal Gazette

Opposition speakers have neglected few opportunities during the current session of Parliament to establish clearly, beyond any shadow of a doubt, their concern over the huge federal deficit now accumulating.

They have said without hesitation that this concern will assume lively proportions even if the deficit runs no higher than the figure of \$700 million or thereabouts which Finance Minister Donald Fleming says that he anticipates.

But they don't believe for a moment that Mr. Fleming's optimism is justified. Not really. Some have intimated that, on the basis of information available to them and some operations in a simple arithmetic, that they have performed, the deficit may well amount to \$1 billion.

The real pessimists think it will run even higher. But the contemplation of the Government's budgetary deficit is gloomy work and, fortunately, the Opposition speakers take time out occasionally to talk of other, more cheerful things.

On a recent occasion, for example, the Opposition parties were presented with an opportunity to move want-of-confidence amendments to a supply motion which would indicate the sort of

First Steamer Here

P. E. Island Historical Society

Did you know the first steamer to enter Charlottetown Harbour? The first steamer to enter Charlottetown Harbour was the "Richard Smith," owned by the Pictou Mines Company. She steamed into the harbour on August 10, 1830, and it is said the Indians fled to the woods when they beheld this "smoke boat."

The vessel remained until the next day, and took Lieutenant-Governor Ready and a party of friends for a sail up the Hillsboro River. The second steamer, which arrived in September, 1831, was the 1370-ton "Royal William" from a Quebec shipyard, a ship that, two years later, made herself forever famous by crossing the Atlantic propelled entirely by steam power. It was then that a

Symptoms Of Alcoholism

By Herman N. Sundesen, M. D. SO YOU like to take a little drink now and then?

Okay, most doctors agree there is, as a rule, nothing wrong with that. A reasonable amount of alcohol will help you to relax.

But if you drink more than a little, if you drink and drink and drink, you probably will be on your way to real trouble. WON'T ADMIT PROBLEM

One of the biggest problems is to get an alcoholic person to recognize the fact that he is an alcoholic. His friends will know it, his family will know it, but the drinker himself generally will refuse to admit his status.

How, then, can you tell if you are a problem drinker? Dr. Marvin A. Block, the efficient chairman of the committee on alcoholism of the American Medical Association's Council on Mental Health, has devised a series of questions which will help you find the answer.

Be honest with yourself; answer each question truthfully. As a rule, do you drink alone? Do you always feel the need for a drink at a definite time of the day?

Do you go on frequent drinking sprees? Do you take a drink the first thing every morning? PROBLEM DRINKER

Do you lose time from work because of drinking or does it interfere with your efficiency or with your responsibilities?

Do you ever have periods of loss of memory or blackouts, times when you cannot remember what happened after drinking too much?

Now look back over your answers. If you have answered even a single one of them "Yes," you may be beginning to have a problem with your drinking.

If you answered "Yes" to more than one, you may be a beginning problem drinker right now; COMPULSIVE DRINKER

Whether anyone progresses from a problem drinker to an actual alcoholic depends upon how much he drinks and why he does it. Even the problem drinker at times recognizes when he has had too much and is able to stop.

He may deliberately get drunk to celebrate a special occasion or to drown his sorrows, so to speak, over some unfortunate occurrence.

The alcoholic gets drunk, too. He doesn't start out to get inebriated, but he almost always does. An alcoholic, you see, drinks compulsively.

So better watch your step, or more appropriately, your drinks. QUESTION AND ANSWER

Anxious: Is there a cure for shingles? I have had them for two years.

Answer: The eruption of shingles does not ordinarily last for more than a few weeks, but the pain may persist for a long time. Treatment with radiation, X-ray or injections, will usually bring relief.

OUR YESTERDAYS

(From The Guardian Files)

TWENTY-FIVE YEARS AGO (Feb. 24, 1934)

Prince Edward Island's representatives on the newly organized Maritime Transportation Commission will be Messrs. R. E. Mutch and J. O. Hyndman. Mr. Mutch's appointment was made some time ago by the Board of Trade and that of Mr. Hyndman at a recent meeting of the executive.

Mr. Stanford Phillips, O'Leary who was in the City yesterday, intends rebuilding the potato warehouse of the O'Leary Produce Company, which was destroyed by fire early this winter. The warehouse will be constructed on much the same plan as the former building. It will be 120 feet in length and 40 feet in width.

TEN YEARS AGO (Feb. 24, 1949)

His Honor Lieutenant Governor J. A. Bernard officiated at the opening of the Y.M.C.A. Building yesterday afternoon. The ceremony, which was largely attended, was presided over by the "Y" president, Mr. T. Roy Cadmore. The dedication was given by Rev. J. T. Abbott, president of the P. E. I. Ministerial Association.

