The Guardian

Covers Prince Edward Island Like The Dew

W. J. Hancox, Publisher

Burton Lewis, Executive Editor — Frank Walker, Editor

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).

Member Canadian Daily Newspaper Publishers Associaton and The Canadian Press The Canadian Press is exclusively entitled to the use for republication of all news dispatches in this paper credited to it or to The Associated Press or Reuters and also to the local news published herein. All rights on republication of special dispatches herein also reserved Subscription rates:

Not over 35c per week by carrier.

$11.00 a year by mail or rural routes and areas not serviced by carrier.

$14.00 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.

"The strongest memory is weaker than the weakest link"

Shadows Over Geneva

It may be because of the reportedly widening rift between Communist China and the Soviet Union that the latter is now prepared to promise "not to hand over nuclear weapons to other countries, provided the United States, Britain and France assume identical obligations." In any case, this proposal is one which has been indorsed by the United Nations, and the Western powers would do well to consider it very seriously before rejecting it. It may prove to be the only worthwhile thing to come out of the Geneva conference which opens tomorrow with dim hopes of reaching agreement on either disarmament or nuclear test bans.

Premier Khrushchev has dropped his demand that the heads of state attend and turn the preliminary sessions into a summit conference. He agreed to send Foreign Minister Gromyko a few days earlier to meet with U.S. State Secretary Rusk and Lord Home, British foreign secretary. But simultaneously he called Washington's plan to resume nuclear testing unless Russia agrees to a test ban "atomic blackmail." Russia will never agree to controls that, in his view, amount to placing spies on Russian soil.

The United States will not agree to disarmament or test bans without adequate inspection to determine if agreements are being carried out. Thus the long impasse on this issue continues. And the longer it continues, the greater the danger. If the United States has in fact superior atomic capability, Russia will test to keep up. If Russia tests, the U.S. will test to make sure it doesn't get ahead. As the Milwaukee Journal well expresses it, this horrible merry-go-round could spin mankind into eternity.

"The immediate chance of breaking the rush to arm, to fill the atmosphere with radiation and to walk on the brink of nuclear war," says the Milwaukee paper, which is one of few American journals taking so realistic an approach to the subject, "lies in the Geneva talks. It is all but inconceivable that minds capable of the great scientific achievements of our age are not capable of understanding their horrible potential and recognizing the need to find some way to guarantee peace."

The conference opens under the shadow of a new border incident in East Berlin, and amid signs of stepped-up pressure on West Berlin by Russia and East Germany. Premier Khrushchev has all but said that nothing can come from the Geneva talks, and President de Gaulle of France has so little hope for them that he isn't even sending an observer. So, despite the overriding moral arguments for agreement, the prospects are anything but reassuring.

Technical Education

One of the most important papers prepared for discussion at the Canadian Conference on Education last week was the study of education and employment, written by A. V. Pigott of the Canadian Association for Adult Education. The most significant fact documented by this study was the role which advancing technology has played in the development of the Canadian economy.

Cited in this connection were results of a study conducted by the American Bureau of Economic Research, which are as applicable to Canada as to the U.S., and which showed that from 1871 to 1951 technological advance accounted for 90 per cent of the rise in U.S. output per man-hour against 10 per cent for increases in the capital investment per worker.

In other words, education and technological progress have been responsible for the largest share of the increase in output of Western economies in this century. In Canada, the proportion of unskilled workers in industry has been steadily declining in a trend which has been accentuated by large decreases in the farm labor force. Yet one-third of all Canadian children are currently leaving school with less than a grade 8 education.

Two-thirds of the new entrants into the labor force each year are unskilled, and according to Mr. Pigott's study they are competing for one-third of total job openings. When skilled labor is the key to economic prosperity, Canada has half as many skilled workers (in proportion to population) as the United States. These facts largely explain the problems of economic stagnation and unemployment which have been emerging in the Canadian economy in the last decade.

