

**Geneva Conference**

The Geneva conference of foreign ministers is not expected to achieve any startling results, but the hope is that it will not prove abortive, as other similar meetings have proven. Too much is at stake for quibbling over unessentials. If the Big Powers can merely narrow their differences on such questions as Germany and European security, and work out a basis on which their chiefs of government can negotiate later, it will be something.

There is danger, of course, that Allied flexibility may be mistaken for infirmity; but there was no reason for calling a conference at all unless both sides were prepared to make some concessions. This appears to be the British attitude, and it is the only one that will achieve results.

Agreement should not be bought at the price of principles; but on the other hand, a conference table is not a battlefield. It is not a question of winning victories but of aiming instead at a more rational, a more peaceful organization of Europe. The best hope at present, perhaps, lies in the fact that Premier Khrushchev urgently wants a summit conference and will avoid any action to force the Berlin crisis to a showdown pending the outcome of the foreign ministers' meeting.

**Mr. Fulton's Visit**

Saint Dunstan's University graduates, and all who attended yesterday's Commencement Day ceremony, heard an inspiring and eloquent address from the Hon. Davie E. Fulton, Federal Minister of Justice. Monignor Sullivan, in introducing him, referred to Mr. Fulton's distinguished career both in academic and public life; and this was no exaggeration. A Rhodes Scholar and B.A., of Oxford University, and former member of the Senate of the University of British Columbia, he is a native of that Province and the son and grandson of men who were outstanding in political affairs.

Mr. Fulton served overseas in the Second World War, first with the Seaford Highlanders and later at headquarters of the 1st Canadian Division. He was first elected to Parliament in the general election of 1945, and became Minister of Justice in June, 1957, after a successful career in the practice of law in Kamloops, B.C. His present onerous duties at Ottawa leave him little time for other matters, but it is evident that he is still keenly interested in education and well informed on the contribution St. Dunstan's is making in this field, both to Prince Edward Island and to Canada at large.

**Wheat Disposal Discussed**

In pursuance of the aims of President Eisenhower's "food for peace" plan announced in January, five cabinet ministers representing the United States, Canada, Australia, France and Argentina met in Washington last week to try to solve one of the most perplexing problems of the decade: How to distribute the world's number one surplus food to hungry friends without destroying the markets their own farmers sell to. Their progress was not sensational.

The chief result, so far as Canadian producers are concerned, was the U.S. agreement, in effect, to limited five-power inspection of its surplus disposal policies. A committee is to meet later this month, and direct its studies initially to wheat. This has been a sore question in Canada, for the United States—a modest exporter in pre-war years—accounted in 1957 for nearly 50 per cent of the total world trade in wheat and flour, and about half of this was moved under surplus disposal programs.

Canadian criticism has never been directed to those American shipments which actually go to the relief of refugees, disaster victims and people who, in normal circumstances, would not and could not purchase commercial wheat. But the U.S. surplus disposal program has not stopped with the needy; its wheat shipments have gone to a great many countries that

would normally be cash purchasers. The establishment of a consultative committee of the five big wheat nations outside the Iron Curtain is therefore regarded as a forward step.

Judging from American press comment, the United States seeks to improve emergency distributions by establishing stock piles around the world and by developing an efficient classroom and refugee camp feeding system. Secondly—and far more difficult of achievement—it hopes the other powers will accept payment in so-called "soft" currencies of the recipient countries. Somehow, in the course of last week's discussions, U.S. Agriculture Secretary Benson gained the impression that Canada is now willing to make sales for foreign currencies after the American pattern. The Canadian minister, Mr. Churchill, has denied that Canada has any such intention. It is, as the Winnipeg Free Press remarks, "strange and disturbing" that there should be misunderstanding on a point of such cardinal importance.

"If Canada is to sell wheat for foreign currencies," the Free Press argues, "we shall have thrown away our case against the American sales. We shall have admitted that this is a fair and proper method of disposing of surpluses. And since these transactions are merely camouflaged give-aways, we shall be committed to a form of competition likely to prove ruinous. We cannot compete with the U.S. Treasury."

**Next Question, Please**

Queries about ships being damaged and run aground in the St. Lawrence Seaway locks and channels were raised in the House of Commons the other day, and answered by Transport Minister Hees. "Answered" is hardly the right word, but Opposition members were asleep at the switch and let it go at that. But not Judith Robinson, sharp-tongued Tory commentator for the Toronto Telegram.

She quotes from Hansard Mr. Hees' brisk ministerial words, dismissing the incident: "Mr. Speaker, I would say it is all a matter of ocean-going skippers becoming as skilled as lake skippers in navigating their ships through the Seaway."

That was all. Nobody rose to point out, as Judith does in her column, that this was all eyewash. "Because ships' captains," she explains, "are not allowed to navigate their own ships through the Seaway locks and canals. Pilots supplied by the Seaway authority do it all. And nobody knows it any better than George Hees—except maybe the captains who are required by law to stand helpless on the bridge while their ships are bounced off solid concrete walls by Mr. Hees' pilots."

