

Cover: Prince Edward Island Like the Dew... Publisher: every week-day morning at 165 Prince Street...

Legislature Opens

The social amenities which mark the opening of our Legislature will be in evidence today, along with the traditional formalities. It is fitting that the occasion should be a colourful one, for it symbolizes our status as a self-governing Province.

Election to the Legislature carries weighty responsibilities, not only to the individual constituencies for which the members are elected, but to the Province as a whole. It is to their credit that our members, for the most part, are conscientious in their attendance and sincerely desirous of promoting the public good.

This may or may not be an election year. The uncertainty itself will give a pre-election zest to the session, and we may expect more than the usual amount of political speechmaking. There is nothing wrong with that, provided it is kept within proper bounds of decorum and not allowed to usurp the time required for dispatch of more important business.

At Ottawa the Speaker of the House of Commons has again referred to the improper reading of speeches by members on both sides. This practice has increased greatly in recent years, and has been quite noticeable in our own Legislature.

Brevity should also be practiced; and this can best be achieved by members who have carefully prepared themselves, and have full knowledge of what they are talking about.

Our citizens welcome the presence of our out-of-town members in Charlottetown, and it is to be hoped that they too will find their stay a pleasurable as well as profitable one on this occasion.

Free To Ontario

When plans were being made for the Trans-Canada natural gas pipeline, it was agreed to build the costly Northern Ontario stretch on a federal-provincial basis. That was to make the whole project more inviting to the private promoters.

According to the Windsor Star Ontario now gets off scott-free, being relieved of its share by the

Federal Government. That, of course, means "the taxpayers of Canada generally. The reason given is this: Ontario just can't borrow funds at the 3 1/2 per cent interest the Crown company is to pay on the money. It would take a large loss on the interest differential.

There is an ironic background to this, adds The Star. As a consequence of federal policies, and particularly of its huge conversion loan last year, interest rates are now high. And, as another consequence, value of bonds has dropped. This makes it doubly difficult for provinces (and municipalities) to borrow money at reasonable rates.

Ontario, of course, will not object in this case, any more than it objects to freight rate boosts which have to be paid for the most part by the outlying provinces. But our Maritime members ought to look into this matter. If inability to pay high interest rates warrants fiscal aid from Ottawa, we should have no difficulty in qualifying for any number of extra handouts.

Gold Bars

Does anyone want a brand-new small gold bar for any purpose? If so, all he has to do is to watch developments on the Toronto Stock Exchange where the bars can now be bought like any other financial commodity.

Mr. G. K. Strathy, Chairman of the Exchange, calls the innovation "a response to growing public interest in gold". He thinks also it will publicize the fact that Canada has become one of the few countries where gold can be bought and sold freely.

It is expected that heavy demand will come from the United States where possession of gold bullion is against the law. It is all right, however, to buy gold and keep it in Canada or elsewhere.

Each bar will have a serial number and the imprint of Canadian Copper Refineries, Ltd., the producer, a subsidiary of Noranda Mines Ltd. It will be a "one-kilo" bar of 32.150 ounces (Troy weight).

The price is not expected to vary much from the \$35 an ounce paid by the United States Treasury. At present there is heavy pressure on the Government to raise this price considerably; but, so far, Treasury officials have given no hint that they intend to do so.

EDITORIAL NOTES

A news report from Halifax says that the Government is planning a "quiet legislative program." Most legislative programs are quiet when no election is pending.

