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APEC Business

Mr. Nelson Mann, executive manager of the Atlantic Provinces Economic Council, declared in his speech before the Charlottetown Board of Trade that the first business of the organization is to set up appropriate committees "to study the various problems that confront the area's industry and public utilities".

At the same time, extreme care should be taken to see that the appointing of committees does not become a stereotyped formality, an end in itself rather than a means to economic development. It is so easy for an organization—any organization—to evade important issues by the simple expedient of "appointing a committee" to bring in a report.

There will be general agreement with Mr. Mann's view that a "united front" ought to be able to produce more and better results than the old system of unilateral action. Nevertheless, it is important to remember that no united front is any stronger than the individual members who make it up.

New Regime In Buganda

The Kabaka of Buganda, who has returned to his people after two years of London exile, was met by a cheering, singing, drum-beating welcome that a conquering hero might envy. Actually, conditions surrounding the homecoming were more conciliatory than conquering. A new treaty between British and Buganda governments has set up a constitutional rule that limits the Kabaka's powers, while increasing those of his ministers and parliament.

Buganda is the largest, wealthiest, and most independent of Uganda's four provinces. Astride the equator beside deep-inland Lake Victoria, it is peopled chiefly by advanced Baganda tribesmen who speak a language called Luganda. A relatively civilized kingdom was already flourishing in the region in 1862 when the first explorers, John Speke and James Grant, crossed it in search of the Nile's source.

In the 1870's, world attention again was focused on Buganda by the visit of Henry M. Stanley after his famous rescue of the explorer-missionary, David Livingstone. Through Stanley, Mutesa invited Christian missionaries to his country, an invitation enthusiastically accepted by English and French representatives of various religious orders. Their activities helped prepare the ground for educational and economic progress that would eventually make Uganda one of the most stable and prosperous of African lands.

Meanwhile, however, the persecutions and intrigues of Kabaka Mwangi, son and successor to Mutesa, stirred up a succession of political and religious struggles, complicated by a Moslem faction of Arab traders and converts. The chaotic conditions finally led to the establishment of a British protectorate over Buganda in 1894, and later to its extension over neighboring areas and incorporation of the whole as Uganda Protectorate.

Today, the Buganda people, numbering nearly 1,500,000, have a high standard of living compared with that over much of Africa. From the Uganda capital, Entebbe, in Buganda Province, special laws protect the Africans' interests. Farm lands are reserved for native use; European settlers are few. Buganda's prosperity is based on its fertile soil, with cotton and coffee the chief money crops. The provincial capital, Kampapa, holds some 40,000 inhabitants, according to the National Geographic Society. Visitors are surprised to find modern factories, office buildings, shops and hotels as well as handsome cathedrals and a spectacular mosque.

The Moroccan Way

Whatever one may think of the Moroccan politicians, who have been much in the news in recent weeks, one cannot fail to be impressed—though not necessarily favourably—by the imaginative manner in which they attend to certain amenities related to their avocation. Take, for example, the case of Sultan ben Youssef and his one-time arch-enemy Thami el Glaoui, Pasha of Marakesh. In 1952 when Ben Youssef was driven from his throne by the French authorities for his outspoken nationalistic views this man el Glaoui was a sort of Moroccan equivalent of "leader of the Opposition" and a strong supporter of the French against Ben Youssef's pretensions. But last week, when the exiled Sultan came back to his throne el Glaoui was one of the first to pledge his loyalty. Not by sending a telegram or calling his old enemy by telephone. No, that would have been much too simple an act for a tribal chieftain. It had to be done in style and ostentation.

After divesting himself of his rich robes and putting on the garments of a slave, el Glaoui crawled across the floor of the royal palace, kissed the Sultan's naked feet, and, while prostrate, murmured tearfully and penitentially, "For ever and ever I am your Majesty's servant." He would have stayed in the humiliating position for a week, had not his Majesty told him to stand up for all was forgiven. Does this mean that Thami el Glaoui will renounce his political ambitions for all time and co-operate with the Sultan for the good of Morocco? Not at all. If he adheres to tradition, he can be expected to seize the first opportunity that comes his way to undermine the Sultan's rule and enhance his own political prospects. Intrigue will continue to be the crowning glory of his life. The Sultan understands all this perfectly and is not disturbed by it.

The important thing is that the customary amenities have been observed in the good old Moroccan way. It would not do for our politicians at all; they have their own brand of intrigue to cultivate. But to the Moroccan mind it is all very wonderful and the very essence of propriety.