Many conference delegates and speakers said that Canadian education faces no problem more serious than this of technical and vocational training. While the federal government has recently increased funds available for this purpose, the problem remains complicated by the division of responsibility between Ottawa and the provinces which makes educational training a responsibility of the latter while the general economic welfare of the country is the concern of the federal government.

A Needed Sanctuary

The sceptic may smile, but a great many people across Canada will read with interest and approval that plans are going forward to provide our parliamentarians at Ottawa with a "Quiet Room"—a place, appropriately furnished, for contemplation, meditation and prayer. It will be located in the West Block, in the old office used by Sir John A. Macdonald when he was Minister of Railways and Canals and which is regarded as possibly the most beautiful room on Parliament Hill, if not in the whole National Capital.

This room, even as it now stands, is an arresting place, with its magnificent bay window and ceiling of dark panelled wood, done in a fine design. Over the door is carved the original Canadian coat of arms—the five provinces of the nation's beginning. The hush of history hangs over it. Back of the room, leading down to the main floor, is what they said was Sir John's old "sneakaway," a circular stairway down which he slipped when he wanted to evade the hordes of favor seekers lying in wait for him in his outer office.

The idea of a "Quiet Room" for the meditation of men of public affairs is, of course, not new. There is one at the United Nations, where the seekers after peace may retire to renew their faith and dedication when they feel the responsibilities of a dangerous world pressing in on them. Parliament Hill's "Quiet Room" will serve the same purpose.

In view of the heated pre-election charges and countercharges, promises and counter-promises, being made in the Commons chamber these days, it would be easy to treat this subject jocularly—to say that the opportunity of being alone with their conscience is the last thing some of our parliamentarians would want. But that is not the case, as we all know in our own experience of the needs that arise under emotional stress.

We think it a wonderful idea, this, of providing a sanctuary in the midst of the political turmoil, where our members may retire at will to find the peace and perhaps the spiritual reassurances required for their high responsibilities. If it gives a new dimension to their political thinking, so much the better; but there is no question that it will be good for their souls.

EDITORIAL NOTES

Where is the new MV Confederation now? This would be as good a time as any to prove valid the claim that she can operate effectively as an icebreaker.

* * *

Says the Victoria Colonist of the problem of dealing with obscene literature; "The difficulty is in dividing filth for dirt's sake from sex for art's sake."

THE HONEYMOONERS

WHITHER ARE WE HEADING?

The Competition In Horror

The Financial Post, Toronto

It may be of little use to appeal for the ending of all nuclear tests, as many are doing, on grounds of common humanity or morality.

It is argued, and it is evidently true, that the tests hot up the arms race, increase tension and the danger of war, distribute death-dealing Strontium-90 and accentuate the feeling of helplessness that is creating neurotics in all lands.

But these contentions are of no avail with the military technicians. They patiently explain that the first and imperative reason for tests is to keep pace with "the enemy." The Russians, they say, are now trying out anti-missile missiles and cannot be allowed to get ahead in this branch of the new diabolism called science.

WHAT IT MEANS

The layman can understand what an anti-missile missile is and also how much talent, labor, material and experiment will be needed to perfect it.

To devise a machine that will detect the firing of a projectile thousands of miles distant, instantly plot its course as it traverses space at 15,000 mph, and then, in a matter of minutes, discharge a counter-projectile that will meet and destroy it—any taxpayer can see that this is going to need countless tests, as well as countless billions.

He can see, too, that a nation in sole possession of such a machine could dominate the world overnight. But the question he is bound to ask himself is: Suppose both sides, with infinite travil and waste of spirit and money, triumphantly manufacture a workable anti-missile, what then? Where do we go from there?

Presumably the next step would be the perfection of a missile proof against any interference. Either that or nuclear war might become obsolete, as some experts say it already is, in favor of war with gases, germs and drugs that kill or scramble the brains of whole populations. To this form of attack, for which the big powers are much better prepared than the public supposes, no one has so far even imagined a defence.

Is the human race doomed to a never-ending contest in the refinement of horror weapons and counter-weapons, a contest certain to end in disaster? That is indeed how the prospect looks—unless a political break-through happens.

