

Published every week-day morning at 136 Prince Street, Charlottetown, P.E.I., by The Thomson Company Limited

Covers Prince Edward Island Like the Dew" Editor, Frank Walker

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

By Carrier: Charlottetown, Summerside \$15.00 per annum, elsewhere in P.E.I. \$9.00, other Provinces and U.S. \$12.00 per annum

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

FRIDAY, JUNE 24, 1955

Confidence And Caution

Not too much importance should be attached to the statement made by a British medical scientist to the effect that British doctors are not planning to use the Salk anti-polio vaccine to any great extent until more intensive research into its effectiveness has been completed.

It is to be noted, too, that European scientists are working on vaccines of their own. While none of these preparations has received the same measure of publicity that accompanied the Salk product, some of them have demonstrated definite effectiveness.

When the Turgeon royal commission on agreed charges made its recommendations (which the legislation implements), the trucking industry claimed it would be endangered as never before.

United States officials who have responsibility for the country's technological proficiency, especially as it relates to national security and defence, are perturbed—some of them are deeply alarmed—at what they believe to be a growing danger in the field of engineering and its allied sciences.

How Many Fishermen? Appearing before the Standing Committee on Industrial Relations of the House of Commons to discuss unemployment insurance for fishermen, a number of members of the House of Commons quoted figures calculated to prove that the number of fishermen in Canada had fallen from 88,000 in 1949 to about 54,000 in 1951.

The Dominion Bureau of Statistics has published, annually, figures on the number of fishermen by provinces. For British Columbia, New Brunswick, Prince Edward Island, Nova Scotia and Newfoundland, these figures are supplied by the Department of Fisheries. For Quebec and the inland provinces, the figures are supplied by the provincial governments.

So we have two sets of figures for the same year—one set, the annual report, says we have 86,291 fishermen and the other, the Census, lists 53,995. In actual fact, says a bulletin issued by the Fisheries Council of Canada, there has been no appreciable reduction since 1949 in the number of fishermen engaged in the industry.

The definition for a commercial fisherman used by the D. B. S. in the 1951 Census was as follows: "A person engaged in the activity of catching fish and

carrying fish to the point of processing; in order to qualify he had to be actively operating a fish catching enterprise or earning wages as a fisherman in the form of cash or of a share in the catch and he had to spend 15 or more days fishing or earn \$100 or more from fishing during the 12 months preceding the date of enumeration"

The 19,556 Newfoundland fishermen reported by the 1951 Census compares with 29,135 referred to in a study by the Unemployment Insurance Commission, which was released in 1951. The definition used by the Census in 1951, plus inaccuracies used in tabulating the 29,135 figure (the 1951 annual D. B. S. report shows 20,900), could account for a considerable portion of the difference.

Rail Competition

The House of Commons has approved in principle an amendment to the Transport Act giving the railways greater latitude in setting agreed charge freight rates, and the measure has now been referred to the railway committee where interested parties, including truckers, will be heard. An agreed charge is a special low freight rate given by the railways to a company; in return, the company agrees to give the railway a certain percentage of all its freight shipments.

The new bill permits the railways to put agreed charges into effect on 20 days notice without approval of the transport board. Other shippers, who feel that they will be adversely affected, still have the right to appeal to the board; but they will not be able to hold up the implementation of the agreed charge while they argue.

When the Turgeon royal commission on agreed charges made its recommendations (which the legislation implements), the trucking industry claimed it would be endangered as never before. The recommendations were not altered, however, and truckers would have to face tougher competition. More agreed charge contracts by the railways and more competition for the trucking industry should result in lower freight costs to the benefit of the consumer.