Where, we wonder, was the Hon. Lionel Chevrier, Liberal member for Laurier, former Transport Minister, first president of the St. Lawrence Seaway Authority and author of "The St. Lawrence Seaway" (just off the press) when Mr. Hees was talking nonsense about ship captains being responsible? Didn't he know it, too?

**EDITORIAL NOTES**

The proposal of the Board of Transport Commissioners to reduce traffic hazards by installing reflectors on railway box cars is a sensible one; but why limit the regulation to new cars coming into service, or to old ones as they come in for refitting? If the idea has merit—as it has—why not order reflectors to be installed on all Canadian box cars?

Premier Fidel Castro of Cuba calls himself a democrat and professes to have no dictatorial ambitions. But how can he explain the fact that he ordered—not requested—his followers to shave off their beards and locks and the order was obeyed promptly, even though the long hair had become a symbol of the revolution? Our own opinion is that Castro himself would be a much better looking man after a good clean shave.

A British government survey just published shows incomes rising, prices stable, and the international trade figures the most encouraging since the end of World War II. Purchasing power may rise still further as a result of tax cuts announced in 1959-60 budget. But the report carries its warning: Industrial production has declined a little in the last year; there may be a drop in the gold reserves due to foreign loan repayments this year; and stiffer competition must be expected in European trade.



**MAY FLOWERS**

**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.

**HOSPITAL INSURANCE**

Sir,—I have carefully read Mr. Harry Pridham's reply to my letter which appeared in the April 10 issue of the Guardian regarding the Hospital Insurance Plan. I do not intend to enter into a futile discussion with Mr. Pridham over the matter as evidently he is one of those who have a penchant for condemning outright anything that does not meet with their approval, and I would not reply were it not for the fact that he attributes to me a statement which is one of his own, and by approval, and I would not place it in quotation marks he thereby implies that it is quotation from my letter.

I quote from Mr. Pridham's letter the statement in question: "That no consideration must be given to those people when in need or seeking hospital care." No such statement appeared in my letter. What I said was: "and if they are so indifferent that they are not willing to contribute the small yearly amount that is required to enable them to partake of the inestimable benefits of this legislation, then they are not deserving of any consideration whatsoever."

I stand by my statement as quoted, for if a single person as head of a family is not willing to contribute the equivalent of five to ten days' pay of a common labourer to enable them to take advantage of this legislation that will give them free hospital care from "the cradle to the grave" 365 days in the year if need be, then they are not deserving of any further consideration.

Mr. Pridham then goes on to state: "In this case, I presume P. E. I. would need at least thirty thousand good Samaritans to care for those persons lying sick at our hospital doors." This statement shows a lamentable lack of knowledge on his part regarding our provincial hospital setup. I quote the following from the P.E.I. Hospital Act to show the fallacy of such a statement: "And provided that accommodation is available, admission to any public hospital other than a hospital for the chronically ill shall not be denied to any person who from sickness, disease, injury or otherwise, is certified to be in need of hospital services by a qualified medical practitioner."

This provision will apply to those who are "so indifferent" that they will not subscribe to the Hospital Plan, but they will not be able to take advantage of free hospital care, free nursing and the many other benefits contained in the Hospital Insurance Plan, but will have to pay the regular hospital charges. If I am wrong in this assumption I would appreciate it if someone who knows what they are talking about would correct me.

I might also point out in reference to "the plan", that the P.E.I. premium is the lowest of any Province adopting the voluntary system and that it has a greater medical coverage.

Mr. Pridham also makes the assertion that it is "propaganda talk" to say that implements of production will be taxed. I can assure him that if a sales tax were levied all purchases of the farmer would be taxed indiscriminately, for in the very nature of things it could not be otherwise and would cost the farmer anywhere from \$60 to \$150 per year depending on his purchases and extent of operations.

He cites Ontario in regard to the voluntary plan but here again he is wide of the mark concerning the industrial percentage, and unless employees register with their employers signifying their intentions of participating in the plan, then there can be no "check off." And what about New Brunswick, Saskatchewan and Alberta? These three provinces cannot be classed as industrial and they adopted the voluntary plan the

**The Grand Union**

Cape Breton Post

Strictly speaking, the name of the flag we call the Union Jack is the Grand Union. To begin with, it was called the Union Jack only when flown from the jackstaff of a ship of war. Gradually, that name was misapplied to refer to the flag when flown on all occasions. So it is that Union Jack is established usage, although we should not forget that the correct name for the flag when flown ashore is the Grand Union.

The union to which it originally applied was that of Scotland and England although, in long run it became the flag of British Empire that today has evolved into the British Commonwealth of Nations. Grand Union is a term appropriate to this association of countries which have figured in an historic evolution.

**CROSSES COMBINED**  
The design of the Union Jack, or, let us, at this time, call it the Grand Union, is combined of the crosses of St. George, St. Andrew and St. Patrick, the patron saints respectively of England, Scotland and Ireland. Surely, these are saints that French-speaking people can respect, there being no extremes of nationalism in the galaxy of heaven.

