

Covers Prince Edward Island Like the Dew  
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"The strongest memory is weaker than  
the weakest ink."

PAGE 4 TUESDAY, MAY 6, 1958.

British Capital

It is beginning to look as though commercial relations between the Atlantic region and Britain are really being strengthened. There has been a lot of talk about the desirability of this in recent months; and many persons seem to have felt that the talk would result in very little, if any, action. But the appointment of a Canadian agent-general in London and the coming of a British trade delegation to this area are indicative of better things.

Sir William Rootes, the leader of the British delegation, appears to believe that British capital in considerable volume might be made available for the development of the Atlantic area. This, if it should happen as a result of the intensive negotiations and plans which are being advanced, would do more than anything else to stimulate two-way trade. British capital played a very important part in the early development of this country. There is no reason why this should not be renewed, especially in this area which has resources that are complementary to British industrial activities.

It is reasonable to suppose that any large scale development of this area will require a good deal of outside capital in addition to that which can be raised locally. It would be a good thing if most of it were to come from Britain—a good thing for both sides to the arrangement.

Sound Cabinet Ruling

As was to be expected, there has been criticism of the Diefenbaker Government's disallowance of the 3.6 percent increase in freight rates which the Board of Transport Commissioners authorized last December. And—also to be expected—this criticism comes from newspapers in the Central Provinces which have made no protest over flat rate increases at any time. Why should they, when they are protected against any exorbitant rates boost by highly competitive truck and other transportation services? It is the provinces at the extremities of the country that bear the brunt of these increases in long-haul traffic fares, and have suffered time and again from Transport Board decisions in this matter. Eight provincial governments—all except those of Quebec and Ontario—have repeatedly protested this injustice and now, at last, we have a cabinet ruling which constitutes a notable victory over this form of exploitation.

Foremost among the champions of the rates boost is the Montreal Star, which deplores government interference in the Board's rulings and complains that this action was taken for political rather than economic reasons. "Is it," it asks presumptuously, "that the Cabinet took an anxious look at the solid mass of Tories elected in the Maritime Provinces and on the Prairies and decided to pander to their historic hatred of higher rates, regardless of the economic factors involved?" The Star sees in the Government's decision—"at least in its primary impact"—a "stand-still, do-nothing policy." It predicts that "in due course economic pressures will assert themselves, and some means will have to be found to give our public utilities the revenues they require."

By all means! but let's have it on a more equitable basis, and for a reason much better than the one advanced before the Transport Board on this occasion. The railways demanded—and received from the Board—the privilege of counting as chargeable expenses, monies placed in a special fund for the future payment of taxes. The Star says that this tax reserve fund is available for all corporations, not just for public utilities. "If it is a sound practice for one company it should be sound for all companies," it argues. But why? The tax regulations were obviously

destined to help companies subject to the uncertainties of competition. A public utility, whose fixed charges are assured by a public regulatory body like the Transport Board, should not be allowed to take advantage of the same regulations to accumulate interest-free capital. Certainly our shippers should not have to pay higher rates today so that the railways can meet a hypothetical tax increase at some distant date.

The provinces did not get everything they wanted from the Government. In addition to the cancellation of the 3.6 per cent increase in freight rates, they had asked that a four per cent increase, which became effective in January 1957, should be rescinded. The Cabinet allowed this increase to stay—not as a matter of principle but simply because it had been in force for more than a year before the provinces asked for its removal. What really matters in the decision, however, was the Cabinet's refusal to raise freight rates above their present level, and its instructions to the Transport Board that in future tax reserve funds cannot be taken into account when rates are being set. These directions are likely to be adopted by all public utility boards and become standard practice in Canada.

Legitimate Grievance

Noting a Guardian editorial complaint with regard to inadequate car ferry facilities at Borden, the Ottawa Journal says this appears to be a legitimate grievance now that the tourist season is near.

"The Islanders," says the Journal, "are pressing the federal government to provide additional ship transport facilities to ply back and forth across Northumberland Strait. Federal government is obliged to provide adequate ferry service under the act of union, and the provincial government could justifiably claim compensation for loss of tourist trade by delays. Individuals could equally claim compensation for the loss of perishable farm products in the hot weather."