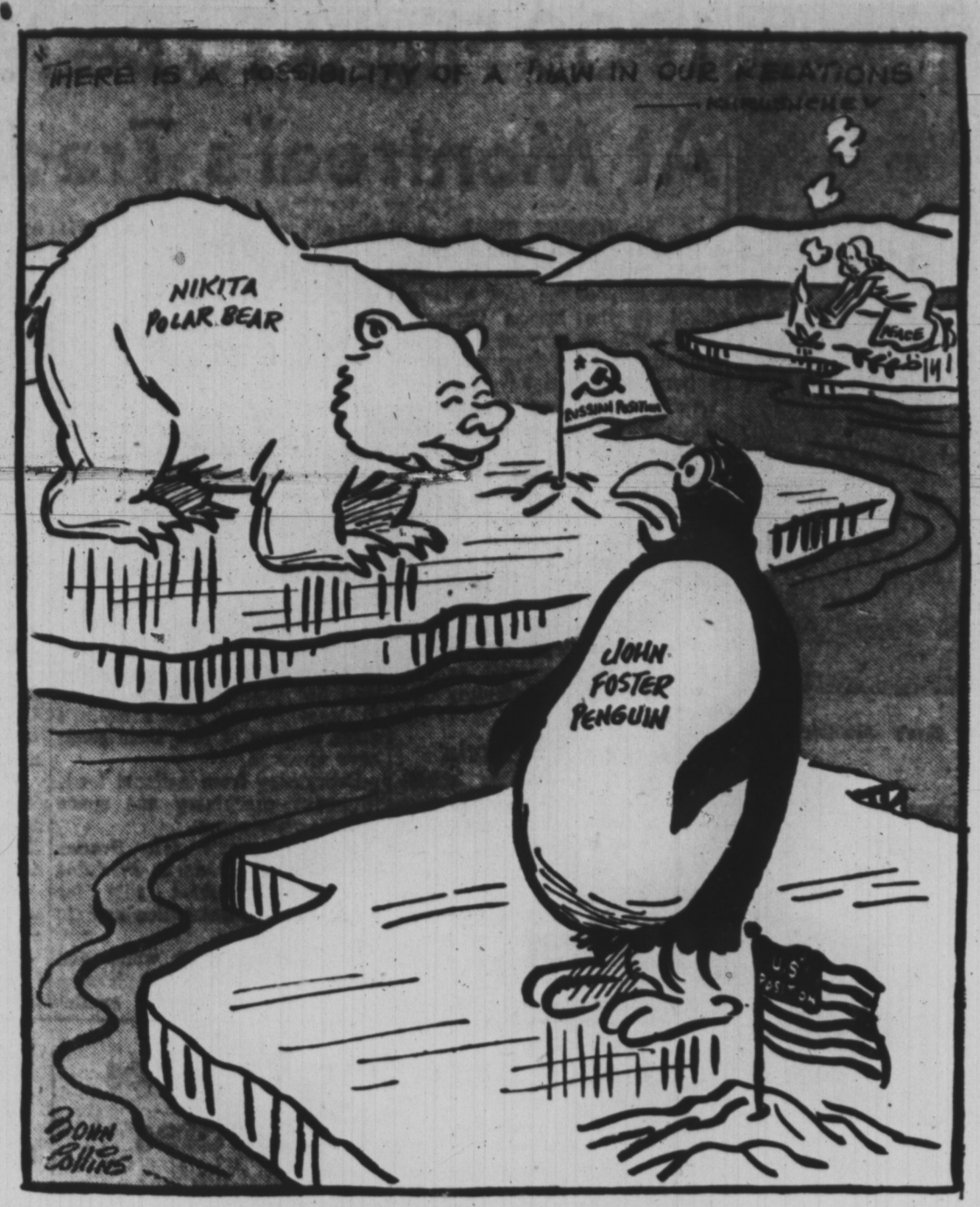
Snuff taking is not the ceremonial act it used to be. There is still a lot of the stuff used, however. 40 million pounds of it were manufactured in the United States last year.

An official of the Investment Dealers' Association of Canada is quoted as saying that the Federal Government is paying too much attention to unemployment and not enough to inflation. Labourers who are out of work are not going to agree with him.

According to agricultural experts at the University of California, the farmer of the future may sit on his porch and direct operations of his farm equipment by electronics. One man will be able to operate several tractors and other equipment by radio controls.

According to Mr. Ivan B. White, U.S. Consul-General in Toronto, the United States does not recognize Red China because it recognizes instead "the menace which Communist-led China represents to the independent nations of Asia." Well, what about Communist Russia?

