The Guardian

Covers Prince Edward Island Like The Dew

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Published every week day morning (except Sundays and statutory holidays) at 165 Prince Street, Charlottetown, P.E.I., by Thomson Newspapers Ltd. Branch offices at Summerside, Montague, Alberton and Souris.

Represented nationally by Thomson Newspapers Advertising Services Toronto, 425 University Ave. Empire 3-8894; Montreal, 640 Cathcart Street University 6-5942; Western office, 1030 West Georgia Street, Vancouver (MA 7037).

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Not over 35c per week by carrier.

$12.00 a year by mail or rural routes and areas not serviced by carrier.

$15.00 a year off Island and U.K. $20.00 per year in U.S. and elsewhere outside British Commonwealth.

Not over 7c per single copy.

Member Audit Bureau of Circulation.

Disturbing Rumors

Reports from Ottawa about "certain government officials" being opposed to the provision of railway lines in planning the Northumberland Strait causeway points up the need for a full and authoritative report on what this planning is all about.

We have urged, on several occasions, the importance of making interim reports of this kind, so that our people would know what is going on. This is a responsibility of the Federal Minister of Public Works—not of any of his subordinates—and it should be discharged on the floor of the House of Commons.

The last and only detailed report we received, it will be recalled, was back in May, 1960, and it was given in an address delivered here by Major-General H.A. Young, then Deputy Minister, who at that time assured us that since the investigation into the causeway's feasibility was authorized in March, 1958, steady progress had been made, and a series of five major reports had been prepared pertinent to the study of the project.

What is of current interest in General Young's report of four years ago was its reference to the high cost of a tunnel to meet the joint operation of both rail and highway traffic. "The only economic possibility of this means of crossing," it was stated, "would be to reduce the cost of the tunnel by providing for rail traffic only with vehicular traffic to be carried on a railway shuttle service."

This proposal, it was noted, would in effect be "something similar to the present ferry service, although on a shuttle service the time of crossing would be greatly reduced and could be maintained at all times of the year on a constant schedule. The shuttle service to handle both rail and highway traffic was not, however, considered acceptable by the department. The consultants then advised that the cost of a tunnel to handle both rail and highway traffic would be prohibitive in relation to all other alternatives."

At that time, facilities for train service were regarded as being essential to the project, and it was on the basis of both rail and motor vehicular traffic that Mr. Diefenbaker later announced, as Prime Minister, that the work would be undertaken as a combined bridge and causeway at a cost of $105,000,000.

Since then the tunnel-causeway idea has been favored, as involving less expense. But this is the first hint we have received that railway lines might be eliminated. As Premier Shaw has pointed out, this wouldn't meet our requirements at all, and the sooner the Federal Government realizes it the better.

Our representatives at Ottawa should demand a showdown on this issue as soon as Parliament meets.

British Inventions

Gold reserves may be on the low side in Britain, but there appears to be no falling off in the fund of British inventiveness. It is right up to standard for a people who pioneered in the invention of such things as the railway, the tram, the steam locomotive, the lace-making machine, the big ship, the split atom, radar, golf, jet propulsion, television, and such later innovations as the flexible floating airport.

Among the latest developments Great Britain has had a hand in is a system of rubberizing deserts, so that they will blossom as the rose. Sand is sprayed from a mixture of mineral oil and synthetic rubber. A thin spider's web eventually covers the whole surface, sealing the grains of sand and stabilizing grass or plants. Rain, when it comes, can thus be collected or diverted to produce fertile valleys. This desert gossamer can be sprayed by hand with portable equipment or from tractors or helicopters.

The major area for this experiment is on Scolt Head Island, Norfolk. Shifting dunes there have been anchored. Grass had flourished. Experiments in Israel have also been made, and a considerable impetus may be given, it is said, to the reclamation of deserts and the inhibiting of soil erosion on a world-wide scale.

Another invention is being developed in railway yards in Nottinghamshire. Mines are to be operated by a system of "merry-go-round trains" that shuttle continually between the pit and the power stations. The whole process from coal face to the loading of the wagons for the supply trains is to be remotely controlled. It will be, in the words of the chairman of the East Midlends Coal Board, "the prototype pit for the next century."