"All provinces have their troubles but Prince Edward Island is in parlous financial straits and cannot afford to have its revenues reduced. It is, of course, cold comfort to remind the Islanders how much better off they are than the residents of Newfoundland where the ferry William Carson can't even berth at its intended harbor of Port-Aux-Basques."

That predicament, of course, was due to Liberal blundering at Ottawa. The Journal—a staunch Conservative organ—will agree that we have a right to expect much better treatment under the Diefenbaker Government!

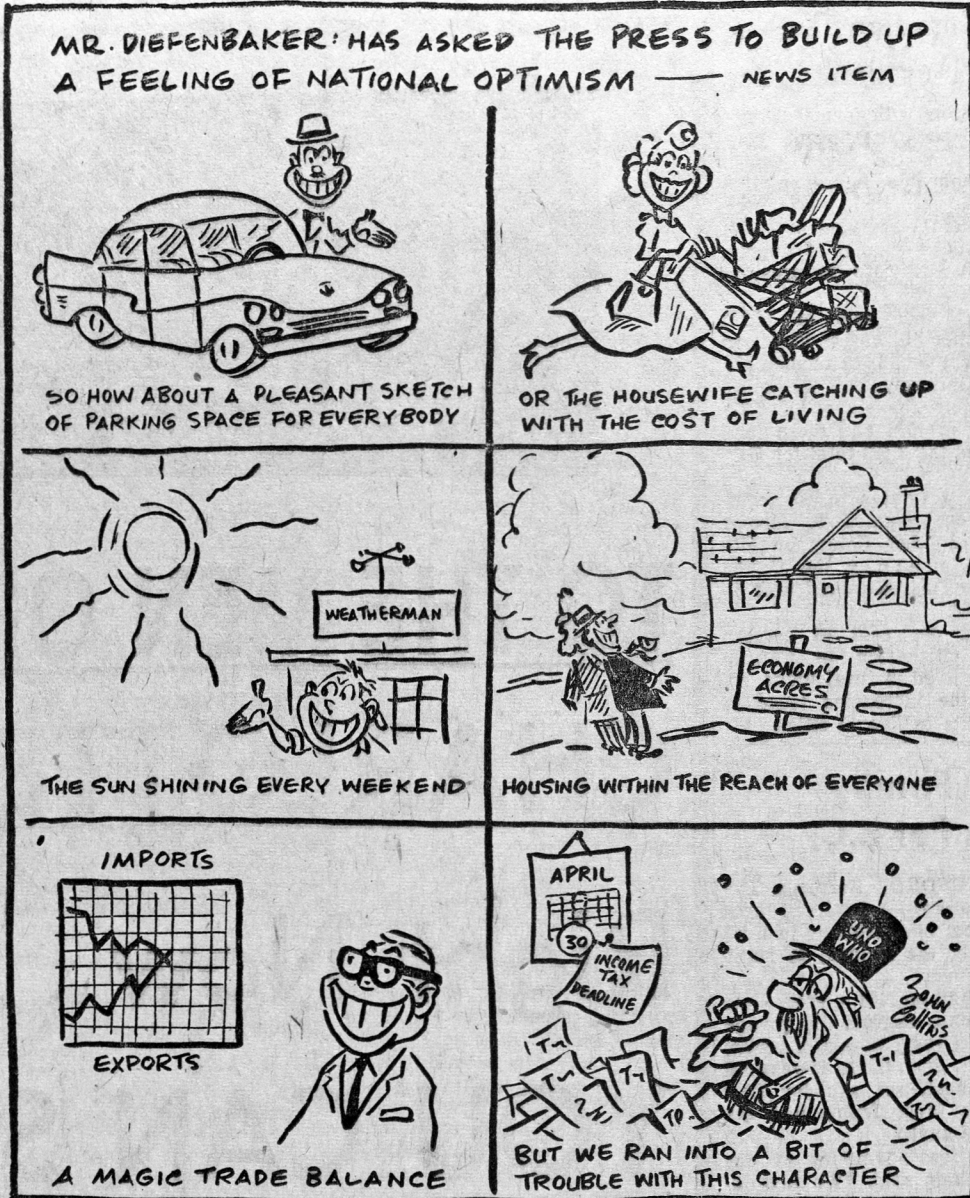
EDITORIAL NOTES

Members of the Montague Junior Board of Trade have spent a good deal of time and some money in refurbishing the resting place for visitors at the foot of Bell's Hill, a few miles from Montague on the main highway. This is a commendable public service.