Premiums have been set for New Brunswick's hospital insurance plan, which goes into effect on July 1. The rates, which are the same as those of Ontario, are \$2.10 a month for single persons over the age of nineteen, and \$4.20 a month for heads of families, a rate which covers all members of the family up to the age of nineteen. The combination plan of payroll deduction and municipal collection of premiums, now being worked out by the commission, has been criticized and has become a political issue.



NOT ENOUGH TO NOTICE

PUBLIC FORUM

THE CAUSEWAY PROJECT

Sir,—We must ask your indulgence and that of your readers for appearing in your column after such a short interval. We are not apologizing however, as we again write in the interest of the Causeway project, and we intend to use your fecund column frequently in order to fructify and propagate this idea to the utmost and without cessation at intervals till it becomes either a fact or is cast definitely into the limbo of lost and forgotten promises.

We suggest that all good Islanders capable of using the written word, add their weight to the promotion of this project, through the medium of your column. We have good advocates in John A. Macdonald and Heath Macquarrie, who seldom lose an opportunity to present the Island's claim with force and acumen. This however is not sufficient to obtain for us recognition from the pinnacle of government for a project of this magnitude.

We read in the paper today about an appropriation of two million dollars for a new transport wharf in Charlottetown. Add to this the eleven million dollar proposed Federal expenditure for the Island, much of which goes to Charlottetown, and undoubtedly the Capital should be grateful and we are all grateful. But if these expenditures should interfere with our chances of obtaining the immediate implementation of the Causeway project, then we should do without them till the more essential is started. These are good things which will follow, and will earn enough to pay for itself in thirty years.

As far as the Maritimes are concerned it will be intraprovincially beneficial. The Nova Scotia coal miners who are out of work, or soon will be, about four thousand of them—could be to some extent at least, kept working on this undertaking for years. Instead of getting relief, with idleness, they could be employed and retaining their self respect could help in contributing to an undertaking that will mean renewed life to the Island in particular and the Maritimes in general.

We realize that we are repetitious and perhaps redundant where the subject of the Causeway is concerned. We will cheerfully bear with any and all criticism, if we can be of assistance, however small, in bringing Islanders to think positively about this project. We Islanders have the almost painful independence characteristic of insular peoples, but we have given in the past too much evidence of that other and less attractive attribute of insularity—the inferiority complex. Until this late regime at Ottawa our suggestions, re communications, have been submitted hesitantly and tentatively. We do not want any "poor relation" approach in making our demands.

The terms under which P. E. Island entered Confederation have been reiterated so frequently that further repetition would be tiresome. But they did promise uninterrupted communications with the Mainland. The first attempt at implementing this promise within our recollection was the icebreakers Stanley and Minto, plying between Georgetown and Pictou when not stuck in the ice. These were supplemented by little manpowered boats with runners on them plying between Cape Traverse and Cape Tormentine.

One paid, then one pushed, then one jumped to avoid drowning. If one got safely across, communications were maintained. If one drowned they were unavoidably interrupted.

We have of course in the past fifty years advanced a long way from this primitive method, but we are still far behind modern concepts. We believe that this Government has had firm and determined representations regarding this project made and presented by our present federal members. And we believe these, together with Mr. Diefenbaker's integrity and desire to fulfill all promises where humanly possible, will give us the Causeway. We firmly believe this, but we must remember that every individual demand and expression will endorse and fortify their effort on our behalf.

There are numerous huge projects all over Canada that require financing or subventions from Ottawa, and we must not let other clamorous demands be paralleled by a few feeble squeaks from our little Island. Though little in stature let us be loud in voice where the Causeway—our only hope for a place in the sun—is concerned. We have much to offer the touring world in return for its patronage. We have not the glamour that attends the purple mountains and the deep floods of British Columbia, where the diversion of a large river system, and the building of the largest dam in the world is considered normal in federal subventions; we have not the wealth of Alberta oil, nor the potential of the tar sands of the Far North, nor the mineral wealth of the Laurentian Shield,—part of which should be our heritage by the way,—but we have the warmest waters in our latitude in the world for bathing; we have the best beaches in the world, the most beautiful pastoral scenery, and,—let us make sure of this,—the most hospitable people in the world. These are tangible assets, which the tired people of an overworked populace in industrial centers will be glad to patronize, when the bugaboo of delayed and interrupted and difficult ferry service is done away with.