Present plans regarding the introduction of a dial telephone system in Summerside, call for the installation work to commence in March. It was learned yesterday from Mr. D. M. Gass, Manager of the Island Telephone Company. It is expected that the equipment will arrive from England shortly, after which installation will begin.

MAXIMS

The whole art of teaching is only the art of awakening the natural curiosity of young minds for the purpose of satisfying it afterwards.

HEADMASTER DIES LAUSANNE, Switzerland (AP)—Henri Carnal, 77, former headmaster of the exclusive Le Rosey School for boys, died here Saturday night after a long illness.

His former students include Shah Reza Pahlavi of Iran, Prince Aly Khan and his son, the present Afghan Khan, seeking Farouk of Egypt, the Duke of Kent, Prince Rainier of Monaco and Prince Charles of Belgium.

deficit? Well, it would begin to look more and more like the figure of Canada's national debt to which, of course, it would contribute very handsomely indeed.

NOTES BY THE WAY

"If winter comes, can spring be far behind?"—The answer is yes.—Brandon Sun

With all this talk of inflation, here's a handy definition: Inflation is a time when it is easier to make money than to make a living.—Sherbrooke Record

Premier Maurice Duplessis of Quebec objects to the proposal of federal authorities that census takers should discontinue noting the racial origins of Canadians. We agree with him. No Canadian need be ashamed of his racial origin. That one race is better than another should be an outmoded notion in this enlightened age.—Windsor Star

The exodus of gamblers from Cuba, according to Havana dispatches, has been almost as hurried as the exodus of political and military leaders of the fallen Batista regime. Whether the gambling group will remove from the island as much money as the politicians are reputed to have deposited abroad is problematical.—New Orleans Times-Picayune

Heads of U.S.-based international unions who try to run labor affairs in Canada should note the recent ruling of the Alberta Board of Industrial Relations, which orders decertification of Teamsters' Local 514 on the ground, that a union controlled from international headquarters in the U.S. does not qualify as a bargaining agent under Alberta law.—Fort Erie Letter-Review

That was an intriguing story about the Toronto boy of 15 who works so fast, he cannot keep a job. He has been let out of two supermarkets because the managers could not stand the pace he set for himself. Customers gathered to watch because he unloaded cases of groceries so fast. Some complained to the manager that he was working the boy too hard.—Fort William Times-Journal

Why don't offices, stores and factories have "milk breaks"? We don't want to wish hard luck on Brazil, Colombia and Central America who grow our coffee but why should it have to be a "coffee break"? We do produce our own milk while coffee is entirely an import and too frequently, according to the dairyman, it is drunk black, giving not even a tiny aid to the dairy farmer.—London Free Press

A sure way for big revenue is indicated by a bill introduced in the California Legislature to raise the price of a marriage license to five dollars from two dollars. The three bucks hike in price is unlikely to hurt anybody who wants to be married, and think of the fat pickings for the state in the Hollywood area where film persons get married repeatedly, as often as they are divorced in order to marry somebody else.—Cape Breton Post

A happy-go-lucky squire to-be we've just been told about, son of a Harvard professor, has worked out the most adroit synthesis of boyhood and manhood we've ever heard of. Anxious to look slick for the girls he's begun, to notice at grammar school, but unwilling to give up his whole way of life for their sake, he carefully spruces up his hair with a pocket comb at intervals, after first wetting it down with a water pistol.—New Yorker

The things that thou hast heard... commit thou to faithful men, who shall be able to teach others.

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"Though I now sink out of view and shall be forgotten, I believe I have made some marks which will tell for the cause of civil liberty long after I've gone." So spoke Abraham Lincoln after his defeat for the Senate by Stephen A. Douglas in 1858, following their epochal debates on the extension of slavery. The manner in which events overrode the first part of his prophecy and upheld the second is familiar to every American.—New York Times

Officialdom often makes itself ridiculous by petty actions, and this is not restricted to any one country. It so happens the United States is the latest example. It refused to allow a Canadian hockey player, Lou Smrke, to cross into the United States to New York to fly to Europe with the Belleville hockey team. He is of Yugoslav origin, and his father had returned to that Communist state. To deduce from that fact that the hockey player is politically tainted is stretching the imagination.—Windsor Star

Grandma now is at the gym. Exercising to keep slim. She's touting with a "nunch," Taking clients out to lunch; Driving north to ski or curl. All her day are in a whirl; Nothing seems to stop or block her. Now that Grandma's off her rocker.

—ROBERT D. LITTLE in the Toronto Daily Star

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