Alarming

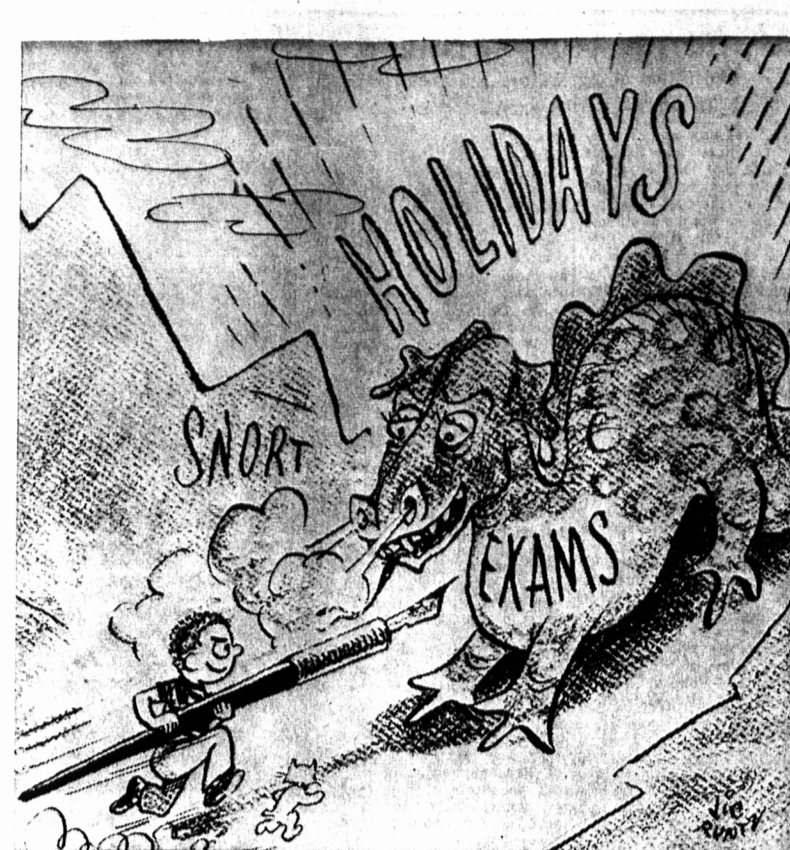
Quebec already has some of the finest highways in the country, exceeding standards laid down for the trans-Canada. Federal authorities are expected to argue that Quebec would have little actual work to do if the province came in because existing roads which meet agreement standards could be incorporated into the highway system.

According to figures recently released by the Scientific Manpower Commission, a Federal agency, the alarm is by no means unjustified. These figures show, among other things, that chemistry and physics, both essential to the engineering profession, are losing ground in the nation's high schools: more than half of the schools do not teach them at all. Algebra and Geometry have been subjected to even worse treatment: less than 25% of all high school students have made their acquaintance. In Mathematics generally more than a half million students are being coached by incompetent teachers; the same applies to physics.

EDITORIAL NOTES

Strange as it may seem to westerners, the oldest state owned public utility in the world is not in the west but in the East. It is the Department of Posts and Telegraphs in India.

Recent archaeological findings indicate that there was human life in the territory now known as Nevada at least 23,888 years ago. While impressive, the figures are much less than those claimed for Lebanon in the Near East—77,000.



Going Through!

The Trans-Canada Highway

Canada is pushing a 4,600-mile, hard-surfaced highway through forests, across broad prairie and rugged mountains from the Atlantic to the Pacific. Construction crews have been at it four and a half years. Experts say it will be at least that long again before Canadians can drive on pavement through their own country from coast to coast.

Work on the two-lane highway began the following year in the provinces doing the construction at their own speed along a prescribed route within their boundaries. The federal treasury is matching their costs dollar for dollar up to a maximum of \$150,000,000 by December, 1956.

But laying the road across the country proved a different thing than laying it down on paper. There were unavoidable delays. Weather interfered in some provinces. Others found themselves pinched for highway funds.

In the mountains of British Columbia, for instance, the highway costs \$1,000,000 a mile or more to blast through sheer rock. In the more than four years of construction effort, little more than 1,000 miles have been paved to the agreement standard of 22-to-24-foot width with 10-foot graded shoulders on each side. Another 1,400 miles has been graded.

Federal officials agree the highway won't even be half completed before the agreement expires at the end of next year. The subject may come up at the federal-provincial fiscal conference next October but officials say a full-scale highway meeting probably will be called with the provinces next year to renew the agreement.

Quebec is the only province which didn't sign. Premier Duplessis claimed the agreement didn't provide sufficient safeguards of provincial rights. But indications are the federal government will try to get Quebec to participate.

To the end of May, the federal government had matched \$65,462,651 spent by the provinces on trans-Canada highway construction. Total cost of the road is expected to top \$300,000,000.

To the same date, 1,755 miles of grading construction had been federally approved and 481 miles completed. A total of 1,228 miles of paving had been approved and 1,074 miles of it done.

Ontario with an allotment of 1,412 miles has more of the highway running through its territory than any other province. Ontario now has paved 314 miles and graded 403 miles and received federal payments totalling \$20,637,935. The federal payments were held up for a time last year during investigation of highway contract irregularities but now are being made again.

British Columbia has received the next biggest chunk of federal highway cash. B.C. has paved 140 miles of the 692 miles of highway within its boundaries and has graded 163 miles more. Because of the high per-mile costs this construction ate up \$29,018,988, half of which was paid by the federal treasury.