There is no use in preaching to the weaponeers or their political bosses about the wickedness and folly of the arms race. There is not a hope of stopping it until the competing powers arrive at mutual trust through settlement of their political disputes.

France's New Superliner

National Geographic Society

The new superliner France is a dazzling gesture of faith in the future of huge passenger ships.

Steaming majestically into New York harbor on her maiden Atlantic voyage, the great ship defied any suggestion that luxury liners are obsolete.

In spite of increasing air travel, shipping experts believe that superliners will be profitable in the North Atlantic for at least two more decades, the National Geographic Society reports.

The France is one of several new liners built in recent years. Others are planned for the Pacific as well as Atlantic trade.

REPLACED NORMANDIE

The French, prideful of the new ship, consider it a replacement for their beloved Normandie, which burned and capsized at a New York pier in 1942 when only seven years old. When the France was launched, President Charles de Gaulle called her "the ambassador of our civilization."

The graceful hull of the France sweeps 1,035 feet from bow to stern, making her the longest liner in the world. The France's 66,000 gross tons are exceeded only by the Queen Mary and Queen Elizabeth among passenger ships. The French ship has accommodations for 2,000 passengers and a crew of 1,000.

Taking advantage of the latest engineering advances, the France employed light metals wherever possible, a welded instead or riveted hull, and a relatively small but highly capable power plant. The result is more space for payload.

The eight boilers on the France provide 160,000 horsepower, whereas the Normandie required 28 to generate the same energy. The efficient design gives the France an extraordinary top speed of about 35 knots.

Planned for possible conversion to nuclear propulsion, the ship has a reinforced hull to take the added weight of shielding.

"We are a commercial company," explained an official of the French Line, which operates the ship. "We will burn oil, atoms, coal, or rabbit skins if we can save money."

"FINS" REDUCE ROLL

Four finlike stabilizers help reduce roll, and can be adjusted for varying weather. The France's great length enables her to ride the crests of three waves at once, thus cutting pitch.

Her captain, Georges Croisile, a veteran of 37 years at sea, said after a test run: "She responds so beautifully to the controls that she fills me with serenity."

Sixty-foot ailerons protrude from the vessel's twin funnels to eject any soot escaping from elaborate filters over the sides of the ship, not onto passengers on deck.

For the comfort and pleasure of passengers, there are luxurious staterooms, a 600 - seat movie theater, a large library, a small bowling alley, a plexiglass covered outdoor swimming pool, two night clubs, a special soda bar for teen-agers, gaily decorated children's playrooms, enclosed promenade decks, a "thalassotherapy" room where saltwater and seaweed massages are available.

French cuisine is a paramount attraction. The immense kitchens can serve 9,000 meals a day, and the wine cellar offers 32 brands of champagne.

The Poets Corner

CHANGE

This crocus here, this lovely flower
That grows up through late winter snow,
I wish this day would now stand still
And never let its beauty go.

This infant child, so pink and mild,
My finger grasps in tiny fist.
Could not this moment freeze in time
Or must the mem'ry fade in mist?

The child since then became a lad
And summer days have banished spring.
His laughter thrills a troubled world
And stirs the forest birds to wing.

Who is this man with touch of grey
And where the purplish early flower?
Must beauty always transient be
And change its face from hour to hour?

How swift, how swift, the days go by
Like wind-blown clouds across the sky
That sweep our dreams in endless streams
Till naught is left but in mind's eye.

—Bert Foster,
Charlottetown.

Governors' Islands

Ottawa Journal

The three Arctic islands named for the Governor General and his predecessors, Mr. Massey and Earl Alexander are among the Parry Islands of the Queen Elizabeth Group. This island group is shaped roughly like a right-angled triangle, with its base, 725 miles long, running approximately along the 75th parallel.

The islands named for the Governors General are three of a row of four that look on a map like stepping stones leading north from a cape on the west side of Bathurst Island, which is in the middle of the base of the triangle. Reading from south to north the first of these stepping stones is now Alexander Island, the second Massey Island and the third Vanier Island.

