

# The Guardian

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"The strongest memory is weaker than  
the weakest ink."  
THURSDAY JUNE 7, 1956

## Tourists, Roads, Liquor

It is clear from the annual report of the Hotel Association of Canada that the Canadian tourist business is not the economic bonanza it is sometimes declared to be. The amount of money brought in by tourists, mostly Americans, is less by several million dollars than that spent by Canadians abroad. In other words, the overall effect of the two-way tourist traffic on our national economy is a net loss of something like \$10 million annually. This does not imply that Canada gets nothing worth while out of the tourist business, since of course Canadians would continue to spend many millions of dollars in the United States every year even if not a single American came to this country. It does imply, however, that from a strictly financial viewpoint, the importance of the business has been somewhat exaggerated.

The President of the Hotel Association appears to believe that bad roads and inadequate liquor laws are the two chief drawbacks to this country's tourist industry. It is questionable whether this view is in accordance with the facts of the situation. It may be true that the best highways in Canada, mile for mile, are slightly inferior to the best American highways. But our secondary roads compare favourably with those across the border; and it is common knowledge that many of the favourite holiday resorts in the United States are far from the super highways. In fact, that is why some of them became popular in the first place.

As for liquor laws, these are no more confusing in Canada than they are across the border. Practically every state has some unique law governing the purchase or use of intoxicants; and some areas, noted for their popularity with tourists, are "dry", at least in a legal sense. In any event it is extremely doubtful that any prospective American tourist is kept out of this country by the fact that cocktail lounges are not standard adjuncts to hotels and eating places. All tourists, whether Canadian or American, have to do a certain amount of grumbling, if only to show that they are used to better things back home.

So far as this Province is concerned—and it is probably not unique in this respect—the chief hindrance to tourist traffic development concerns neither roads nor liquor, but water transportation facilities. The American who arrives at Caribou or Tormentine, enroute to the Island for the first time, can easily get over his disappointment at not finding a streamlined cocktail lounge at the ferry wharf—provided he expected one in the first place, which is doubtful. But he is greatly discomfited if he finds that he must wait a whole day, perhaps longer in the busy season, for a passage across the few miles of water. That is the one thing he cannot understand—nor put up with more than once.

## Newfoundland's Example

Newfoundland's Economic Development, which has been instrumental in bringing many new industries to the province, has come in for a good deal of opposition from Premier Smallwood's political adversaries. The main criticism is that, although the program has attracted outside financial interests, the cost to the province in the way of financial guarantees to industrial firms has largely offset the economic advantages which the upsurge in employment at good wages has brought about. Mr. Smallwood has other views on the subject, and there is no doubt that, whether it be sound or unsound in an economic sense, the program has been one of political profit to him and his party.

Now comes word that the New Brunswick Government, having followed the progress of the Newfoundland experiment, is making plans to copy it, though on a some-

what smaller scale. A board of three members is to be set up to handle the new program which provides for government loans to manufacturing concerns willing to set up business in the province. The loan in each case may be as high as 50% of the total investment. The only conditions are that the proposed industry be in the best interests of the province, be managed competently, and protected by sufficient private investment in addition to governmental assistance.

To all appearances the plan resembles the Newfoundland venture closely. If it does as well politically for the present Premier and his cabinet as it has done for the Newfoundland Premier and his government, he will have little cause to complain. Indirectly, the New Brunswick venture may be of some service to the Newfoundland government as well. When the election in that province comes due, probably sometime this year, it will be nice for Mr. Smallwood to be able to point to the New Brunswick project as confirmation of his own wisdom in the matter of economic development. Imitation is the sincerest form of flattery. At least, that is the general belief, though it would be easy enough to find flaws in it.

## Such Language!

Perhaps some bright journalist will compile an entertaining anthology of the verbal sparks emitted during the pipeline controversy in the usually staid House of Commons. Here, for a start, are a few samples culled from Hansard:

Donald Fleming (Cons.—Toronto-Eglinton): This is no way to run a peanut stand, let alone Parliament.

M. J. Coldwell (CCF—Rosetown-Biggart): This whole procedure is an abomination to me.

Alistair Stewart (CCF—Winnipeg North): I was paired with Madame Defarge, leader of the guillotine.

Davie Fulton (Cons.—Kamloops): What is taking place now is the rape of our liberties.

Deputy Speaker W. A. Robinson: Although the weatherman has indicated that we are having remarkably cold weather, this is a very hot seat.

Mr. Speaker: I am not supposed to have a temper, so I shall keep it in my pocket.

Conservative Leader George Drew: Guy Fawkes was a mere piker compared with the Prime Minister.

R. R. Knight (CCF—Saskatoon): I am proud of my country and I would like to be proud of my Government. As I look across this House I say "God help me."