Another remarkable British invention is the floating farm tractor, which uses wheels as paddles. One of these tractors has captured the world long-distance sea passage record for farm machinery—it crossed the English Channel from Cap Griz Nez to Deal in 7 hours and 10 minutes.

Helping Hands

What wonders can be accomplished when people forget national prejudices and work together for the common good! A striking instance of this is reported by the Milwaukee Journal in the case of Skoplje, third largest city of Yugoslavia, which last July 26 was reduced to ruins by a mighty earthquare. About 80% of Skoplje's 36,000 buildings were destroyed or had to be pulled down. All but 30,000 of its 200,000 citizens were homeless.

Now, half a year later, a new city is rising from the ruins, a city built on a heartening foundation of international generosity.

The critical need was for housing. As recently as November, more than 20,000 Skoplje residents still were living in tents. It was a race against winter. Prefabricated housing rose to accommodate 100,000. From all parts of the world came pledges to provide other buildings—apartments, schools, hospitals, libraries.

Switzerland volunteered to build and equip a vocational school, Rumania to build 100 apartments and a complete health clinic. The United States army erected barracks to house 10,000 people. Denmark, Brazil, Austria and England offered to build schools, Italy a college faculty building. Russia pledged a house construction plant. Canada committed itself to build and equip a medical institute, the Belgians a health or welfare building.

EDITORIAL NOTES

Czechoslovakia is to legalize hitch-hiking in March. But thumb travellers will have to buy travel coupons at the rate of $6 for every 1,800 miles, with motorists keeping the coupons as chances in a grand lottery in October.

* * *

It is somewhat startling to note that in the year 1963, federal excise taxes on tobacco products in Canada totalled $860 million; provincial sales tax on the same products totalled $45 million. The federal tax on a package of 20 cigarets is 20 cents. When it comes to brewers' products, too, the federal government reaps a rich harvest—about $124 million during the 1961-62 fiscal year.

* * *

It is noteworthy that more than half a million dollars has been contributed to the family of the Dallas policeman, J. D. Tippit, who was slain trying to arrest the alleged assassin of President Kennedy. As a police patrolman, Mr. Tippit earned $490 a month, $5,880 a year. He left beside his wife three children. Bags of mail, unsolicited, have come from 28,000 people, pouring in at the rate of 14 sacks a day.

JUNE IN JANUARY

OTTAWA REPORT by Patrick Nicholson

Remoulding The Nation's Drinking Habits

Drunkenness has risen across Canada to the level of a serious national problem. Our provincial government's demands for a larger slice of the tax pie will not be fully met by Ottawa.

These two facts can be expected to lead to widespread measures aimed at remoulding the nation's drinking habits.

Ontario's Premier John Robarts has suggested that prices charged by the Ontario Liquor Control Board will be boosted by as much as 75 cents per bottle on some lines. Manitoba is already considering higher liquor prices, and reports suggest that P.E.I. is thinking along similar lines. Other provinces will certainly follow Ontario's lead, since liquor is a luxury purchase which can well contribute more to provincial revenues.

The latest hot selling line in the stores of some Ontario wine companies are Canadian wines artificially strengthened by the addition of alcohol. These fortified wines, often selling under novel Madison Avenue names unknown in the vocabulary of vinophils like "Zippee" or "Whango", sell for about $1 per bottle; yet they carry the alcoholic punch of a half-bottle of hard liquor. The provincial government can be expected to bring their price properly upward into line.

Representations being made to the Ontario Government may have the effect of modifying across-the-board price boosts. So instead of soaring by 75 cents a bottle, the price of regular whiskey may go up by only 35 cents, with proportionate increases for other spirits and wines.

The drinking pattern expected to follow from higher prices will be larger use of the less costly and less alcoholic drinks such as natural wines and beer, and smaller consumption of the highly alcoholic spirits and fortified wines. This would have the beneficial effect of lessening alcoholism— and making our roads safer.

At the same time, much thought is being given to improving the atmosphere of our outlets selling beer by the glass.