EDITORIAL NOTES

Premier Bulganin told his Indian hosts that "the mountains separating Russia and India could not stand in the way of the growing friendship between the two countries". He might have added that they are not the barriers to invasion they once were.

Prime Minister Haotiyama's policy of trying to keep on good terms with both sides in the current big power disputes was reaffirmed in last Tuesday's election. He can expect it to be much harder than it has been in the past, now that the "Geneva Spirit" has practically disappeared from the scene.



DOWN TO EARTH

Jet Pilot Apprenticeship

By Richard Aneo Canadian Press Staff

Young airmen from many lands are going through a strange and fascinating apprenticeship in Canada.

An English construction worker, a student from France, a farm hand from The Netherlands, an army officer from Norway—these are some of the men now learning to fly fighters and bombers in a network of training schools from Ontario to Alberta in Canada's NATO air training program.

Before their training is ended some will have mastered a complex machine that costs \$300,000 and flies up to 500 miles an hour—the T-33 Silver Star jet trainer.

These boys, in a weird and wonderful age, are going through weird and wonderful experiences "and the end effect is that they come out men."

An advantage was the fact that Canada had the air fields, those used in the British Commonwealth Air Training Plan during the Second World War. When they were given some minor repairs this country was easily able to adapt itself to the job of international "trainer."

Centralia, London and Trenton in Ontario were brought into the plan. In the West, air fields at Gimli, Portage la Prairie and Macdonald in Manitoba, Saskatoon and Moose Jaw in Saskatchewan, and Penhold and Claresholm in Alberta, were put back into full-time use. The navigation training school is at Winnipeg.

But there were problems. Training which involved different nationalities presented the initial difficulty—language.

To orientate students to the country a pre-flight school was started at London, Ont., to teach English, air force history and Canadian customs. Graduation usually comes within three weeks but depends on individual capacity.

At Penhold, Claresholm, Moose Jaw and Centralia the student is given basic ground and flying instruction. Normally, as in the past, he would take his first flying in a Harvard. But this quick jump from ground training to flying in the complicated Harvard is now under revision by air training officials.

A new flying period is being added to the course. Students are getting early instruction on the light, single-engine Chipmunk—a training stage that compares somewhat with the war-time slow pace flying in a Tiger Moth. The reason, an RCAF officer explained, is to give students more instructor and flying confidence before they take off in the speedy Harvard.

They now solo in a Chipmunk after about 10 hours flying time and in a Harvard in six to 10 hours. In the past, time training in a Harvard alone took about 25 flying hours.

A normal course at these early training schools is spread over weeks. From then the flier goes to advanced training schools at Gimli, Portage la Prairie and Saskatoon. At Saskatoon they fly twin-engine aircraft; at the other two they take up jets. Pilots usually solo in the jets after five

The Age Old Story. You have received the Spirit of adoration, whereby we cry, Abba, Father.

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.

THE HUN SITUATION

Sir—I have read with much interest the many letters regarding the Huns, and I would like to say that I have never seen the Huns so plentiful as they are in this fall in this section of the Province. Regarding the non-resident gunners I am inclined to agree with Mr. Jenkins as the few visiting gunners would amount to nothing compared to the bombardment the Huns get from local gunners.

I am, Sir, etc. RANDAL RICHARDS. Abney, Lot 64.

CASH PROFITS

Sir—I notice an article in the Nov. 17 Guardian, stating that the only cash crop the farmers have, are potatoes. This is not so. Farmers do not "carry all their eggs in one basket." They have beef, fat cattle, milk, and milk cattle, all cash, they also have pork, a big cash produce, butter, eggs and poultry—a growing cash produce.

Many gunners feel that too much of the license money is spent on behalf of anglers. If this is true, it seems to me that, rather than spend money on the release of new pheasant stock, it would be a much better idea to use the funds for predator control and to provide farmers with flushing bars for their mowers. If reports of nest destruction by mowers are even close to the truth, two or three hundred flushing bars would provide far more pheasants and Hungarian partridge in the fall than an equal sum spent for birds to be released.

I am, Sir, etc. NIMROD Charlottetown.

TOYNBEE QUOTED

Sir—I was interested in the other day in your short editorial on what Arnold Toynbee, the famous English historian, has to say about the challenge that faces "Western civilization" today.