A United States' general says that if many more artificial satellites are sent into space, the army may have to start shooting at them. What a fine sport that will be for both sides in the cold war! It might even reduce the temptation to start shooting at planes.

In Nova Scotia, last year's visitors classified as "regular tourists" had not visited the Province before. Tourist officials take this to mean that only a relatively few visitors return year after year. This is, not a favorable thing for the Province, for it reflects dissatisfaction on the part of visitors. It would be interesting to know what the ratio is on this Island.

With the emergence of space travel and exploration from the realm of science fiction, it is well to remember that there is still a last continent of adventure left on earth. It is Antarctica, an area almost as large as Europe and the United States combined. Covered by inland ice that is sometimes 10,000 feet thick and with a mean annual temperature of -12.6 degrees, Antarctica remains vastly unexplored and isolated from the rest of the earth. Yet it is destined to play an increasingly important role in world affairs.



IS EVERYBODY HAPPY?

Northern Development

By Patrick Nicholson  
Special Correspondent for The Guardian

Ottawa: "The Vision" of northern development, to enrich and populate and round out our country, may be called a product of Prince Albert, because it is the brain-child of Prince Albert's own M.P., the Right Hon. John Diefenbaker.

So it is interesting to see that the printed voice of Prince Albert, the "Daily Herald," has criticized Saskatchewan's provincial government for allowing the neighbouring provinces to run ahead of it, towards the goal of fulfilment of "The Vision."

In Manitoba, a U.S.A. company has completed a detailed survey of the northern resources, says The Herald. In Alberta, the resources and industrial potential of the northland have been studied by a provincial commission; a network of access roads and resources railways is already discussed there.

But in Saskatchewan, there has been nothing except a vague proposal for a road to Uranium City, while it is known that some sort of aerial survey has been made.

Behind the scenes however, the Saskatchewan plans are far advanced, and there may be some interesting news in the near future.

Hon. Alvin Hamilton, Minister of Northern Affairs and National

Resources, represents the Saskatchewan, her neighbours, and his provincial loyalty fosters the hope that Saskatchewan's northern riding of Qu'Appelle, should not be outstripped local knowledge coupled with his long interest in resources has enabled him to see clearly how certain road programmes would draw road prospectors and developers to that Province.

The Federal Government offered some months ago to share with each province in a programme of building northern resource roads. The original intention was that construction of approved roads should be spread over five years, with work each year costing \$3,000,000. The Federal Government would split this cost each year with each province. The limiting factor in this plan was the inability of some provinces to afford more than \$1,500,000 per year for such projects.

So difficulties were foreseen in attaining a common agreement appropriate to all provinces. In Saskatchewan, for example, it became apparent at an early stage that the principal road projected, running from Lac La Ronge to Uranium City, would probably alone cost that province's full quota of \$15,000,000 and might well take more than 5 years to complete.

So it is reasonable speculation

that this programme to provide resources roads, forming the sinews of "The Vision," will be expanded and extended. B.C. and Ontario are two provinces which might be expected to match Alberta's proposal to expand this programme to \$20,000,000.

Saskatchewan's immediate programme of building access roads into resource areas is expected to include at least three other routes, besides that from Lac La Ronge to Uranium City.

There will be a 65-mile road from Hudson Bay Junction through Otosquen to The Pas, just across the border in Manitoba. From Smeaton, just east of Prince Albert, a road will be driven through White Fox and also just over the border, to Flin Flon, for a total length of 160 miles.

And thirdly, there may be a road from Uranium City to Gunnar Mines. This proposal is interesting, as it sets a new pattern for the construction of roads immediately needed by a resources company. Under this plan, the cost may be split not two ways, but three ways, with the company sharing with the Federal and Provincial governments.

The recently completed survey of Saskatchewan, carried out by airborne magnetometer and other advanced methods, has revealed some very interesting mineral possibilities. Resources Minister Alvin Hamilton has described to me "a trough" running right into the heart of the province, which was revealed by this survey. It is too early yet to say whether this promising discovery will prove to be rich in mineral bonanzas, or whether the quality of the ore-bodies will prove to be too poor to justify development at present market prices.