BAFFIN'S VOYAGE

In 1616 William Baffin sailed the coasts of Baffin Bay east of Ellesmere Island and, the Encyclopaedia Canadiana says, produced "a map that was delineated on charts of the next two centuries with the comment, 'according to William Baffin, but not now believed' ".

In 1818 Ross confirmed Baffin's discoveries and in 1819 Parry travelled west through the Barrow Furrow, south of the Queen Elizabeths, and named Devon, Cornwallis, Bathurst and Byam Martin Islands along the base of the triangle.

Peary and other explorers also contributed to the charting of the Queen Elizabeth Islands but the man who is given the greatest part of the credit is the Norwegian navigator Otto Sverdrup, who at the turn of the century made dog-sled expeditions over the Ellesmere Island's east coast and Axel Heiberg, Amund Ringnes, and Ellef Ringnes Islands. He completed the discovery of the Queen Elizabeth Islands in 1916-17.

GIVEN THEIR NAMES

Three Canadian prime ministers' names have been given to islands in the group. Meighen, Borden and Mackenzie King islands lie along the northwest side of the triangle.

Vanier, Massey and Alexander Islands share one rare distinction. On them, compasses point south, for they are almost directly north of the North Magnetic Pole.

The Age Old Story

And now abideth faith, hope, love, these three; but the greatest of these is love.

FAIR STAND

SHERBROOKE, Que. (CP)—The Eastern Townships agricultural association has raised $175,000 to build a concrete grandstand with 1,750 seats at Sherbrooke fair grounds. The former 65-year-old stand burned down last September.

Pain In Chest Is First Sign Of Pleurisy

By Dr. Theodore R. Van Dellen

Dear Dr. Van Dellen: Would you please comment on pleurisy its cause, and relationship to tuberculosis: Is it aggravated by smoking? What is the treatment?

Pleurisy is a miserable ailment which usually makes its debut with severe pain on one side of the chest. A dry hacking cough usually co-exists because inflammation of the lung, including tuberculosis, often accompanies the condition. Cough is aggravating because the "stitch in the side" is made worse by anything that moves the chest, including ordinary breathing.

Pleurisy is irritation or inflammation of the pleura. The lungs are separated from the chest wall by a closed space that is lined with a paper-thin membrane (pleura). One part of this membrane encloses the lungs and the other is adherent to the inside of the chest wall. Were it not for these smooth and well lubricated surfaces, the lungs would rub against the bumpy ribs with each breath.

This knowledge of anatomy is needed to appreciate what happens when a small section of the pleura becomes inflamed and the membrane swollen, tender, and rough. Respiration now is painful because the irritated parts rub against each other and the "stitch" appears with each breath. Since movements of the lungs are necessary to produce pain, relief is obtained by immobilization of the involved side with adhesive tape or elastic bandage.

Any inflamed surface is likely to secrete. When this occurs in the nose, the discharge escapes from the nostrils or into the throat. But when the pleura is involved, fluid accumulates in the space between the lungs and the chest wall. This effusion may be watery, bloody, or pus-like, depending upon the causative organism. The latter is most important because the outcome depends upon whether pus is present.

If tuberculosis or pneumonia is the cause, the disease has spread from its original site to the edge of the lung. Tumors, abscesses, and wounds are other possibilities. But the majority of victims have had a cold and the infection was disseminated via the blood stream or lymph channels to the pleura.

(Dr. Van Dellen will answer questions on medical topics if stamped, self-addressed envelope accompanies request.)

DIGESTIVE DISCOMFORT

C. C. writes: Are frequent hiccups and indigestion mostly during the evening meal and at night an indication of cancer?

REPLY

Not necessarily. These symptoms are associated with a variety of abnormalities, including peptic ulcer, cancer, and gall bladder trouble. Nervousness, eating too fast, and bolting the foods are common causes also.

