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Press, "It is especially important that all reasonable railway proposals for saving money be supported and encouraged. The small number of passengers who have used the Winnipeg-Edmonton service and who will be inconvenienced by its suspension are for the most part people who will benefit in the long run from any measures which keep freight costs at a reasonable level. If railways are forced to maintain costly and uneconomic services for the benefit of a declining number of passengers, they cannot be blamed for seeking compensatory revenues from their freight operations."

This is not a popular view in some quarters, but it is a realistic one. In advocating it our Winnipeg contemporary is laying the ground more firmly for the case which the outlying provinces, East and West, are hoping to make before a Royal Commission, against the imposition of horizontal freight rate increases which have proven so costly to our farmers and shippers in recent years.

Canada's Offer

Prime Minister Diefenbaker has, for the moment, taken the lead among free-world spokesmen in replying to Premier Khrushchev's disarmament speech before the United Nations. He has proposed an exchange of Arctic inspection tours, inviting the Soviet leader to inspect the Canadian North and see for himself if it isn't being used for aggressive purposes; in return, Mr. Khrushchev should let the West inspect Soviet installations within the same latitudes.

This is talking turkey—the kind of talk Mr. Khrushchev professes to like and in which he frequently indulges. He has proclaimed his burning desire for peace, and proposed that the whole world should disarm in four years, keeping only police units with small arms for maintenance of internal order. Here is his opportunity of taking a concrete step in this direction—a test of good faith, equally fair to both sides. Russia has been critical of Canada allowing the United States to use the Canadian Arctic for "aggressive" purposes. Now Mr. K. can verify or disprove these charges for himself, provided he makes the Soviet Arctic areas equally accessible to inspection.

If this offer is accepted, it will be very encouraging indeed. But as Mr. Diefenbaker says, "Canadian hopes should not be raised too high." He has taken the right course in showing how strong the feeling for disarmament is in this country, and how ready we are for a showdown that will prove this to the Communist world. Now it is their play.

EDITORIAL NOTES

Here's a good reason from the Canadian Association of Optometrists: "Don't let poor vision blur a bright future!"

The 14th issue of Canada Savings Bonds has been announced, on attractive terms, by Finance Minister Fleming. The 1959 series will yield an average of 4.98 per cent through the nine years to maturity in 1968, compared with an average interest rate of 4.19 per cent paid on the previous issue last year. The bonds, available in the same denominations as in the past, will go on sale for a month beginning October 13.

Commenting on the APEC annual meeting in Fredericton last week, the Financial Post, Toronto, says: "Rarely in recent years have the Atlantic Provinces been in better position to have their arguments sympathetically heard. Getting it down to plain politics, there are three Conservative premiers on the East Coast and Conservatives in power in Ottawa. This can't hurt the Atlantic cause. Further, these provinces now have concrete results to show in the attempt to lift themselves by their own bootstraps. And success breeds success."

Quebec's new Premier, Mr. Sauve, has made a good start in his press relations. He made this statement at a recent meeting with newsmen: "Don't ever feel you are imposing on us when exercising your duties because we appreciate the fact that you have to keep the public informed. I am in a position to understand what you mean when you speak of co-operation since my father was a newspaperman all his life." It is a good thing for all men in public life to realize that reporters are exercising their duties in the public interest when they seek information.



COMMUNIST IDEA OF AGGRESSION

OTTAWA REPORT

Integrating Canada's Indians

The federal government is intensifying its policy to integrate Canada's Indians into our community. The Honourable Ellen Fairclough, as Minister of Citizenship and Immigration, is the Superintendent-General of Indian Affairs. It was in this capacity that last week she delivered the most significant declaration concerning our Indians: heard from any Cabinet Minister for very many years past. She was addressing the Canadian Association of School Superintendents and Inspectors at Saskatoon. "The Indian," she said, "constitutes our country's fastest-growing ethnic group. He has much to offer to our society through his intelligence, his knowledge and love of nature. His quiet humour, his kindness, his tolerance and patience. One possible solution lies, where geography permits, in encouraging integrated schooling. This policy is rapidly bearing fruit. Ten years ago, only 1,406 Indian children were enrolled at provincial schools. Today, more than five times that number are attending provincial or private primary and high schools."

COST AND SCOPE SOAR: During the same decade, the increase in the number of Indian children attending school has been over 50 per cent—a total of 38,306 in the school year just completed.