The Firemen's Problem

Winnipeg Free Press

The CPR firemen have the right to strike and whether they exercise that right depends, or should depend, entirely on their own free judgment of their own interests. It is understandable if they set no great store by outside advice. How many of us really understand what it means to be told that the job you have been doing for a good many years is unnecessary? That is what the firemen on freight and yard diesels have been told. And anyone whose hand on his heart and swear that, in such circumstances, he and those who work with him would accept the verdict and behave entirely rationally about it—anyone who claims that is kidding himself, and lacks a proper sense of pride in his work into the bargain.

But if the firemen's emotions are ones that most of us would feel in the same circumstances, emotions don't change facts or solve problems. The case for taking firemen off freight and yard diesels has been fully endorsed by a conciliation board and by a Royal Commission. There was never a more thorough and objective survey of a work problem than the Kellock Commission made.

And if the case for operating freight and yard diesels without firemen is established, there is further agreement that the conciliation board's plans for making the change-over gradually are a fair and reasonable. Firemen with more than three years' service would keep their present jobs until they became engineers; others would be engaged alternative railroad jobs without loss of pay.

INCONCEIVABLE

It is inconceivable that, after all this careful enquiring, the CPR should back down now. What is at issue is no longer, indeed, a company proposal. It is whether the procedure for settling a dispute that the Government proposed, with the undoubted backing of public opinion, is going to be carried through. The Royal Commission was set up in response to the firemen's strike early in 1957. It was accepted by both sides at the time. To set aside the Royal Commission's work now would seriously damage the prospects of settling future labor disputes fairly and satisfactorily.

In these circumstances, the firemen must recognize that they have not made a case that commands any public support. On the

to get used to the idea that freight contrary, as there has been time and yard diesels can be operated without firemen, public sympathy with the firemen's natural first reactions to the proposal has lessened. It is, therefore, extremely difficult to see how the firemen on Canadian railroads would help themselves by going on strike.

SHARP CONFLICT

The first effect, indeed, would be to impose a sharp conflict of loyalties on their fellow railroad workers. The instinct of the other unions concerned would naturally be to maintain solidarity with the firemen. But that desire could not easily outweigh the sense of obligation to keep the nation's train services operating unless there are genuinely strong reasons, accepted by much of the public, for the interruption.

The reasons in this case are clearly not strong enough. And therefore a strike, stimulating truck competition and further endangering the prosperity of the railroads, could have only one long-run effect: it would reduce the number of jobs for the railwaymen as a whole—without saving the firemen's jobs.

On these grounds, and not only because of the direct dislocation and inconvenience, the public must hope that the firemen's decision will not be to strike.

Asuncion, the capital of Paraguay, was founded by the Spaniards in 1537.

3 New Drugs Make Headlines

By Herman N. Bundesen, M.D.  
Three medicines which give promise of making life a lot safer and much more comfortable are among the recent developments which I would like to discuss today in our regular monthly review of medical advances. Medical is a new sulfa compound which reportedly has a therapeutic advantage over the older sulfonamides. Midicel is the trade name for sulfamethoxyypyridazine. It's reported that this drug is particularly effective in treating persons with urinary tract infections.

**HAS MANY USES**  
Evidence thus far indicates that it is effective also in treating respiratory infections, lung abscesses and bacterial dysentery. And it can be used as a prophylactic against recurrence of rheumatic fever.

A big advantage is that smaller doses are required than with other sulfonamides. It is available only through a doctor's prescription.  
**POWERFUL NEW DRUG**  
Perphenazine is a powerful new drug which may replace the usual widely-used tranquilizers. Trade name for this drug is Trilafon.

It belongs to the same family as the broadly used chlorpromazine tranquilizers, but it is reported to be from five to ten times more potent. It also requires smaller doses and produces fewer side effects. It is available by prescription only.

**NEW DRUG FOR COUGHS**  
A medicine named Thorexin is a new product for symptomatic treatment of coughs. It does not contain codeine, one of the most common cough suppressants. Instead, it contains dextromethorphan hydrobromide and a combination of expectorant and demulcent agents.