Trade Minister C. D. Howe: Well, junior (Mr. Rowe), think up another snide question and we will discuss it.

## EDITORIAL NOTES

Norway separated from Sweden this date, 1905.

Russian health authorities announce plans for the mass production of Salk vaccine. Next thing, perhaps, they will be claiming to have discovered it.

Senator Theodore Green of Rhode Island, on being told of Senator George's decision not to run for office again, said: "That's wise. At his age he should not overdo it". Mr. George is 78. Mr. Green is 88.

Family relationships with their many common interests can be expected to take precedence over affairs of state in the visit of Queen Elizabeth and the Duke of Edinburgh to Stockholm. Queen Louise of Sweden is an aunt of the Duke. Admiral Lord Mountbatten, the Queen's aide-de-camp on the trip, is the Swedish Queen's brother.

Canadian farmers, concerned with their own problem of surplus farm stock, will watch the progress of the American soil bank experiment with keenest interest. It is in part a "deferred production" plan. U. S. farmers, already limited in their allotments under the price support program, will be reimbursed for diverting to an "acreage reserve" up to 15 per cent of their land now devoted to the "basic" crops—wheat, corn, cotton, rice, tobacco and peanuts. In this fashion it is hoped to reduce the enormous stocks now clogging the warehouses of the Government's Community Credit Corporation.



## MORE POWER TO IT!

### OTTAWA REPORT

## Seeking Hay-Fever Cure

By Patrick Nicholson

The millions of hay-fever sufferers will be thrilled to learn that a relief, or perhaps a cure, for their affliction is likely to be sought by the Federal government.

Parliament's leading hay-fever casualty, Gu. Iph's Henry Hosking, is now suffering through his secondary period of torture from spring buds. Between his sneezes and wheezes he told me today, in his obviously pollen-filled Parliamentary office, that he has just raised the problem with a Cabinet Minister and with the National Research Council.

The N.R.C., through its chief of applied physics, Dr. L.E. Howlett, has agreed to assist the medical profession in the basic research work. Dr. McCann, Cabinet Minister in charge of the N.R.C., and Dr. F.G. Robertson, Parliamentary Assistant to the Minister of Health, have agreed to survey all medical laboratories and university medical schools, to coordinate studies of the causes of hay fever, and the prevalence of irritants in the air.

Henry Hosking's suggestion to the N.R.C. is that they should attempt to devise some method of keeping even one room in a sufferer's home free from the dust which irritates his nose. This, he tells me, would enable victims to sleep at night, and such relief would be "the greatest service to humanity."

**BOX OF KLEENEX A DAY**  
"People who don't suffer from hay fever have no idea how bad it is," he said. "It is a terrible affliction."

Mr. Hosking's case history is an unusual one. No other member of his family suffers from any form of this allergy. He himself never suffered from it in his younger days. But when he returned to Canada after five years war service in Europe, he found himself to be horribly afflicted by the Canadian atmosphere. Ragweed and corn tassels, he believes, are his worst enemies. But in addition to these Fall offenders, he finds that Spring buds such as daffodils give him a minor outbreak of sniffing through a box of Kleenex a day.

If he walks through a cornfield in late summer, thick white welts the size of a quarter break out immediately all over the fatty part of his shoulders. But when he leaves the cornfield, they disappear quickly. This rash is accompanied by a tickle in his nose and throat.

He is afflicted by the same irritation when near gladioli and certain other flowers. One of these is chrysanthemums, which makes his attendance at a funeral doubly miserable.

A well-upholstered trencherman who can relish a tasty dish, Henry luckily is not allergic to certain foods, as many hayfever victims are. Chocolate, banana and rye whiskey are typical offenders in this respect, but they do not bother Henry.

**A HAY-DRUG ADDICT**  
He keeps a hypodermic needle ready to hand, and gives himself injections all the year round. "I could not even stay in this country without them," he told me, although he admitted that their effect is far from complete.

He pays a yearly bill of well over \$100—not deductible for tax purposes for drugs. "You get so desperate during an attack that you will go and buy benzadrine or anything which you think might relieve you," he says. But he does not recommend any drug, which shows their general uselessness.

In addition, he recently spent \$500 on a gadget which gives an electric charge to dust particles in the air, and then removes them by attracting them to a magnetic filter. This, he says, achieves so little that he would not recommend it to anyone.

As an engineer, he realizes the impossibility of destroying all the ragweed and corn and daffodils in Canada. But likewise as an afficionado, he believes that the alleviation of hay fever is as much a mechanical as a medical problem. He looks for some method to measure the pollen and dust pollen and dust particles in the air, and then reduce their density when it crosses the danger line. What sleepless Henry Hosking wants he needs today is a bedroom which would be a haven of relief.

