



POWER FROM ATOMS

Manager E.T. Morris is shown with a scale model of Westinghouse's reactor evaluation centre to be built at Waltz Mill, Penna., 19 miles southeast of Pittsburgh. The reactor will be the world's first industry-owned device for testing nuclear materials and is expected to be completed in 1958.

Brucellosis Incidence Is Lowest In This Province

OTTAWA (CP)—A campaign to control the costly livestock disease known as brucellosis—contagious abortion—has completed its first stage with the testing of all cattle in Prince Edward Island. Federal veterinarians hope to extend the project across Canada. The aim is to achieve the same type of broad control over brucellosis that has been reached for livestock tuberculosis. Dr. K. F. Wells, veterinary director-general in the agriculture department, said the P.E.I. project, carried out in co-operation with the provincial agriculture department, was "a pilot job." "We eventually hope to test the whole country, as the provinces request it," he said. The work involves taking blood tests of cattle. Those found to be infected are destroyed and the farmer is compensated. His premises must be cleaned and disinfected to prevent spread of the disease. Federal testing for brucellosis also has begun in Colchester County, N.S., and Saskatchewan has requested establishment of a brucellosis control area. Provincial governments must take the initiative in asking for federal control action. Annual loss from the disease is reckoned at \$9,000,000 annually to the Canadian cattle industry. CAN AFFECT HUMANS The disease, also known as Bang's disease, causes cows to abort and lose their calves before birth. It can be caught by humans through drinking infected, unpasteurized milk or by handling infected cows. In humans it is known as undulant fever. Dr. Wells said the cost to farmers involves not only the loss of the calf. The cow may also lose her milk production if the disease occurs at an early stage, and it may be difficult to get the cow in calf again and thus back into milk production. Besides, there is the danger of the infection spreading. There has been no upsurge of the disease which caused the control program to be started, he said. "It is gradually becoming a more important factor in livestock production problems. We have just worked into a time when we can institute eradication measures." P.E.I. had been found to have the lowest incidence of brucellosis anywhere in Canada. In that case the provincial government paid the compensation, but Dr. Wells said that ordinarily the federal government will bear the cost of paying farmers for destroyed cattle. Maximum federal payment is \$100 for a purebred cow and \$40 for a grade cow destroyed. The carcass can still be used for meat and the farmer also gets the money from the sale of the carcass.

Fight To Keep Ottawa's Greenbelt Really Green

By JACK VAN DUSEN Canadian Press Staff Writer OTTAWA (CP)—City and federal officials are fighting to keep the capital's proposed green belt green. The belt is a 38,500-acre strip, mostly rural and averaging two miles wide, rimming the city to the south beginning and ending on the Ottawa River which forms the capital's northern boundary. Officials want to keep it free of housing developments but their hands are tied because Gloucester share the belt with the city, have refused to pass bylaws restricting construction in the area. The city, through the Ottawa Planning Area Board, has refused permission for housing developments in the belt. But in the case of six housing plans, involving 512 building lots, the Ontario Municipal Board has over-ruled the planning area board because the belt has no legal status. FAVORS EXPROPRIATION The Federal District Commission, federal agency whose aim is to beautify the larger national capital area, would like government approval for expropriation. This would cost about \$15,000,000. The FDC has to wait until Parliament reconvenes in the fall before it can get permission to start buying up green belt land. The FDC and the city want the area set aside as a reservoir of land for future expansion and to ensure that the capital won't have to spend huge amounts in future years for services—water, sewers and roads—to haphazardly-grown housing developments. Ottawa's population is expected to reach about 600,000 by 1980 from today's 225,000. Water and sewer services are being planned to meet the needs of that population and greater growth would mean revamping of the plans at great cost. The FDC is investing about \$2,500,000 in the current program of municipal services. The green belt would provide a fence, keeping the metropolitan area within the 600,000 limit. Housing developments could go up outside, but they would be serviced by "satellite" communities. Officials of Gloucester and Nepean townships are reported to be in favor of the belt in principle. But its formal adoption by them in the form of zoning bylaws would irk township taxpayers who are hoping for higher prices for their land. The idea of the green belt, adopted in 1947, was to allow facilities like government buildings, hospitals, colleges, sports fields, airfields and institutions, which would not need extensive services, to be developed inside the belt when needed. Of the belt's 38,500 acres, 2,000 are taken up by small communities such as Bell's Corners and Ramsayville, and 6,000 are in waste land. This leaves 30,500 acres capable of housing about 230,000 persons. Most of this is farm land at present. The present view of the FDC is that, if it could buy or expropriate the land, it would sell or rent the land back with the stipulation that it not be used for housing. Housing developments now in the area would be allowed to stand, but probably would be refused permission to expand.