Unlike codeine, investigators say, dextromethorphan hydrobromide is non-narcotic. And they report it does not have the gastrointestinal side effects usually associated with opiates such as codeine.

It will be available soon for over-the-counter sale.  
**QUESTION AND ANSWER**  
H.B.: I have a ring of whitish material on each eyeball around the pupil. Is this due to hardening of the arteries?

Answer: The ring you speak about is probably due to a fat deposit within the eye. This has not been proven to be due to hardening of the arteries except in a few cases.  
Better consult your doctor.

OUR YESTERDAYS

(From The Guardian Files)

TWENTY-FIVE YEARS AGO (May 6, 1933)

Notification has been received from the Secretary of State at Washington by Mr. W. A. Bickers, United States Consul, of the closing on June 30 of the consulate here. While no reason is assigned for the closing, it is presumably due to the steady decline in volume of business handled.

A conference for the purpose of securing information regarding the advocated transfer of the accounting of the Car Ferry from the railway to the consolidated revenue of Canada was held by the Government with a committee of the Charlottetown Board of Trade yesterday.

TEN YEARS AGO (May 6, 1948)

The car ferry "Abegweit" will leave for Montreal the latter part of the week to go into dry dock. During her overhauling, the "Prince Edward Island" will be on the Tormentine-Borden route. The ferry, which went into service last August, is, according to the contract, entitled to free repairs for the first year she is in service.

At a meeting of the Provincial Dairy Industry attended by the directors of the P.E.I. Dairy-men's Association, it was decided to arrange for storage facilities for a part of this summer's butter production. The problem of providing storage for small

NOTES BY THE WAY

An underwater operation on a fish, executed by an American veterinarian, must surely rank among man's stranger activities. Dr. Robert Knowles performed this feat in 18 feet of water in the Miami-Sea-aquarium tank. His patient was a 500-pound jewfish which had apparently swallowed a five-pound lead weight.—Edmonton Journal

Consumers are paying off instalment credit faster than they are incurring new obligations. Some are evidently buying the luxury of being out of debt. The recession is a stiff reminder that the buyer calls the tune. There are several areas in which it may be well to beware the wrath of a customer overlord; such as "sack" dresses, "wonder" drugs, and multiplied television commercials.—Christian Science Monitor

Professor G. MacDonald, director of the Ross Institute at the London School of Hygiene and Tropical Medicine, speaking on the BBC: "With normal luck, a hundred years ago the chance of an infant surviving to adult life was about two out of three; now it is twenty-nine out of thirty, and that is the essence of the revolution which has taken place in family life since our great-grandfathers' time."—The Listener

There was a time in the history of this province—and not so long ago either—when the grasshoppers caused millions of dollars of damage to crops. The southwestern portion of Manitoba, was a very fertile field for them, and poison depots were established everywhere. The fight against the hoppers had the co-operation of the weatherman in succeeding years, and the menace in this area has been almost negligible for some time. But the signs are up again that the hoppers are ready to burst out in force.—Brandon Sun

butter factories so they might retain part of their production for their summer customers was also discussed.

Tall girls are barred from jobs as stewardesses in the German Lufthansa, the reason being that "A tall stewardess is alleged to intimidate the passengers."—Ottawa Journal

A bishop was condemning the use of cosmetics by girls. "The more experience I have of lipstick," he declared warmly, "the more distasteful I find it."—Montreal Star

A daring experiment is to be tried by President-elect Mario Echandi of Costa Rica, who has announced that he will abolish the armed forces of the nation after he assumes office in May. "Costa Rica," in the words of the new president, "will thus become the first country in world to govern itself without armaments."—St. Catharines Standard

The Poet's Corner

FROM HOME—THOUGHTS FROM ABROAD  
And after April, when May follows,  
And the whitethroat builds, and all the swallows—  
Hark! where my blossomed pear-tree in the hedge,  
Leans to the field and scatters on the clover  
Blossoms and dewdrops—at the bent-spray's edge—  
That's the wise thrush; he sings each song twice over,  
Lest you should think he never could recapture  
The first fine careless rapture

—Robert Browning.

MAXIMS

It is always easier to believe than to deny. Our minds are naturally affirmative.

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