## The Normandy Landing

By Hal Boyle  
Associated Press, New York

NEW YORK (AP)—A dozen years after the Normandy landings, the mightiest amphibious operation in history, many military men feel sure of one thing—mankind will never see another one like it.

The spectacle of massed navies, bombarding a foreign shore as they unleash thousands of attacking troops, is probably a thing of the past. It is almost as outmoded as a clash between knights on horseback.

The amphibious operation is always a little gamble, made perilous by hidden reefs and the whims of wind and weather. When it succeeds, it often succeeds brilliantly. But when it fails, it is often an irretrievable disaster.

The best-known amphibious landing attempt that failed is the 588 voyage against England of "the invincible armada" of Spain. After a series of disastrous encounters with the expert British sailors and storms, only 54 ships out of 197 reached home, and Spain began going downhill as a naval power. The whole operation had been poorly planned.

**NORMANDY IS CLASSIC**  
The Normandy landing will perhaps go down in the textbooks as the classic example of a successful amphibious operation.

Just 12 years ago after being postponed 24 anxious hours because of bad weather, it happened. The English channel was speckled with hundreds upon hundreds of converging ships carrying scores of thousands of battle-clad soldiers. The sky thundered with planes that came and went, and fire flamed and blood flowed on the beaches.

The long-planned operation succeeded so well that 26 days later the Allied command had put ashore a million men, 566,648 tons of supplies and 171,532 vehicles. It had suffered 60,770 casualties—the attacker usually pays higher initially—and taken 41,000 prisoners, and the German doom was sealed.

**IMPOSSIBLE TODAY**  
Today could such an operation succeed? Hardly. Assuming an enemy had the H-bomb, the massing of fleets to support a major landing would be suicidal.

The art of warfare has progressed so quickly that today the whole earth is a potential beach head. Wherever you live is a target for a guided missile.

**20 THOUSAND HOMELESS**  
CALCUTTA (AP)—Cyclonic winds and floods have destroyed more than 30,000 homes and inundated thousands of acres in eastern India, reports reaching here said Tuesday. Some 500,000 persons were affected with more than a district of West Bengal.

**QUIET, PLEASE**  
SALTBURN, ENG. (CP)—Juke boxes have been banned from the pier at this Yorkshire resort. Reason: they disturb anglers.

**The Age Old Story**  
How beautiful upon the mountains are the feet of him that bringeth good tidings, that publisheth peace; that bringeth good tidings of good, that publisheth salvation; that saith unto Zion, Thy God reigneth!

## Medically Speaking

By Herman N. Bundesen, M. D.

### SHOP WITH CAUTION FOR CHILD'S SHOES

So you think it's a tough job for you to shop for shoes for your youngster? It might be a lot harder physically on the child.

Excessive use of those fluoroscopes found in some retail shoe stores these days can be dangerous to any toy's feet. Now I'm not saying that testing the fit of the shoe a few times with these machines will harm him.

But uncontrolled length of exposure and repeated exposures as you travel from store to store with him, can affect his feet. It might cause skin damage or even bone distortion.

Maybe the ordinary method of measurement and observation still is best, at least if you insist upon the youngster trying on innumerable pairs of shoes.

Just remember that your toy's shoes should be one thumb-width longer than his foot and one finger-width wider.

### OXFORD STYLE

Generally, shoes which lace across the tongue are best for youngsters. An oxford style usually is preferred for a child of two or more since high shoes offer no additional support. This might give better protection against the weather, but that's about their only advantage.

The shoes should be made of solid leather and have thick, inflexible soles.

I think you'll find this type of shoe will be better for your child than booties, shoes made of artificial leather and those with rubber or soft soles.

If the soles are smooth, I suggest you roughen them with a pocket knife or scraper to give them a better grip.

One word about orthopedic shoes. Just remember that corrective shoes should be ordered by prescription and only after a doctor makes a proper diagnosis of the foot condition.

Otherwise, some appliances built into so-called orthopedic shoes might only damage the child's feet.

### QUESTION AND ANSWER

A.K.: What is Raynaud's disease?

Answer: It is a rare disease, most often found in women, and is similar to Burger's disease that occurs in men.

It is a disease in which the hands become cold and blue and the circulation gradually becomes less and less. Gangrene can develop if this disease is allowed to progress.

### BRITANNIA READY SOON

LONDON (Reuters)—Civil Aviation Minister Harold Watkinson announced Tuesday a British Britannia, turboprop airliner capable of carrying more than 90 passengers, is expected to enter regular service in two months. The minister forecast that the four-engine plane will remain the world's largest commercial airliner for some time.



### DOWN-EAST PATIENCE

"No use," he said, "to sow your peas  
Until the pinklinks pipe up  
Even cold-loving things will freeze  
In these late springs.