Medically Speaking

Herman N. Bundesen, M.D. AN INFECTON COMMON TO SCHOOL-AGE GROUP

Strict attention to personal cleanliness is essential for anyone suffering from pinworm infection. It's especially important for parents to know what to do for it, since about 45 per cent of school-age children become infected with pinworms.

Generally, these small white worms are found in the upper part of the large intestine and cause intense itching around the rectum and frequently in the nose.

Piperazine is effective in treating this infection. But whatever the drug your doctor will prescribe for you or your youngster, you must heed the following general instructions:

Scrub Hands The patient must scrub his hands and fingernails with a brush and soap after toilet and before each meal. Keep the fingernails short, because pinworms are frequently carried to the mouth or nose under the fingernails.

Each day change any soiled underwear, bed clothes, washcloths and towels. You can either boil all linen well or soak it in a solution of household ammonia for one hour and then rinse thoroughly.

Use a separate towel and washcloth for the face. Wear snug cotton underpants to bed each night. Soak or Boil

Flash Gun For TV (Ottawa Journal) Come now word of the greatest invention since somebody discovered television. It is a device to silence the TV set or to try conclusions with a different channel.

The viewer armed with this weapon can control the machines without leaving his comfortable chair. If he aims the beam at either of the upper patches the program changes—another channel comes into operation.

Occasionally it has happened—perhaps more often than the newspapers have told—that a viewer irritated beyond the bounds of prudence has tossed a chair into the TV screen to silence the monster. Such violence is not to be condoned although any patron of this form of entertainment will understand and sympathize.

But to arm the critic with a flash gun capable of reducing the critter to temporary impotence is something else. The gadget could deprive television of most of its terrors, make a man once more master of his household and the domestic air.

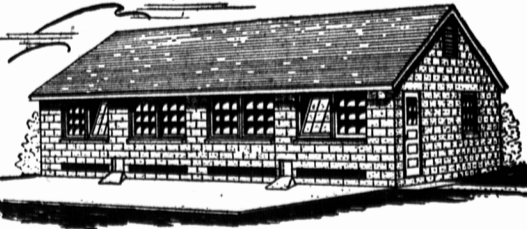
liely. But in the same period, the expenditures of our Provincial Governments exceeded their revenue by \$1,465 million; and the expenditure of our Municipal Governments exceeded their revenue by \$1,028 million.

In the years since 1949, for example, the Federal Government collected in taxes \$23,849 million; it spent only \$21,975. The balance was largely used to pay our National Debt, a transaction to which Finance Minister Abbott t never failed to call attention pub-

OTTAWA REPORT Federal Tax Revenues By Patrick Nicholson

All these prosperous years of "cyclical budgets" introduced by Finance Minister Abbott have yielded large and often unpredictable surpluses. Mr. Abbott has patting himself upon his back, as if he was achieving wonders. But in fact he was merely taking money out of the pockets of other governments and overstuffing—needlessly—the pockets of the Federal Government.

In the years since 1949, for example, the Federal Government collected in taxes \$23,849 million; it spent only \$21,975. The balance was largely used to pay our National Debt, a transaction to which Finance Minister Abbott t never failed to call attention pub-



SHAW SPEEDTILE. The Fastest Laid Wall in the World!

You want your commercial buildings to be fire safe. You want low construction cost and low upkeep costs. You want them to be warm and dry, vermin proof and easy to clean.

You want your commercial buildings to be fire safe. You want low construction cost and low upkeep costs. You want them to be warm and dry, vermin proof and easy to clean.

You want your commercial buildings to be fire safe. You want low construction cost and low upkeep costs. You want them to be warm and dry, vermin proof and easy to clean.

You want your commercial buildings to be fire safe. You want low construction cost and low upkeep costs. You want them to be warm and dry, vermin proof and easy to clean.

You want your commercial buildings to be fire safe. You want low construction cost and low upkeep costs. You want them to be warm and dry, vermin proof and easy to clean.

L.E. SHAW LTD. Head Office - Halifax, N.S. Plants at: Halifax - Lunenburg - New Glasgow Sydney - Fredericton - Saint John - Chatham

NOTES BY THE WAY

A fluoridation test in Newburgh, N. Y., carried out between 1945 and 1953, has resulted in a reduction of 75 per cent in the tooth troubles of six-year-old children, and of 51 per cent for 10-year-olds. No ill effects were discerned. The test offers additional evidence of the benefits of fluorine, taken in proper quantities, in reducing tooth decay. — Ottawa Citizen