Farming is at its economic lowest, in the Maritimes. Hogs, potatoes and poultry are being produced at a loss. The recent advance in freight rates without a corresponding advance in freight subsidy has contributed to increase cost of feeds which the Maritimer has to import; and we hear that another advance is imminent. Strike after strike in all utilities an industry, has increased the cost of commodities which the farmer has to buy in face of decreasing prices in the things he has to sell. The Western farmer is organizing a huge delegation of over six hundred members to go to Ottawa to ask for deficiency payments on grain that will cost the taxpayer three hundred million dollars if granted. They are forwarding subscriptions from farmers in every part of the West, to pay the expenses of this delegation. The Maritimes need to emulate the Western vocality and dynamic, if we expect to divert the attention of Ottawa, which has hitherto been principally directed to the provinces west of the Maritimes, to the place on the Canadian map where Confederation was cradled.

We can ask Ottawa to have no hesitancy in spending on us the money necessary to allow us to keep pace with the rest of Canada, in lieu of the huge sum due us from our share of Crown lands for which we as yet have not received one cent. As head of this Government we can ask Mr. Diefenbaker to consider our great need. We can ask him to exercise the integrity, fairness and determination we know him to possess, in our behalf. We can beseech him to endear himself to the Maritimes, by making the smallest, the poorest, yet the loveliest province in this Dominion his primary consideration. We are, Sir, etc., C. C. PRATT, St. Peters, P. E. I.

VICTORIA REQUIREMENTS

Sir,—At the annual meeting of the incorporated village of Victoria there were several topics under discussion which the ratepayers felt should be brought to the attention of the public.

The thanks of the meeting was extended to the Fire Chief and Deputy Fire Chief, Ivan Howatt, Jim MacLeod, and their helpers, who responded to ten calls for help, and worked untiringly in this department without remuneration, beyond the call of duty. Thanks were also expressed to the ladies' branch of the Victoria Legion and to Mr. "Chuck" Roberts and Mr. Sheldon Dixon of Tryon for their contributions to this department.

It was strongly expressed, that, due to the need of ditching, cleaning or replacing culverts and necessary shoring the streets of this village are in a deplorable condition. In the fall and early spring basements fill with water, houses are being undermined, ponds form in the streets and even the fire equipment cannot be housed in its proper place. This lamentable condition was brought to the attention of the Minister of Highways in plenty of time for remedial action before freeze-up but nothing was done, due in part to an erroneous report submitted grossly by an engineer in that department that "all was well" in Victoria.

When we read, listen or watch almost anything pertaining to tourist promotion on P. E. I. (apart from our Travel Bureau)

OTTAWA REPORT

By Patrick Nicholson

Where did your money go last year, all \$5,087,411,011, which was extracted from you in taxes by the Federal Government?

That sounds like a lot of money, even when divided between 17,000,000 Canadians. And it is plenty. It amounts to about \$1,196 for the average family.

If you want the answer to that question, the long and detailed but, believe me, intensely fascinating answer, you can get it by sending \$5 to the Queen's Printer in Ottawa, and he will mail to you, postage free, the two volumes of "Public Accounts of Canada for the fiscal year ended March 31, 1958".

Volume Two deals shortly, too shortly, with Crown Companies. But Volume One is quite a book. Its 1,050 pages tell you just how each Government Department did its spending. It gives the name and salary of every one of your employees in the civil service who was paid at the rate of \$5,000 a year or more; it tells you how much was paid to each Senator and M.P., and incidentally reveals their degree of absenteeism from sittings of Parliament, which costs them a deduction of \$60 for each day of absence in excess of 21 in the year, except in case of illness or public business elsewhere.