Changed From Kipling's Time

Katmandu, capital of the one-time hermit kingdom of Nepal, gradually is shaking off centuries of isolation. The United States soon will establish an embassy there, and tourists are encouraged to visit the once-forbidden city. A few years ago, automobiles had to be literally carried over a rugged trail by porters. Now motorists can drive to Katmandu on a spectacularly scenic 72-mile modern highway threading over the Siwalik Range, the National Geographic Society says. An all-weather airport serves the capital, and other airfields are being constructed in the mountainous country sandwiched between Tibet and India. ROMANCE LINGERS: In spite of these modern touches, Katmandu retains much of the romantic atmosphere that led Rudyard Kipling to write, "And the wildest dreams of Kew are the facts of Katmandu."

Newfoundland's Northland

Most of us, when we speak of Newfoundland, think only of the island in which we live. Labrador was once known as a dependency. Today it is regarded more as a rich but bleak and isolated annex. But there are things in progress in Labrador today in the farthest reaches of Labrador, which should make us proud to think of Newfoundland as a province rather than an island. What the future holds for Labrador is more than any man can say today. A few short years ago we thought of it only as a coast of many harbours in which our fishermen, in a few brief weeks of summer, could reap a rich harvest of cod. But few fishermen go to the Labrador coast in these times. The past may not be finished but the future has a brighter and different aspect. The power resources are immense. Moreover they have reached the stage where production walls only on customers. From the Hamilton River watershed six million horsepower can be produced in stages at an astonishingly low cost. There remains the matter of long-distance transmission which is ceasing to be a problem. Perhaps the first development will be required to meet the needs of the great iron project at Carol Lake. But in time, in the industrial heart of Canada, low-cost Labrador power will turn the wheels of Canadian industry. EMPHASIS ON IRON: But the emphasis is today on iron. What has already been achieved staggers the imagination. One has only to fly over the route of the Quebec North Shore and Labrador Railway to discover what prodigies of executive courage and engineering achievement have already been accomplished. At Schefferville, just across the Newfoundland border in Quebec,

Treatment Of Minor Injuries

By Herman N. Bundesen, M. D. SPRAINS, strains and bruises are three types of injuries that probably comprise most of the medical troubles confronting the average homemaker. We've already discussed sprains. So let's take up strains and bruises today. CAUSE OF STRAIN: Strain generally is caused by lifting a heavy object while in an improper position. A strain may merely be an overstretching of some of the fibers of a muscle or tendon, or it may be a tearing of these fibers. PAIN IS RESULT: In either case, the result will be pain. You will feel a definite stiffness in your movements and the pain is apt to increase during the first few hours following the injury. In the case of a severe strain you had better call your doctor. Many minor ones, though, can be successfully treated at home by a few simple procedures. SOME REMEDIES: First, it is extremely important to rest the injured muscle. Applying heat with a hot water bag, heating pad or even hot towels will help bring relief. Gentle rubbing of the affected area probably will help by stimulating circulation. Remember always to rub upward on the affected area. This helps return the blood flowing through the veins to the heart. Since massage helps loosen the muscles, a little gentle massaging might be of some value. As for bruises, they usually are caused by a blow which breaks the small blood vessels of the tissues immediately under the skin. Blood from these broken vessels oozes into the tissues, thus causing discoloration and swelling. A black eye is a good example of this. QUICK ACTION: Quick action in many cases will prevent both swelling and discoloration. Applying ice or very cold cloths may prevent both and ease the pain as well. But, a bruise, as you well know, isn't really a serious problem, particularly if—as usually is the case—the skin is not broken. QUESTION AND ANSWER: Mrs. W. G. N.: I have a duodenal ulcer and two doctors have told me to stay on a "sensible diet." Could you give me some suggestions as to what I may eat? The condition flares up from time to time. Answer: In general, an ulcer diet is a bland diet, avoiding uncooked fruits and vegetables; coarse vegetables, such as cabbage and cauliflower; fried foods and rich gravies. Often, frequent small meals are better than three large meals. Milk is often advised between meals. Much depends upon the type and severity of the ulcer and your doctor is in the best position to advise you.

NOTES BY THE WAY

Now suppose the men in the control tower had sent Nikita's plane to the moon too—Ottawa Journal. In his autobiography, Mark Twain concluded a tirade against a publisher, who had once swindled him outrageously, on a note of forgiveness. "He has been dead a quarter of a century now Twain wrote. "I feel only compassion for him, and if I could send him a fan I would." Milwaukee Journal.