While four out of five Canadian adults drink beer, our "beverage rooms" are generally squalid and unattractive compared to the German beer-garden, the French cafe and the English "pub". Canadians cannot take their wives to enjoy the European trimmings with a glass of beer, such as a little music, perhaps a dance, a gossip with friends at the bar, a game of darts, or an entertainment by strolling players. In some parts of Canada, the consumption of beer has been put on the level of answering the call of nature, with separate rooms for men and women. In contrast many English pubs offer a social atmosphere and also serve good cheap lunches very popular with businessmen.

GOOD ENOUGH FOR MA

Our cocktail lounges, on the other hand, do achieve an elegance in which any Canadian can entertain his mother-in-law; but they encourage the drinking of hard liquor, seldom offering draught beer.

Many European countries have already established a pattern of beer drinking, on the grounds that beer is the drink of moderation. In such countries beer is a smart drink, not restricted to the young or the poor.

Germany, Switzerland and the Netherlands have all deliberately raised taxes on hard liquor and lowered taxes on beer. Belgium once imposed a form of prohibition to fight alcoholism engendered by spirits, and now has the highest consumption of mild beer in Europe, more than twice the Canadian figure. Some European countries have coined widely popular slogans, such as Italy's "Beer drinkers live one hundred years" and "England's "Beer is best."

This is the direction in which Canada may be headed too.

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. All letters published are subject to editing and condensation where necessary. The Guardian is unable to enter into any corrrespondence regarding letters submitted.

ELECTION PROMISES

Sir, — How well we all remember the promises made by ALL political parties to extend the Family Allowance to those school children up to 18 years of age. And indeed as a last bit of election "bait" our Prime Minister said he would extend it to 20 years as long as they remained in school. Well! School has been opened since September. Not one word have we heard about this promise.

Where are our representatives? Who got the big raise in pay? Are the candidates interested in the people and school children only at election time? I hope not. However I do hope to hear about this promise from Ottawa and from our voters on P.E.I.

I am, Sir, etc.,
KINGS CO. MOTHER OF SIX

ROAD CLEARANCE

Sir,— What is one to do? On Jan. 21 I came from Charlottetown; it was drifting bad, I did not see a plow from Charlottetown to Sturgeon, 37 miles, and was a half mile from home when I was bogged down and had to wait for my own plow to get my car out of the snow.

By that time there were six or seven stuck so I had to plow the road to let the traffic get through. Later I learned the government plow was only a half mile away and took a secondary road and it was some two hours before it came to the main highway.

Today, Jan. 27, I left home at 7.30 for Charlottetown and returned to Montague before I saw a sand truck and then the sand truck driver was parked in the middle of the street in Montague talking to another man.

Is this what they are paid for? We have a good man on the sand truck in our district, but he has to have his order to go out. I can't see why these sand trucks can't be ordered out in time to have the roads in shape for travelling.

I am, Sir, etc.,
ALVIN HASTINGS
Montague.

The Waiting Trees

New York Times

Autumn stripped the trees to their essentials, their trunks and spreading branches and their reaching twigs. First snow outlined the elements of their architecture, functional as the naked girders of a building. Now they stand in the winter landscape, patterned against the snowy hillsides and the icy sky, the etched grace of living line caught for a season like moss in amber.

But look up even now, in mid-January, and those lacing twigs are not bare or lifeless. They are rough with buds. Next summer's green shade is there in embryo, and next April's inconspicuous blossom. The trees, as surely as the woodchuck, are hibernating. But the trees hibernate in the open, defying wind and winter storm. They cannot hide from the weather.

The buds are the tree's hostages to the future. The leaves are expendable, but the buds are the promise a tree makes to itself that there will be a tomorrow, another year. Even while the new leaves are unfolding in the spring, the new buds begin to appear. By midsummer those buds are nearly ful grown. By November they are compete, ready for April. But winter must be endured, so they hibernate. There they are now, inert as a bead of ice yet with the germ of life, the embryo leaf and blossom, within them.