Upseting an old and almost sacred tradition, London's board of education has decreed in its infinite wisdom that an apple for teacher is forbidden fruit from now on. No gift shall be made to any pedagogic until he retires. Thirty years is a long time to wait for an apple. What this will do to the established order of things is hard to predict. We are not suggesting that teachers are any more vulnerable to bribery than any other class, but apple-polishing is as old as mankind itself, and the gift of a shining red McIntosh has been known to soften the flinty heart of many an algebra instructor. —London Free Press

The suggestion has been made that before the water is released into the expanded bed of the St. Lawrence, the topsoil be scraped off the area which is to be flooded, and transferred to places where it will be of use. We cannot think of a single good argument against such a move. The work could quickly be done with the kind of scraping machines which are now available, and it would not cost very much, compared to other expenses which the Seaway department has incurred. A large quantity of topsoil would be saved from destructive inundation. If such soil cannot be used inland along the St. Lawrence, it would certainly be used in areas not far away. The farmland at the Kingston end of the Seaway is thin and poor. Often it seems that there is not more than a foot of soil above the limestone; the St. Lawrence north bank is not known to be deep or good soil. Here is a chance to improve it by taking the top six inches from what will soon be riverbed. —Peterborough Examiner

Singapore is as vital in Asia as Gibraltar is in Europe. Malaysia itself is one of the West's main sources of rubber and tin. It costs Britain millions of pounds annually to administer the country and millions more to fight the Communists. The United States is in times inclined to forget that a Korea-like war is still gripping Malaysia and that British blood is still being spilt on foreign soil. This fact needs to be stressed more to the U. S. depends on Singapore too. The war in Malaya may be a forgotten one as far as the average man-in-the street is concerned but it certainly is not a futile one. —Sarnia Observer

The Poets Corner

THE DARK HILLS Dark hills at evening in the west. Where sunset hovers like a sound Of golden horns that sang to rest Old bones of warriors under ground. Far now from all the bannered ways Where flash the legions of the sun. You fade— as if the last of days Were fading, and all wars were done. —Edwin A. Robinson

SENATOR'S HEALTH BETTER

OTTAWA (CP) — Senator James H. King is improving. The Civic Hospital reported Thursday. The 82-year-old Vancouver Senator was admitted to the hospital Monday with a heart ailment.

PROFESSIONAL CARDS

- BARRISTERS, SOLICITORS, Etc. Bell, Matheson & Foster 150 Richmond St. J. Elmer Blanchard, B.A. 165 Queen St. Phone 4232 M. A. Farmer, Q.C., LL.B. Bank of Commerce Bldg. Allison M. Gillis, LL.B. 130 Richmond St. Dial 4747 A. Walthen Gaudet, LL.B. Phillips Bldg. 111 Granston St. Palmer & Haslam Bank of Nova Scotia Bldg. Matheson, Peake & Nicholson 125 Grafton Street J. A. MacGuigan Currie Bldg. - Dial 9424 - Queen St. Chas. R. McQuaid, B.A. 158 Richmond St. Dial 8911 MacPhee & Trainor 165 Queen St. Dial 4232

CHARTERED ACCOUNTANTS

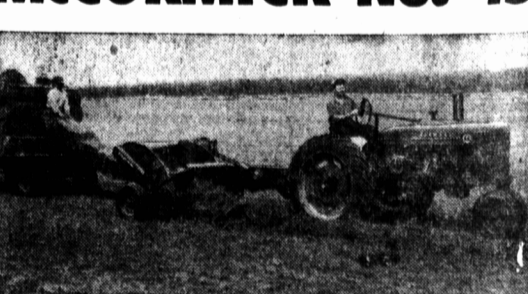
McDONALD, CURRIE & CO. Currie Bldg. Charlottetown Dial 5706

H. R. DOANE & COMPANY 148 Great George St., Charlottetown Phone 6547 - 6548 P. O. Box 247

ARTHUR J. GARRETT Palmer Electric Building 100 Fitzroy Street Dial 5324

BEAT THE WEATHER

WITH YOUR OWN FAST-BALING McCORMICK No. 45



Power take off or engine driven operated. — Bales up to 6 tons an hour.

Why see your hay crop pass its prime while you wait for a custom baler? The fast, efficient No. 45 will put you in the driver's seat. You'll bale your own when it's just right — and bale your neighbors' if you like for extra income. Let us put a No. 45 baler in the field, for you to see, without cost or obligation now.

Remember last year the first week of haying was ideal weather, the next four weeks broken weather. Be prepared this year. Call us today.

Remember also when you purchase a McCormick Baler you are insured a ready supply of parts and expert factory trained men to service your unit.

W. R. JENKINS GREAT GEORGE STREET "SERVICE FOLLOWS SALES"