The oldest fully-identified ship, the Swedes claim, is King Gustav Adolphus' "Vasa," which sank in Stockholm harbor in 1628. It has just been raised by pumping out pontoons from which heavy wires had been run under the hull through tunnels made by water jets. It is a relic of the days of Swedish wars on the Continent.—Ottawa Citizen.

Indiscriminate commutation of the death sentence is a bad practice, says Lord Parker of Waddington, the Lord Chief Justice of England here for the bar convention and getting a number of things off his chest that he cannot say at home. He refers to Ottawa's recent habit of commuting most hanging sentences, a habit which Mr. Justice Manson also deplores. "And there is a good deal in what their lordships say."—Vancouver Province.

High speed, hot sun, under-inflated tires... all increase the likelihood of a blow-out. A tight grip on the wheel is the first essential when this flagrant peril strikes, emphasizes the Ontario Safety League. Drivers who clear the top of the wheel while the left hand holds on to the roof, are badly placed to prevent the swerve and roll-over that is too often the tragic result of a blow-out at speed.—Ontario Safety League.

and Miss Mary Shea, R.N., previously on the staff of the Charlottetown Hospital for some time, left yesterday for Port Chester, New York, where they have accepted positions on the staff of the United Hospital.

MAXIMS

A helping word to one in trouble is often like a switch on a railroad track—but one inch between wreck and smooth-rolling prosperity.

Prairie Populators Problem

M.W. in the Winnipeg Free Press. By the measure of population Manitoba and Saskatchewan continue to grow—at a snail's pace. The latest estimates released by the Dominion Bureau of Statistics indicate that, in the six months ending July 1, Manitoba gained about 8,000, Saskatchewan about 7,000 people. For the full 12 months the yearly increments would be, respectively, 16,000 and 14,000. These are modest figures when compared with similar estimates for Ontario (162,000), Quebec (112,000) and Alberta (58,000). But they are much better than those of the 1940s when Saskatchewan suffered an absolute loss of population so great that even now, after a decade, and a half of comparative prosperity, the population is greater by only 7,000 than it was 18 years ago. ESTIMATES ONLY: It must be emphasized that the DBS figures are estimates. The basic statistics, the number of births and deaths, admit of very small error. But the gains from immigration are reckoned from the declared intentions of immigrants on landing. These, of course, are subject to change. Similarly inter-provincial movements (from which the two provinces have been net losers) are reckoned from family allowance statistics which may be misleading. It is to be hoped that DBS has erred on the side of pessimism for in fact the situation, as indicated by the latest estimates, is more disquieting than it appears at first sight. A province with a healthy economy ought to show substantial gains from two sources, the natural increase of the population measured by the excess of births over deaths and the excess of newcomers over persons leaving to establish new homes elsewhere. IN MANITOBA: In the year ending June 1, 1959, 22,100 children were born in Manitoba; 7,500 deaths were recorded; the net gain was thus 14,600. But 3,900 immigrants gave Manitoba as their destination. If

OUR YESTERDAYS

(From The Guardian Files) TWENTY-FIVE YEARS AGO (Sept. 22, 1934) At a special meeting of the City Council yesterday afternoon, following the opening of tenders for permanent street construction, it was decided that all street work under the unemployment relief plan be done by the City Engineer, and he was instructed to proceed with the construction of sidewalks and storm sewers.

TEN YEARS AGO

(Sept. 22, 1949) The first potato boat of the season, an early arrival, docked at the Marine Wharf, Summerside, yesterday morning. A U.S. Army transport, the FS-230, she is loading 2,425 barrels of potatoes supplied by Simmons and MacFarlane, Summerside. The shipment will go to the U.S. Air Force bases in Labrador and Baffinland. Miss Georgine Trainor, R. N.,

work. Thereafter, the operation will resolve itself into a demand for about a thousand highly skilled workers who are prepared to be empire-builders and to adjust themselves to a good life in the wilderness, reaping the rewards that go with it.

NOTES BY THE WAY

What a difference a year makes! The Canadian Press reports that a year ago not even Canadian cabinet ministers could get near the American-built DEW line sites without United States clearance. Today the public can drop in and get a conducted tour. Last month a Russian dropped in at the main DEW line site in Victoria Island in the North West Territories and was shown around like anyone else.—Sudbury Star.

We think of our cavemen ancestors as being a rather crude and silly lot. They entertained themselves in the evening by sitting around a fire and chanting songs full of all kinds of nonsense. But what do we do not turn on the radio or television and listen to moronic singing commercials? Maybe we haven't advanced so far, after all.—Brandon Expositor.

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