The trees stand, winter etchings against the sky, stark in their elemental beauty. But not lifeless, not even really naked. They are waiting, as only trees can wait, for another winter to pass.

As A Man Thinketh

Newfoundland Journal of Commerce

Lord Byron had a clubfoot. Sir Walter Scott declared he had no sense of taste. Milton was blind, Beethoven, deaf.

A noted physician once pointed out that many military heroes would have been rejected by our army medical examiners of today; Napoleon with his ulcers, Bismark with his excess weight, Julius Caesar with his epilepsy, Grant with his alcoholism, Kaiser Wilhelm with his withered arm.

There is no tragedy in physical affliction so long as one's bitterness, defeatism, and spirit is whole. Resentment, sour social attitudes are sins of the spirit that clutter one's life and make it a useless thing. Shaking one's fist at the skies because of what fate has done to us is not a noble gesture, and its value as an emotional release is doubtful.

In contrast to such futile behavior, what a tremendous impact Helen Keller has made on our generation. Deaf, sightless from infancy, and inarticulate until with infinite patience she learned to talk, she has become a world figure, an all - time example of triumph over seeming insurmountable handicaps; speaking with a voice she has never heard, 'seeing' with sightless eyes through her fingertips and other sensory areas, and 'hearing' through varying kinetic vibrations unapprehended by those blessed with hearing ears.

Crises and hanicaps do not make heroes or cowards of us, they merely reveal the stuff we're made of. Often one who fails is still a hero because he ges down with guns blazing.

The handicapped do not need pity, they want opportunity, and competitive opportunity at that. Tall trees are measured by their shadows, and great men by their disadvantages and obstacles. No life grows great until it is focused, dedicated and disciplined. The apostle Paul had his "Thorn in the flesh". Kagawa of Japan battled four crippling diseases. What is your blessing in disguise?

(Condensed from an article in "Performance", the official publication of the U.S. President's Committee on the Employment of the Handicapped and submitted by the Rehabilitation Division, Department of Health, King George V Institute, St. John's, whose services The Newfoundland Journal of Commerce takes pleasure in commending to employers.)

TOURED CANADA

The first formal royal tour of Canada was made in 1860 by the Prince of Wales, later Edward VII.

Contraction Of The Hand

By Dr. Theodore R. Van Dellen

H.O.H. writes: "What would cause some of the fingers on both hands to close in two brothers with different occupations? Their ancestors were not affected in this way and these men have not suffered from arthritis."

Dupuytren's contracture probably is the answer to this question, especially if the small, ring, and middle fingers are bent and drawn toward the palm. This condition is not partial to any occupation.

The part involved is a strong sheath of tissue (palmar fascial) that lies just beneath the thick skin of the palm. The sheath binds and protects all the tendons, nerves, and muscles that give strength and precision to hand movements. For some reason, it thickens or wrinkles at the base of the affected fingers.

A lump, the size of a millet seed, forms and grows until it reaches the size of a green pea or even larger. The swelling adheres firmly to the under side of the skin. The palmar fascia becomes more and more puckered and soon pulls on the affected fingers, which curl inward gradually until the tips virtually rest upon the palm. The defect formerly was blamed on shortening, or contraction, of the tendons that operate the fingers. This concept proved false; it is the palmar fascia that is involved.

Dupuytren's contracture is hereditary, which explains why the deformity appeared in the two brothers. It means little that none of their ancestors had the defect because those destined to develop it may have died before the fingers began to contract. A 45-year-old patient of mine had no family history of Dupuytren's until it developed in his 80-year-old father. If his Dad had died at the age of 79, my patient would have insisted that none of his forebears had this disorder.

Surgery is advised when the deformity becomes disabling, embarrassing, or painful. The fascia is removed along with the overlying skin and the palm is covered with a tissue graft.

TOXEMIA OF PREGNANCY

Mrs. C.H. writes: Why are so many women subject to uremic poisoning during pregnancy?

REPLY

This is not as common as you have been led to believe. Approximately five per cent of all pregnant women develop the toxemia of pregnancy, in which the blood pressure rises and albumin is noted in the urine. The few who develop uremia had disabled kidneys before they became pregnant.

