

London, Prince Edward Island, the three...
Member: ...
Subscription: ...

Hees, fresh from a great election victory, arrived in St. John's to address the Board of Trade. Somehow, the members of that body extracted a promise from Mr. Hees to the effect that if they could prove that cars could be driven on the ferry at Argentia, safety would be without untoward dislocation of time tables, he would undertake to persuade the C.N.R. to agree to the requested arrangement. The Board members accepted the challenge with alacrity; and last week they were ready to lead a motorcade aboard the good ship Carson. But, lo and behold, just as they had their engines warmed up for the trip word came from Mr. Gordon that the whole idea was impracticable and would have to be abandoned. This time he did not claim that the cars could not be driven on board safely but that the decks of the ship were not in good trim for that sort of thing. This sounds a little odd, since the ferry was built to handle automobiles and, presumably, the shape and construction of the decks have not been altered in any way.

Power Prospects
One of the most important announcements in Parliament since Confederation so far as the Maritime Provinces are concerned — was made yesterday by Prime Minister Diefenbaker, to the effect that agreement had been reached with the Premiers of Nova Scotia and New Brunswick on a joint power development program. This agreement has been made in accord with the Federal Government's pre-emptive pledge to improve the economic position of this part of Canada, particularly in the field of industrial development.

As forecast in the Throne Speech, the Government will provide, on a basis of full repayment by New Brunswick, the necessary financing for the Beechwood hydro-electric project now nearing completion. It will also construct the thermal power plants that will provide the backbone for the future power supply of the entire area of New Brunswick and Nova Scotia, as well as the inter-provincial lines that will connect in a grid the two provinces and pool their power resources. Both the plants and the line will be sold to the provinces with payment over a long term. Moreover, the Government will pay a subvention on coal used for power production to the extent that it is necessary to equalize the cost of the coal with the cost of coal used for the same purpose in Ontario. This latter move will have a double purpose, inasmuch as it will ensure that coal produced in the province will be used for growing power demands and will not be replaced by oil brought from foreign fields.

The Prime Minister expressed confidence that this program, which carries the enthusiastic support of the New Brunswick and Nova Scotia Premiers, will have a lasting and beneficial effect on the economic growth and welfare of the Atlantic region. "We have no doubt but that this will be the case, and that Prince Edward Island as well as our sister Provinces will benefit tremendously. To do so, however, we shall have to have access to the cheaper power facilities which are to be provided. This brings us once more to the proposed Causway across Northumberland Straits, where power lines could be run with little difficulty. What a picture the future presents, with our power and transportation problems solved in this manner! A few years ago such alluring prospects were in the realm of pipe-dreams. Today there is nothing visionary about them. I do hope that our representatives will see the occasion and press uniformly and persistently for the means which will enable us to share fully in the ambitious program the Prime Minister has outlined.

Mr. Gordon Says "No"
Unless we have read into a news dispatch something which wasn't there, Mr. Donald Gordon, President of the C.N.R., is going to be in the bad books of Newfoundlanders and especially of the members of the St. John's Board of Trade for some time to come. The story goes back to the day, some two or three years ago, when the ferry "William Carson" originally intended for the North Sydney-Port Aux Basques run, was diverted to Argentia on Newfoundland's South East coast, when it was discovered that the harbour at Port Aux Basques was unsafe. Rightly or wrongly, Mr. Gordon received the blame for that; and his prestige suffered another blow when he refused to allow the ship to transport automobiles and passengers, on the ground that the facilities at Argentia were not suitable and that this would have to await the completion of improvements at Port Aux Basques; and no one seems to know when that will be.

EDITORIAL NOTES
The cutting of pit props for British mines used to be a good business, especially in New Brunswick and Newfoundland. Of late years there has been very little of it. Now, Trade Minister Churchill thinks the market can be revived. It certainly is worth going after.

Mr. Frank Frothingham of Mount Stewart was presented with a purse of \$327.60 for risking his life to save a cat which had wandered perilously close to a high tension wire. He deserves every cent of it and more, although he would probably say that the satisfaction of saving the little creature's life was reward enough. His neighbours, too, are to be commended, for their thoughtfulness in recognizing the good deed in a tangible way.

A timely reminder to President Eisenhower is sounded by the Providence Sunday Journal, which says: "A series of television speeches, in itself, will not provide the leadership that is now required. The American people also need to be convinced that the president is personally and directly dealing with the great affairs of state—that he is not being unfairly shielded from information and responsibility by his subordinates; that he will act as well as speak; that he is a matter of national concern; and, above all, that he will know how to fight politically in Congress for the things he believes in."

How the story will end no one can say at this critical stage in negotiations. But one thing is sure: at the moment, Mr. Donald Gordon would not receive a first prize in a popularity contest in St. John's, if the members of the Board of Trade had any say in it—and they probably would.

Mr. Benson's Intentions
An encouraging sign of the United States' intention to turn over a new leaf in the matter of surplus disposal is reported from Rome where the U.N. Food and Agricultural Organization has been meeting in plenary conference.

Replying to criticism from the representative of several countries, including Canada, Secretary of Agriculture Benson promised that henceforth the United States will be fairer to the world generally, speaking more specifically, he promised: "We will compete fairly on the world market. We will participate in mutually profitable international trade that gives our customers abroad continuous opportunity to earn the foreign exchange they need to buy our products."

It seems fair enough if Mr. Benson means to persuade Congress to agree to the new policy every thing will be fine. There will be no "fire-sales", no more giveaways—except in specially needy cases where other exporting countries will co-operate—and no more forcing the receiving countries to agree to purchase so many bushels for each bushel they receive as a gift. But it may be as well to point out on Congressional approval until it has been actually signed and sealed. More than once the administration has tried to persuade Congress to agree to such a plan. It could happen in this case, too.

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FEDERAL ASSISTANCE
MARITIME POWER DEVELOPMENTS
GORDON
PITTS
TIGHT COLLAR
HEART DISEASE
Seldom caused by heart disease

CLOSING THE CIRCUIT
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By Eddie Gilmore
Associated Press, London

Through the ice snow and continuous daylight of the Antarctic summer 16 courageous explorers are taking one of the last great land adventures left to man—the 2,000-mile trek across the hostile wastes of the south pole.

HOME THOUGHTS FROM ABOARD
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THE AGE OLD STORY
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Seldom caused by heart disease
By Herman N. Rindensen, M.D.
PAINTING can be a frightful concealing of small blood vessels in the brain. Most such attacks pass quickly and the victim is usually revived.

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