"No sense in planting summer corn  
Before the maple trees bloom red,  
Before the oaks push off their worn  
Brown leaves and hang their catkins.

"No use to plant potato seed  
Until the shadubush stretches thin  
White petals to the sun. They need  
Warm ground to grow in.

"Sit still and watch your fire burn  
Get your pipe and smoke a bit.  
After a little spell you'll learn  
The same as we.

"Yes, neighbor, you'll learn patience here  
If nothing else. New England men  
Have been brought up to face it,  
By year. You'll learn."  
—Dionis Coffin Riggs in  
New York Herald-Tribune

### OUR YESTERDAYS

From The Guardian Files  
**TWENTY-FIVE YEARS AGO**  
(June 7, 1931)

The annual Corpus Christie procession held last Sunday from the St. Dunstan's Basilica, was one of the largest ever held in the City.

The new Provincial Sanatorium will be formally declared open by His Honor Lieutenant Governor Dalton this afternoon. The Sanatorium, the construction of which was completed by Messrs. Henry C. Lowe and Company, is located on McGill Avenue, and has accommodation for 48 patients.

Commissioner of Provincial Police, J.J. Trainor, leaves this morning for Quebec City, where he will attend the convention of Chief Constables of Canada.

**TEN YEARS AGO**  
(June 7, 1946)

Premier J. Walter Jones received \$1,425 for a two month old bull calf, Abegweit Blue Chip at the National Holstein Sale held at Oakville, Ont. yesterday.

Dr. A.J. Murchison has gone to Jasper, Banff, Alta., where he will attend the Canadian Medical Convention.

The S.S. Fairview, now in Dry Dock is expected to be back shortly on its usual run between Charlottetown and Rocky Point. A craft which was to be used for Sea Cadets training is being used in the Fairview's absence.

**HELPING OUT**  
BURTON UPON TRENT, England (CP)—A brewery in this Staffordshire town is delivering water free to drought-hit areas of 14 centershire.

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## NOTES BY THE WAY

The Big Four of middle age: Baldness, bifocals, bridgework, and bulge.—Guelph Mercury

Everything that some women tell their friends goes right in one ear and out through the whole neighborhood.—Hamilton Spectator

A "help wanted" advertisement asks for girls eighteen to forty. Maybe the eighteen-year-olds won't answer, but the others should rush to work for such a gallant employer.—Toronto Star

We pride ourselves on our system of compulsory education, but a large proportion of motorists are still illiterate, as shown by their inability to read the words "No Parking" or "School Zone—Go Slow."—Edmonton Journal

Lord Beaverbrook, New Brunswick's great benefactor, has tripped again. To mark his 77th birthday his Lordship has made another valuable gift to New Brunswick. Premier Fleming has been notified by his Lordship of a gift of 47 paintings to the province. These valuable art selections will hang in the new art gallery being erected for construction in Fredericton by his Lordship.—Fredericton Gleaner

Those of us who begin to tingle halfway up a second-story ladder will probably never quite understand why people climb mountains—especially mountains with thousands of feet of bare rock or ice. But we can admire them for all that. Add the double conquest of Mount Everest by two Swiss teams, just one day apart and less than a week after another Swiss team had mastered the equally evil Lhotse, is a triple achievement to thrill any spine not made of bronze or stone.—Globe and Mail

None should be left in any doubt no matter how new Canada and the Arctic may be to him, that this is Canadian soil. This requires the Canadian ensign be given pride of place in displays of flags. It requires too that there be an agent of the Canadian civil power on hand to see the formalities of immigration, customs, game laws, and all the rest are properly observed. No citizen of the United States will object to such an arrangement but if Canada fails to see it is provided she invites embarrassment.—Ottawa Journal

Most men are like that, glad to do anything until they find they have to do it.—Brandon Sun

Egyptian premier Nasser, now riding a twin-engine Ilyushin airliner—a gift from the Soviet Union—may be said to have hitched his wagon to a Soviet star.—Boston Post

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The Stratford Festival Foundation's plan to make full-length colour films of 36 Shakespeare plays will provide a permanent record of the festival company's Shakespearean productions, including the six that have already been done. The Canadian film versions of these masterpieces will be shown throughout the world. Judging by the standards already set at Stratford, they may in time take their place with the great films of our time.—Toronto Star

A motorist who estimated he was 400 intoxicated to drive, rang up the police station with a request for his own arrest. In a Michigan municipal court he was dismissed with a suspended two-dollar fine and praise for his action. There would be far less accidents and fatalities if more people would do the same thing said the judge. What is puzzling is why a motorist with so much sense after he imbibed lacked the discretion to stop before he had too much.—Sydney Post-Reord

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