SORE TENDONS

T. M. writes: I'm 66 and always have enjoyed walking but haven't been able to for months, since I developed tendonitis. Physical therapy has not helped. Do you think I ever will be able to walk more than five minutes again?

REPLY

Yes. This disorder can be remedied and should respond to heat, massage, local injections of hydrocortisone, or surgery.

SWOLLEN KNEE

E. C. writes: Six months ago I fell to my knees on a cement walk. X-rays did not show fracture. But I still have some swelling and a feeling of tension in the knees. Why is it taking so long to get back to normal?

REPLY

You may have injured the soft tissues surrounding the knee joints. Cartilage, for example, heals slowly.

THE MAGIC SEVEN

Mrs. O. writes: Is that old saying true that the body changes in various ways every seven years?

REPLY

It changes, but not necessarily every seven years.

Our Yesterdays

(From the Guardian Files)

January 30, 1939

Hon. Dr. W. J. P. MacMillan, provincial leader, and Mr. W. Allan Stewart, his colleague in the last two provincial contests again received unanimous nomination as Conservative candidates for the Fifth District of Queens at the largely attended convention held today. The names of Dr. MacMillan and Mr. Stewart were the only ones submitted to the meeting, which was fully representative of every polling division, and at which the greatest enthusiasm and harmony prevailed.

Charlottetown Odd Fellows, members of Wildey and St. Lawrence Lodges, together with sister Rebekahs celebrated the anniversary of the birth of Thomas Wildey, native of England who emigrated to the New World and founded Oddfellowship on this continent.

TEN YEARS AGO
January 30, 1954

Maritime Central Airways announced today that it has passed another year in 1953 with figures for passenger and charter traffic at new high levels. The company during 1953 carried 65,000 passengers and 4,245 tons of goods over approximately 3,000,000 miles.

Mr. Donald A. MacDonald, chairman of the P. E. I. Potato Marketing Board and selling agency returned to the province Saturday after spending several days in Toronto and London, Ontario. At Toronto he addressed a large group of growers from all parts of that province and outlined the operation of the present potato marketing contract between the Island Board and the Government of Canada.

NOTES BY THE WAY

A philosopher assures us that the mosquito sets a good example— he doesn'g get a slap on the back until he goes to work. Also, he's smart enough not to work in this sort of weather. — Chatham Daily News.

Some economy- minded guests in the Chateau Laurier learned a while back that a jug of ice water is not charged for whereas ice by the lump is a minimum of 50 cents. The hotel seems to be getting back at the guest who wants to save, because a recent delivery of ice water was accompanied by only one glass. —The Printed Word.

Since the first successful car was built in the U.S. in 1893, there have been more than 2,700 nameplates registered. There are today only 30.—New York Times.

A police inspector in Hamilton says he has no objection to devices that warn motorists when they are approaching radar speed traps because they "get people to slow down." Police could have the last laugh if they could perfect a device to make the drivers' trap-detector sound when there was no trap. —Ottawa Journal.

A Major Turning Point?

By Doug Marshall
Canadian Press Staff Writer

France's recognition of Communist China could be a major turning point in the West's foreign relations with Southeast Asia.

President de Gaulle's move is being received much less critically in Britain and Western Europe than reports suggest it is in the United States.

European commentators suspect that, despite the policy changes introduced by the democratic administration, the U.S. still clings unrealistically to the old Dulles tough line of containment and support for anti-Communist governments whatever their moral foundation.

But in Britain even such a staunchly Conservative and empire-loving newspaper as Lord Beaverbrook's Evening Standard says editorially:

"France has walked boldly through that (open) door. Can it be long before America confronts the reality of the present world situation and follows after her?"

BRITONS AGREE

De Gaulle, whose motives are likely not purely altruistic, apparently believes the free world can be better served by enticing China out of her shell. British observers broadly agree that he is probably on the right lines.

Premier Chou En-lai's soft spoken tour of neutral African countries, together with promises to strengthen communications between China and the Afro - Asian powers, suggests that the regime in Peking is eager to widen its horizons.