SLUGGISH BLOOD

W. F. writes: What causes phlebitis to develop after an abdominal operation?

REPLY

Prolonged rest following the operation is one cause. The flow of blood becomes so sluggish in the veins of the legs that clots form. This is avoided by early ambulation. Infection and trauma are other causes of phlebitis.

TODAY'S HEALTH HINT— Too many doctors spoil the diagnosis.

OUR YESTERDAYS

From the Guardian Files

TWENTY - FIVE YEARS AGO
(March 13, 1937)

Following the example of Holland, The Dutch East Indies are issuing a special postage stamp to commemorate the holding this summer of the 5th World Jamboree in the Netherlands. The stamp depicts two Boy Scouts, arms linked in friendship, with the world as a background. The stamp will be issued in three values.

The members of the Indian River Dramatic Club are busy practising a new St. Patrick's play "His Irish Friend", to be presented in Kensington in the near future. All are working overtime to have it ready for the annual celebration.

TEN YEARS AGO
(March 13, 1952)

Sailing on the Empress of France, Lieut. Commander Kenneth A. Birtwistle, son of Mr. and Mrs. A. Birtwistle, Charlottetown, left yesterday from Saint John, N.B., for England, where he will attend a six months staff course, at the Royal Naval College there. Prior to accepting the course he was the Deputy Director of Information at Ottawa.

Richard Found, Bideford, is doing a remarkable job with his skimobile during the stormy weather. He has taken a doctor from Tyne Valley to several places when no other transportation was possible.

HOUSE WIRING AND REPAIRS
AUTOMATIC WASHER & REFRIGERATOR REPAIRS
Storey Electric Ltd.

NOTES BY THE WAY

We'd all benefit by less advice on how to manage after we retire and more on how to manage to retire. — Welland Tribune.

A Montreal chef says that the trick in cooking buffalo meat is to add red wine and leave the meat in the refrigerator for eight days. Wonder what the ghosts of the old buffalo hunters think of that? — Ottawa Journal.

Scientists are still debating whether or not splitting the atom was a wise crack. — Niagara Falls Review.

In Moscow, a ring of black market pastry-sellers has been apprehended after it made $120,000 peddling the sweet stuff. So that's what happened to Khrushchev's pie in the sky. — Cleveland Plain Dealer.

PUBLIC FORUM

NEED FOR JOINT ACTION

Sir,—Reports from Borden during the past few days respecting breakdowns in our ferry service are causing deep and genuine concern among our farmers and businessmen. The fact that such a serious problem is still being used as a political football is causing even greater concern.

Surely there are times when political sniping and partisan advantages can be set aside and the needs and welfare of the community considered in their true perspective. May I suggest that there are two problems facing all public spirited persons on the Island at the moment that must be considered in this light. These are the transportation problem at Borden and our general farm marketing situation.

Regardless of all the promises made, the slogans used, the political battles won or lost, the credits given or the blames attached, may I appeal for a united effort toward solving these two problems. To illustrate this need may I draw your attention to the serious situation confronting our potato growers at the present moment.

Our movement figures show that from the first of this shipping season to March first, we have shipped a total of approximately 6500 heavy carloads. Last year's movement from March first to July thirty-first which is the heaviest in recent years was approximately 4000 carloads by rail, water and truck. This could be equalled if the ferry is not held up and if maximum demand maintains. This could give us an outlet for a total of 10,500 cars. Our estimated crop for this year ranged from 1200 to 13000 cars for shipment.

I know that statistics or projected figures can only be approximate. I also know we are generally shipping heavier cars than we did in the early part of last season. However, there does not exist a grave possibility, that there could be from one to two thousand more cars of potatoes on the Island now than can be moved under normal ferry conditions if a market can be found for them

In view of this, Mr. Editor, may I offer two specific suggestions for discussion and sincere consideration by all the people concerned. First: That this whole matter of the Ferry and (or) Causeway at Borden be dropped as a partisan political project and that a strong united citizen's committee representing all political parties, if you like, as well as the Federation of Agriculture, Boards of Trade, Trucker's Association, Labour Council and other groups concerned be officially setup on a permanent basis in an earnest effort to help secure the transportation rights guaranteed to us under the terms of Confederation.