A Quick And Reliable Test

By Herman N. Bundesen, M. D. A QUICK and reliable answer to the often frustrating question of "Pregnant or not?" has been developed. The new testing method, reportedly, is much more accurate—and less expensive—than the conventional rabbit, mouse and frog tests used for the past quarter century.

This test is based on a natural hormonal reaction within the body and does not require use of animals.

BASIC INGREDIENT. Basic ingredient of the new method is progesterone, the ovarian hormone which prepares the lining of the womb to receive and fertilize the egg.

Progesterone is combined with other estrogens in small pink tablets which are taken four times a day for a total of three days. Within a week or so, you should be able to determine fairly definitely whether or not you are pregnant.

NEW METHOD

Here is how the new method works. The procedure is founded upon the natural functional cycle of the female. Progesterone, you see, controls the portion of the cycle after ovulation. And a few days after progesterone output stops, menstruation begins.

So, when a fertilized ovum is taking root, progesterone will help it. However, when no embryo is present, the delayed menstrual period will be induced in a healthy woman if the hormone is given for a few days and is then withdrawn.

TWO TO SEVEN DAYS

Thus, according to persons who have tested the method, non-pregnant women will begin to menstruate within two to seven days after the last progesterone tablet has been taken. Occasionally, it may take up to 10 days.

Women who really are pregnant, according to persons who have tested the method, will not menstruate within two to seven days after the last progesterone tablet has been taken. Occasionally, it may take up to 10 days.

It is usually highlighting the National Park area where huge sums of money have been—and will be—spent. (This year improvements to the P.E.I. National Park will cost \$261,500). We agree that the North Shore is attractive, but it is generally conceded that the water is much warmer along the South Shore and there is no danger from undertow.

Most people will agree that every section of our Island is enchanting. We, in this area, have been vigorously pressing for a causeway across the mouth of the Westmoreland River, in lieu of the old Victoria Bridge, without success for years, although we have petitioned, caajoled and pleaded with the powers-that-be.

This project, which has the sanction of many Associations, would prevent erosion, maintain a link with one of the best beaches on the Island, and provide excellent fishing, boating and hunting facilities for the tourists in this resort area. It would also be a thing of beauty instead of a blot on the landscape.

The excuse for it's not being built by the Provincial Government has long been lack of funds but this is no longer an excuse as under the Roads to Resources program the Federal Government will pay fifty per cent of the cost. This could be started immediately as there is fill nearby and the work thus provided would help alleviate the current unemployment situation.

It was unanimously resolved that we approach our members, F.A. Large, M.L.A., Frank Myers, M.L.A., Heath Macquarrie, M.P., (of Victoria) and Hon. J.

NOTES BY THE WAY

Doctor (complacently) — "You cough more easily this morning." Patient (querulously) — "I should, I've been practising all night." — Galt Reporter.

A Scottish anthropologist has returned after living three years among the pygmies, and will find out he's not as big as man as he thought he was.—Winnipeg Tribune

From Parliament Hill comes the report that the two gleaming brass spittoons which for years have adorned the entrance to the Senate Chamber, are about to be declared surplus Sissies!—Ottawa Journal

nant, of course, will have no menstrual activity. How reliable is this testing method?

Dr. Glen E. Hayden of the University of Chicago recently reported on a study in which 102 women were given 200 milligrams of the hormone each day for four or five days. The test showed that 64 of them were pregnant and that the other 38 were not.

ACCURATE TEST

Passage of time proved the test was 100 per cent accurate. All 64 pregnancies resulted in normal, full term births. The remaining 38 women, laboratory tests showed, were victims of a common prank of nature, amenorrhea, an interruption of the menstrual cycle.

QUESTION AND ANSWER

J.B.: For two and one-half months I have had a burning mouth.

Is there any remedy for this ailment?

Answer: The cause may be faulty or infected teeth, vitamin deficiency, allergy or a blood condition.

Consult your physician and your dentist to determine the cause.

Angus MacLeod, Minister of Fisheries, and ask them to work through the proper channels to have this much needed and much promised Causeway constructed in the immediate future. In the words of the present works campaign: "DO IT NOW!"