In turn China can provide a third pole of attraction for neutral countries that have for the last 15 years been forced to choose between the rigid battle lines of East and West or decide on an uneasy and insecure neutrality in no-man's land.

MORE FLUID POLICY

The French policy, if carried through, could make the whole situation in Southeast Asia more fluid, give the West more leeway and open a wide range of possibilities.

The principal problem lies in convincing the U.S. that such fluidity of movement does not weaken Western determination to fight any future Chinese aggression that may arise.

In fact the policy rests on the question, as yet undetermined, whether China's attempts to grope her way out of isolation are the experimental thrusts of a still-hostile giant or a genuine overture to peaceful cooperation.

Rescue By Computer

St. Catharines Standard

It is interesting to note that the speed with which vessels reached the stricken Greek liner Lakonic may have been in part due to an electronic computer in the U.S. Coast Guard Rescue Coordination Centre in New York.

This compueter, thus far only effective in the North Atlantic, was able upon receipt of the word of the fire which destroyed the Greek liner to type out the names of five vessels within 100 miles of the doomed ship.

And it has been noted that rescue ships started picking up survivors within four hours after the first SOS had been sent out.

This operation had been in service since 1958 and receives daily location, course and speed reports from about a fourth of the American and foreign merchant ships in the North Atlantic.

This information, together with the knowledge of whether or not there are doctors aboard the ships, and if the vessels are equipped to handle emergencies, as stored in the computor and ready for instant use.

Expectations are that a similar system will shortly be in operation for the Pacific Ocean, and there is hope that it may eventually be extended to cover all territory where lives can be endangered from fire or other disasters to ships.

Here is one computer which no person will object to, a service to mankind in time of trouble.

Mr. Coyne's Pension

Ottawa Journal

Initial financing plans for the new Bank of Western Canada were announced the other day and this suggests that Mr. J.E. Coyne, former Governor of the publicly-owned Bank of Canada, will soon be a figure in the world of private banking.

Mr. Coyne is expected to be a leading officer of the new institution. There may be a question of whether, while he is in the employ of a private bank, he may continue to collect his $25,000 annual Bank of Canada pension.

Finance Minister Gordon told the Commons on Nov. 18 that Mr. Coyne had been in receipt of that pension since his retirement in 1961. The retirement followed Conservative Government legislation to remove him as Governor and his appearance to state his case before a Senate committee prior to his announcement that he was resigning.

Mr. Coyne is the chief authority on proper pension procedure for a retired Governor.

In 1061 he was irritated by Finance Minister Fleming saying there was no obligation on a former Governor to give up his pension no matter what employment he had found. Mr. Coyne disagreed and testified that when he became Deputy Governor he was informed that his predecessor, Mr. Donald Gordon, did not draw pension when he left the bank to head the CNR.

Mr. Coyne said he paid the premiums in the knowledge he might never draw a pension. He quoted approvingly a bank director who said a former Governor who had found suitable alternative employment at suitable remuneration would have no moral justification in drawing the special bank pension.

When he finds suitable employment at suitable remuneration Mr. Coyne on these grounds will remove himself from the Bank of Canada pension list.

Envies Our Wheat Quality

London Free Press

Americans are having to admit it, their wheat standards are not equal to those guaranteed by the Canadian Wheat Board. As a result they are paying the piper in loss of competitive world markets.

U.S. Agriculture Secretary Freeman has issued an order effective May 1 tightening American standards for export grades of wheat. The admission followed study by a grain committee of complaints from overseas importers that American wheat is "the dirtiest in the world." The U.S. exporters denied this but they were able to get Mr. Freeman to take action toward improvements.

Even the new regulations, according to grain men, will not make U.S. standards equal those adopted in Canada. Some Freeman aides say the U.S. hopes in time to make its quality comparable with Canada's.

The Canadian Wheat Board has been firm in its insistence on standards. It has been quality that has sold Canadian wheat as opposed to the American product. To insure that there is no argument the Wheat Board immediately replaced wheat shipped to Russia that contained glass fragments; Canadian wheat must be top grade.

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