I give below another quotation which might be relevant and worth publishing: "A departure from religion, followed by a return to it, is, I believe, a fairly common experience in the West in our time; and perhaps it is also usual for the return not to bring the traveller back exactly to the point from which he had started, I was brought up in the belief, held by the adherents of all religions and ideologies of Jewish origin, that my own ancestral religion (as I am English, this was Christianity) was a unique revelation of the truth. I have come back to a belief that Religion holds the key to the mystery of existence; but I have not come back to the belief that this key is in the hands of my ancestral religion exclusively. Since this is the religion in which I have been brought up, my own easiest approach to the mystery will always lie along this path. But this need not prevent me from also following other paths as far as I am able, and these other paths will be the easiest paths for people bred in other traditions.

In thinking this I find myself holding the view that was held by a pre-Christian Greek and Roman paganism, and is still held today by the vast majority of the human race, that adheres to some form of Hinduism or Buddhism. The Indian religions are not exclusively-minded. They are ready to allow that there may be alternative approaches to the mystery. I feel sure that, in this, they are right, and that this catholic-minded Indian religious spirit is the way of salvation for human beings of all religions in an age in which we have to learn to live as a single family if we are not to destroy ourselves."—Arnold Toynbee.

In the above quotation, Toynbee is referring to that superior form of religion which transcends differences and distinctions. True religion ought to make man kinder, nobler and quieter and less violent in matters concerning the spirit. It is my hope and prayer that more people in the West will adopt this true Christian attitude.

I am, Sir, etc. G. RAJA GOPAL. South Granville, P. E. I.

COURTESY IN DRIVING

Sir—As a regular reader I found Mr. Runtz's cartoon today on courtesy in driving interesting and quite timely.

It is not the very slow drivers who thoughtfully slowed down driving through heavy slush and approaching people walking. Apparently, however, the ones who rudely gush by are not by nature open to suggestion.

One such driver thoroughly drenched me with dirty water. Luckily I was able to catch his number and he may look forward to being called upon to help share in the cleaning costs.

I am, Sir, etc. RUFFLED PEDESTRIAN Charlottetown, R. R. 6 November 24.

WHY RELEASE MORE PHEASANTS?

Sir—Some newspaper contributors appear to be much interested in promoting an extensive release of mature pheasants during the coming spring. One writer proves mathematically that a release of mature pheasants in the spring would be much more effective than raising and releasing chicks. With this reasoning I fully agree but I fail to see why any release of pheasants in the near future is justified unless the coming winter is severe enough to reduce the population to a stage where it needs a "shot in the arm."

We have an open season on pheasants of six weeks duration (thirty six shooting days) with a limit of five birds per day of any sex. If our pheasant population can stand a season of that length and with such a generous bag limit, surely this is not the time to talk of further releases! Are we not being overly generous in permitting a bag limit of five birds per day regardless of sex? If the hen birds had a bit more protection from the gunners, the natural increase should be materially improved. Suppose that, through a change in the bag limit, 3000 more hens survived the hunting season.

Medically Speaking

By Herman N. Sundesen, M. D.

HERE'S A SIMPLE TEST TO CHECK SIDE VISION

How's your side vision? Can you dimly see objects far to the left and right when you look straight ahead? Unless you have "tunnel vision," your eyes should give you nearly a 180 degrees sweep (half a circle) of what is in front of you and off to the sides.

This side vision is especially important for drivers. In fact, a recent New York survey disclosed that 58 per cent of a group of highway accident repeaters had poor side vision. Only eight per cent of the accident-free drivers had it.

PERMANENT HANDICAP

For some persons, "tunnel vision"—the inability to see beyond a narrow, tunnel-like area directly ahead—is a permanent handicap. For others, it is a temporary condition provoked by such things as a headache, a toothache, inflamed sinuses—or a cocktail.

If you have poor side vision, you should be aware of your handicap. Here's a simple test suggested by the Better Vision Institute which will tell you approximately how wide your field of vision is.

Hold your left hand, palm up, at arm's length. Fasten your gaze upon it. Then, take a piece of paper in your right hand, stretch your right arm out to the side, and slowly bring it around toward your left hand.

Notice when you first sight the piece of paper. This should be when your arms form an angle of almost 90 degrees, or almost a right angle. Switch hands and you can tell how good is the side vision of your left eye.

By lowering the piece of paper from above and by raising it from below you will see that your marginal vision up and down is much more restricted than is your side vision.

The entire visual field of each of your eyes, if they are normal, resembles the shape of an egg. When your eyes operate in unison, the visual fields of each, of course, overlap.