I am, Sir, etc., K. H. WOOD, Clerk of the Incorporated Village of Victoria.

SOME SUGGESTIONS

Sir,—Many years ago this Island had a larger population than it has today, and I believe with more business activity and production. That was the period when our transportation was furnished by inexpensive sailing vessels, which should point to the fact that our situation now is largely due to the bottleneck of our transportation system today.

The causeway is the answer to our needs and I hope no stone will be left unturned to prove our case. But in the meantime there are many things that we can do ourselves to improve our condition and I suggest the following:

- (1) A reduction of freight and passenger congestion at our ferry terminals. (2) A part of the cost charged by the car ferries on Island trucks crossing to the mainland be rebated to the owners by the Government. These men are our salesmen and should be encouraged. (3) The Government to buy up and resell our vacant farms. (4) That all Grade Ten pupils be given a chance to write a properly supervised examination that would show they had completed Grade Ten according to the standard required by the Board of Education, and also that those who were successful in passing this examination be each given a prize of \$100. I believe this would serve as an incentive for all pupils of school age and would help to lessen the burden of high cost school text books for many families. It would also tend to increase the standard of education in our province.

Our improved roads program has given us better and wider roads all over the Island, but when improving our roads it was necessary to cut down many beautiful trees that at one time lined our roadsides. The result is better roads but a bareness that lessens the natural beauty of our countryside. If small dwarf apple trees were planted along our farmers' roadside fences it would do much to improve the beauty of our Island and should not hinder the movement of traffic.

Now I believe if all or even one of the above suggestions were used, beneficial results would soon be apparent. I think we should do something along these lines to increase the population of this Province; and maybe then, like the snowball rolling downhill, when we increase in weight we would roll faster. Perhaps all we need is a little push. I know that to put these things in effect would cost our local government a great deal of money. However, if we could double our population, our people should (judging from past performance) use more gas and other taxable commodities; with the result that increased revenue should make the debt self liquidating.

I am, Sir, etc., WELL WISHER, Montague, P.E.I.

MAXIMS

Advertising begins when the first crying child advertises his wants to his mother, and ends only with the epitaph on the headstone in the village cemetery.

A game official of the B. C. government said in Cranbrook the other day that in the season just ended in the East Kootenays 15,000 deer and 4,000 elk were shot legitimately, and another 3,000 animals were shot and left where they fell. Presumably they were outside the game limit and the "sportsmen" shot them for target practice or for the fun of seeing them die. — Calgary Albertan.

The North American coffee break has never quite attained the status of the British tea. The men who carried the Union Jack to the far corners of the world also carried a determination not to miss their tea though the Limpopo floods or Arctic blizzards howl. — Winnipeg Free Press.

Life was simple in the old days. The only kind of brink a man ever heard about was being on the brink of bankruptcy. — Calgary Albertan.

Mr. George Sutherland, who is visiting his home town of Kensington, and parents, Mr. and Mrs. William Sutherland, after an absence of eleven years, leaves on return Saturday morning. Mr. Sutherland says that living conditions in Boston are approaching the state they were in before the "crash" in 1929.

Miss Charlotte MacKay, daughter of Mr. and Mrs. Hector MacKay of Desable, is a patient in the P.E.I. Hospital. Miss MacKay fell on the ice near her home early in the week, severely breaking her arm.

Construction for the completion of the highway from Rustico to Tracadie is being considered. Reconnaissance survey has been made from Covehead Harbour to Rustico by way of Brackley Beach and Robinson's Island, a distance of 8.6 miles. Final plans have not been completed for a bridge from Rustico to Robinson's Island.

Yesterday the R.C.A.F. completed a non-stop flight with two Lancaster aircraft from California to Summerside in twelve hours and 25 minutes, the first time that the continent has been crossed by air from the Southern United States to the east coast of Canada.

TEN YEARS AGO (Feb. 10, 1949)

The Age Old Story He that hath My commandments and keepeth them, he it is that loveth Me.

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