RETIRES

Reginald Hayes, who retires as vice-president and general manager of the Atlantic Region of Canadian National Railways on July 31, after a brilliant 4-year career in which he rose from office junior to one of the highest posts in the huge CNR system. A native of Halifax, he joined the railway at Moncton in 1915.

Playwright Dies In Paris

PARIS (AP)—Sacha Guitry, one of the great names of the French theatre who wrote, produced and acted in more than 100 plays and movies, died Tuesday. He was 73. Partially paralyzed with neuritis for the last two years, Guitry died in the house he inherited from his actorfather on the left bank near the Eiffel Tower. At his bedside was his fifth wife, actress Lana Marconi, granddaughter of the inventor of wireless and 38 years Guitry's junior. A performer to the end, he was heard to mumble before death came, "I must not miss my cue." Guitry was a prodigy who performed before Russia's Czar Alexander II when he was five and went on to become a French national idol. But he became the target of bitter criticism during the Second World War when he stayed in France and performed before applauding members of the German Wehrmacht. After France's liberation, he was interned for two months, then was cleared of collaboration charges and released. Guitry was born in Russia of French parents and was brought to France in his boyhood. His first play, a one-acter in verse, was presented in Paris when he was 17. He later adapted most of his stage productions to movies, some of which were shown in the United States. Guitry played twice on Broadway, in Mozart and L'illusioniste. Even his crippling neuritis did not force Guitry into retirement. For two years he had directed from his wheelchair and even played minor parts in several films. His last picture, Royal Affairs in Versailles, opened in New York recently with Guitry playing Louis XIV.

May Need Papers For Power Boats

OTTAWA (CP)—The transport department is still considering whether to require powerboat operators to be licensed. A department official told a reporter a meeting of persons interested in the whole question of water safety, which would be the purpose behind any licensing, is planned for this fall. Meantime, a member of the department staff is touring resort areas in Ontario and Quebec this summer discussing water safety at boating clubs, lodges and other places where boats are used. Parliament last year approved a wide variety of new regulations applying to use of light craft in Canadian waters, but left it up to the cabinet to decide when these should be introduced. Powerboats of more than 10 horsepower already are required to be licensed, but the operators are not.

Raising Standard Of Public Service Is Costly To Nfld.

ST. JOHN'S, Nfld. (CP) — A three-man royal commission investigating Newfoundland's economic progress since it joined Canada eight years ago was told Monday the province has gone \$38,137,000 in the hole by raising public services to their present level. A 633-page brief submitted by Premier Joseph Smallwood said the increase in net direct debt and guarantees from Confederation to March 31, 1957, amounted to \$53,922,000. Canada assumed \$47,597,000 of Newfoundland's debts in 1949, leaving the province to pay a balance of about \$4,000,000. At that which she retained under the terms of union, was \$40,283,147. Since then Canada has provided an annual subsidy of \$180,000; a second annual subsidy equal to 80 cents per head of population, which at that time was estimated to be about 350,000; and a third annual subsidy of \$1,000,000 to compensate for a sparse and scattered population and unfortunate geographical location, similar to a grant given the other Atlantic provinces. Transitional grants also gave Newfoundland a further \$40,000,000.

NEEDS GRANT

P. J. Lewis, chairman of the commission that prepared the province's brief, said Newfoundland needs an annual federal grant of \$17,000,000 to keep public services at their present level. Mr. Lewis, provincial minister without portfolio, said Newfoundland requires \$3,000,000 a year to maintain services and the province can raise only \$36,000,000 without additional taxes. The brief said it will take an annual federal grant of \$100,000,000 to raise Newfoundland's services to the level of the other Atlantic provinces. Premier Smallwood told the commission, "We are not asking for money to enable us to make our services better than those in the other Atlantic provinces. We would feel just a little sinful to attain those dizzy heights." "Newfoundlanders know we have reached the end of the road. We dare not tax the people another stick."