QUESTION AND ANSWER

B. L.: My husband, who is 78 years old, sleeps most of an egg. What can be the cause of this?

Answer: There are many causes for excessive sleepiness. It may be due to constipation, but this is not a very common cause. Lack of outdoor exercise or eating the wrong diet may cause it. A circulatory disturbance and thyroid deficiency are other causes.

Your husband is in need of a thorough physical examination to determine the cause of his difficulty.

I entered a dim minister, where Aisles of praise and towers of prayer. Fenced me round from all the strife.

Of this illegible, blurred life; And I put from me, one by one, Riddles that bemuse the Sun, And deep into oblivion hurled The undecipherable world.

And through the rich and jeweled gloom That rubied some crusader's tomb, There rose and rolled a golden wave: Surged reverberant down the nave: Ravishingly, with violence sweet, Stormed the earth from 'neath my feet.

Sweet me as a leaf abroad In great glides of hallowing laud: And left me, amid regions far, Desolate — cast upon a star.

—William Watson.

CATHEDRAL MUSIC

After advanced training they go to nearby Macdonald for a five-week introduction to aerial combat. They fire film-loaded guns from jets at target drogues towed by other planes. Air-to-ground gunnery is done with explosive live rockets. Some of these rocket targets are floated on Lake Winnipeg.

ADOPT PRESS BILL. NEW DELHI (AP)—The lower house of Parliament Tuesday approved a bill to create a government press registrar with broad powers to collect information about the circulation, finances and ownership of India's newspapers.

FOR THE BEST IN Cameras AND PHOTO SUPPLIES See TAYLOR'S JEWELLERS

NOTES BY THE WAY

Good highways are a national investment. Cheaper, faster transportation in any one area, by improving productivity, indirectly produces wealth for the federal as well as the provincial treasuries. A federal-state highway arrangement has worked satisfactorily in the United States for many years and might well be tried in Canada.—Ottawa Citizen

Forty-five years ago today H.M.C.S. Rainbow steamed into Esquimaux—the first ship of Canada's newly-created navy at this Pacific base. The old vessel, purchased from Britain, established its place in history—a potential shield, however thin, against the German raider Leipzig, which incidentally it never engaged during the First World War.—Victoria Times

We don't think the change came any too soon to suit those who cater to the tourist trade. The slight advance that may have been derived with the Canadian dollar at a premium was too often offset by the confusion it caused through lack of uniform practice. Few operators bothered to keep pace with day-to-day fluctuations; others charged an arbitrary amount; still others were willing to accept U.S. funds at par.—Port Elgin Times

The performance of the atomic submarine Nautilus surpasses the most optimistic expectations, indeed has been a little short of amazing, declares the United States Secretary of the Navy. In his own words atomic submarines "are proving to be very potent naval weapons." This tells us very little, but it suggests much, and anyway seems to be about all the U.S. wants to know. Indeed, some of us already have heard enough.—Sydney Post-Record

There has been no uniform fire prevention code until now in Canada. The new code is based on the recommended fire prevention code promulgated and published by the National Board of Fire Underwriters in the United States, but it has been specially adapted to meet Canadian requirements under all normal conditions. In adapting the suggested code to meet the needs of a community, some changes, additions, and omissions may be required.—Chatham News

Manoeuvring a motor vehicle about on streets covered with ice and snow these days is no mean task. Wheels spin, cars slide and extreme care is needed by all drivers, no matter how skillful they are. Pedestrians, too, should be very cautious when crossing these slippery streets. Even if the motorist is driving carefully, as he can, he just doesn't have the control over his vehicle that he has when driving on pavement. Pedestrians should take this into consideration before they decide that, if they can't quite make it to the other side of the street, the driver will slow down for them. He may try to slow down but his car may not respond. Every day should be a "safe-driving day." It is true it is true. It should also be a "safe-walking day."—Fredericton Gleason

Education for everybody is still quite a new thing; it has hardly a century of history behind it. And teaching everybody to read and write is the greatest revolutionary movement since the Renaissance. It will take time. Even so, the desired end may never be achieved. It is an amiable delusion to suppose that in some ideal future everybody will be able to read intelligently, and write clearly. It takes more than teaching to achieve that; it takes learning; and learning takes brains; and some people have less brains than others, and some who have brains have not the kind of brains that show to best advantage in reading and writing. And some people are stupid. They are lucky to get by. Why expect them to have a high standard of reading and writing?—Peterborough Examiner

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