Second: In line with the Federation brief, restore the necessary provisions in our Farm Products Marketing Act to permit the establishment of a province-wide potato marketing agency with authority to:

(a) Immediately seek out a market for a couple of large cargoes of potatoes from the Island as soon as navigation opens this spring. There was reported to be a market in Europe for several hundred cars earlier this spring and the Dominion Government announced its willingness to help pay the freight, but because of lack of organization both here and in New Brunswick, it was impossible to distribute the order equitably and move the surplus. Hence, the order was lost. A water export deal for a few hundred cars of potatoes now could also help improve domestic prices).

(b) to be the sole negotiating medium through which our seed potatoes could be sold for export this coming season, thus eliminating the price cutting and forward selling practices which have undermined the efforts of our most reputable dealers in recent years and unnecessarily lowered returns to our growers.

(c) carry out an effective modern sales promotion and merchandizing program for Island table potatoes in our Upper Canadian markets and control the quality of tablestock sold under this program by licensing only shippers who are equipped and prepared to put up a quality pack at this end.

These suggestions are offered, not for political purposes, but because of the seriousneess and urgency with which both our transportation and marketing problems must be dealt. We need more unselfish effort and greater co-operation than has been apparent here in recent times.

I am, Sir, etc.,
LEO McISAAC,
Mermaid, P.E.I.

THE MISSING LINK

Sir,— The current situation with regard to our ferry service at Cape Tormentine is deplorable regardless of which government is to blame.

As manager of a local transportation company I may say that we have many times been held up at Cape Tormentine and Borden with very costly results. Our trucks, worth thousands of dollars, along with our drivers are kept waiting at which ever terminal you pick; not only waiting for the ferry, delayed not only by ice, but because the CNR holds the boat waiting for their train to come so they can make connections along the line with other CNR trains.

I submit that if any person in his right mind would stop for a minute and consider the facts about this ferry which is operated by the CNR, he would feel just as I do, tired of catering to the CNR and their trains and ready to start some serious discussions regarding this ferry service.

Let me say that no one would mind if the boat waited a few minutes or even a half an hour for a train; but in times such as these when the boat takes anywhere from one-hour to seven or eight hours to complete a one-way trip, why should we taxpayers wait for a train carrying a handfull of passengers several hours (in dock) only to take several more hours to make the crossing?

Referring to the recent statement in your newspaper by the CNR that they regret to announce it necessary to discontinue their early trip from Borden along with other regretful announcements along this same line, do the people of this Island realize that the only reason this is being done is so the ferry will be waiting for the train when it comes from Charlottetown with its handful of passengers to make CNR connections?

The big icebreaker sits in dock from dawn until the train arrives (late or not) but usually until 10.05 p.m. Then after wasting the best part of the day for visual sailing for her captain, she begins plugging her way across the Strait — now close to dinnertime with the only true hope for her managers to make Tormentine in time for the connection with the return train at 5.30 p.m. I submit that the Island people should not be expected to stand for this and that we get together and demand that the management be taken away from the CNR of this ferry service and that this should first be a connecting link with the mainland for our Islanders and tourists and not a means to connect our deficit - ridden Railroad along with their ideas of a past age.

I also submit in closing that our government would have spent the money in a better way even in causeway research than on the flat bottom ferry that will be in service in the near future on this run, as apparently it is constructed as to be next to useless in our winter ice.

I am, Sir, etc.,
TAXPAYER.

Donovan & Gormley
309 Grafton St.

- garbage and refuse pick-up
- light cartage
- parcel delivery

Phone
4-4617
for fast efficient city-wide delivery

ATTENTION — School Children

A special matinee of this year's St. Patrick's Play "The Irish Professor" will be held Wednesday afternoon, March 14 in Birchwood High School auditorium.

This performance will commence promptly at 3:30 and pleasing specialties will be provided between acts.

The children of both orphanages will be guests of The Benevolent Irish Society for this matinee performance.