RATE ONE-QUARTER HIGHER

The province's tax rate in 1956 was 25 per cent higher than the other three Atlantic provinces, Mr. Lewis said. The commissioners are New Brunswick Chief Justice John B. McNair, chairman, and members Sir Albert Walsh of the Newfoundland Supreme Court and Prof. John Deutsch of the University of British Columbia. Mr. Smallwood told of attempts to negotiate a successful union with Canada in 1865, 1869, 1895, 1946 and the final signing in 1949. "At that time," he said, "we were quite incapable of foreseeing the effect of Confederation on the province. We were trying to see through a solid wall. It was then that term 29 was written into the union." The term provided for establishment of a royal commission to be appointed within eight years to review the effects of union. The present commission was named by the federal government Feb. 22, 1950.

LOST REVENUE SOURCES

"Without term 29 no one would have signed the terms of union. When we joined Canada we lost \$20,000,000 annually in customs duties" as well as other sources of revenue. "We wondered what we would have left. Some of Canada's greatest statisticians couldn't tell us." Now after eight years of Confederation "heroic efforts to raise the level of public services have taxed our people more than they should have been; spent all the surplus and forced us to borrow heavily." "Our public services—roads, schools, hospitals, health services, public housing, hydro developments and half a dozen others—are just about where Nova Scotia and New Brunswick were in 1920."

URGES INVESTIGATION

He urged the committee to see conditions for themselves by travelling over the province's 100 miles of pavement and 6,000 miles of dirt roads. The federal government was represented at the opening session by W. J. Browne, minister without portfolio and Newfoundland's cabinet representative. Newfoundland's case is being presented by H. Carl Goldberg, joint counsel and special economic adviser; businessman - journalist Albert B. Perlin, junior counsel; Douglas C. Hunt, and Mr. Lewis.

Studying Letter From Mr. Bulganin

By JOHN EARLE LONDON (Reuters)—British officials Tuesday studied a new personal letter from Soviet Premier Bulganin to Prime Minister Macmillan. Informed quarters said the letter, running to more than 20 pages, was more sharply critical of British policies than Bulganin's previous letter April 20. Macmillan informed his cabinet Tuesday morning that he had received the second letter Monday night. It was handed to him in the House of Commons by Soviet Ambassador Jacob Malik. It was expected the letter would be published by both Russia and Britain today. This would allow two days for translation into English and for Macmillan and his cabinet ministers to study it before publication. While no detailed assessment of the letter is yet available here, the first impression was that it is more pointed in its criticisms than the previous letter. STRESS ON DISARMAMENT Macmillan replied to that letter June 16, and the present letter is in reply to Macmillan. Considerable space was devoted to disarmament. Bulganin, it was reported, accused Britain of wanting to retain nuclear bombs and to legalize nuclear warfare. In a section repeating the Soviet argument for a European security pact, he is believed to have attacked the Western powers' policy of rearming West Germany and allegedly encouraging German militarism. Noting Macmillan's expressed wish to expand Anglo-Soviet trade, the Soviet premier was reported to have said the main obstacle to this was Britain's maintenance of a strategic embargo on exports to the Communist world.



PLANE BECOMES AUTO

Residents of Highland, Mich., are accustomed to seeing Leland Bryan's vehicle both on the street and in the air. Bryan can drive an autoplane to the nearest airport, unfold the wings and be air-borne in a matter of minutes. Bryan's own invention, the autoplane can do 90 m.p.h. in the air and 60 m.p.h. on the highway.

In a passage on the Middle East, Bulganin rejected Macmillan's argument that the Soviet Union is pursuing a policy against British interests and against relaxation of tension.

Record Grain Crop Is Noted

LONDON (Reuters) — More grain was produced in the world last year than ever before—a total of 465,000,000 tons. The Commonwealth Economic Committee, surveying the production, trade and consumption of wheat, wheat flour, corn, barley, oats, rye and rice last year, said Tuesday the record production of grains was a fifth larger than before the Second World War. The figures excluded Russia and Communist China. The United States led production with 130,100,000 tons, followed by India and Pakistan with 55,000,000 tons and Canada 29,300,000 tons.

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