The design of the Grand Union, or the Union Jack to make it understood by those to whom Grand Union is unfamiliar, figures in the flags of Australia and New Zealand, and of the so-called Canadian "red ensign" that flies from the summit of the Peace Tower of the Houses of Parliament at Ottawa and over every Post Office in the land. The design of the Grand Union is in the upper left-hand corner of these flags, as you scarcely need reminding. The differential in these flags is in the coat-of-arms or badge in the centre of each flag, in which is called the fly of the flag. Australia and New Zealand have stars to represent the Southern Cross a group of stars not visible in the sky on this side of the Equator. Nor is the North Star visible in Australia.

The fly of the Australian flag is

same as P.E.I. Apparently they are "all out of step but Johnny"

Adverting to the strike in Newfoundland, I still contend that none of us are in a position to intelligently discuss it; and as for the issue being that of "bologna, beans, etc." that is just so much more "bologna and bologna." Premier Smallwood would never have intervened in the dispute if that were the only issue at stake.

Thanking you, Mr. Editor, for publishing this lengthy reply, which will as far as I am concerned end the controversy.  
I am, Sir, etc.,  
FARMER

Alberton, P.E.I.

**How Doctors Make Forecasts**

By Herman N. Bundesen, M. D.

TWO big questions arise as soon as any couple realizes that they are going to have a baby. First, of course, the parents-to-be begin wondering whether it will be a boy or a girl. Well, I can't answer this one for you and I don't think any other doctor can, either.

**WHEN IS BIRTH DATE?**

The next major query generally is: When will the baby be born? Maybe I can help with this one. At least I can tell you how your doctor figures out the approximate date of birth. A pregnancy can result only during ovulation and ovulation ordinarily occurs about two weeks before the next monthly period.

However—and this makes any date prediction difficult right at the beginning—women don't ovulate at the same time every month.

**STRIKE AN AVERAGE**

Therefore we must take an average and work with that.

Now the average pregnancy terminates approximately 280 days from the very first day of the expectant mother's last monthly period.

Thus you can calculate the birth by adding 280 days to this date. That, however, might be a bit difficult. So I'll let you in on a little secret that makes your own doctor appear to be a mathematical wizard.

Usually he doesn't count out 280 days. Instead he simply adds one week, seven days, to the date the last period started. Then he goes back three months, gets the date and projects it exactly one year ahead.

At first glance, this might seem to be more complicated than totaling up 280 days, but it really is very simple and you can do it in your head without any pencil or paper.

**NOT ALWAYS EXACT**

Don't, however, expect to hit the date of birth right on the head. It does happen occasionally, but from time to time this formula is a little off. Nature, you see, doesn't recognize the value of such a formula.

If your prediction does miss, the error probably will be on the side of underestimating the arrival date. But if the baby isn't there on the day you expect, it's a pretty safe bet he, or she, will be along within a week or so.

**QUESTION AND ANSWER**

E. C. B.: Could you please give me some advice in regard to a skin rash on my throat which is swollen and itches?

Answer: A rash of this type may be due to different causes. Treatment can best be prescribed by your physician after an examination of the rash.

**The Age Old Story**

Let a man examine himself, and so let him eat of that bread, and drink of that cup.

**NOTES BY THE WAY**

When people talk about the good old days they mean times when there were no deductions from a man's pay until he got home.—Sherbrooke Record

Some men, like good wine, improve with age. Such a man is Mr. John Bracken, educator, politician, farmer and latterly plain citizen, who has labored mightily and well for his fellow-Canadians. It may be that Mr. Bracken has capped his career—he will be 76 this Summer—with a most comprehensive report dealing mainly with his first love—grain farming.—Calgary Herald

The smart boy next door says an epistle is the wife of an apostle.—Calgary Herald

Thieves show a great variety in their objectives and in their endeavors to attain those objectives. They almost literally will steal about everything under the sun, given the opportunity. An example occurred up Kitchener way, when someone made off with 500 tons of gravel from a pit.—Windsor Star

**MAXIMS**

Punishment is justice for the unjust.

**OUR YESTERDAYS**  
(From the Guardian Files)

**TWENTY-FIVE YEARS AGO**  
(May 13, 1934)

The Army and Navy Club had as a guest speaker at their regular meeting Saturday night, Lt. Col. G.R. Pearks, V.C., D.S.O., M.C., who is attached to the National Defence Headquarters at Ottawa. A vote of thanks was moved by Col. G.E. Full, seconded by Col. A.E. Ings and Col. D.A. MacKinnon.

A jolly party of friends were conveyed to Murray Harbour last evening by three automobiles to tender a surprise party to Mr. and Mrs. Roy Brooks who are now occupying their lovely new home which has just been completed. Mr. L.W. Roper read an address and the presentation of a gift was made by Mr. George R. Keefer.

**TEN YEARS AGO**  
(May 13, 1949)

A contract for the erection of a large new building on the campus of St. Dunstan's University, to contain a chapel, dining hall, and convent, has been left to M.F. Schurman Co. Ltd., it was learned last evening. Work will commence immediately and will take about a year to complete. The amount of the contract was not learned.

An order for eighteen 72-ton diesel electric locomotives has been awarded to the Canadian General Electrical Company for service on Prince Edward Island. They are to carry out the policy of the railway to dieselize motive power operations in this province.



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**WARNING!**



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