

Cautious, But Hopeful

Prime Minister Harold Macmillan chose the occasion of his speech at Preston, in Lancashire, last week, to drop a hint to the British people about top-level negotiations with the Soviet Union. Mr. Macmillan's recent journeys to Moscow, Paris, Bonn, and Washington have confirmed his belief in the opportunity which now presents itself for bettering East-West relations and easing world tensions. Yet at Preston he warned that the free world must not expect too much too quickly from the forthcoming series of foreign ministers' and summit meetings. It was, he said, his Government's duty to follow through with the effort to get some agreement with the Soviet Union even while recognizing that progress might be slow or even seemingly nonexistent.

A Wise Decision

Immigration Minister Fairclough has shown a good example of governmental responsibility to the electorate. She has reversed her department's recent ruling on immigration which restricted the sponsorship of certain immigrants' relatives. It is argued that the new policy was not intended to curtail the flow of immigrants to Canada, but was designed to give priority to those with skills Canada needs rather than to those who happened to have relatives here. But its effect would be discriminatory, and this at a time when there is a backlog of 132,000 potential immigrants who want to come to Canada but must wait an indefinite period. This figure has grown from 77,000 since 1955 and calls for a constructive revision of our whole immigration policy.

Australia Shows The Way

One Commonwealth country which is making a real approach to its aboriginal problem is Australia. Having found "little to boast about and much to condemn" in past policies of protective segregation, the Australian government has begun an imaginative long-term assimilation plan to merge the small aboriginal minority into the European community which surrounds it.

EDITORIAL NOTES

The new U.S. Secretary of State is a man to be pitied. For a long time to come, everything he says and does will be compared or contrasted with the sayings and actions of his distinguished predecessor.

Perhaps the warning is unnecessary here, but the president of the New York Stock Exchange has had occasion to point out that "there is just no royal road to riches in the investment field." If there were, a lot of brokers would be playing the market themselves instead of selling stock to others. Individuals can lose money quickly in the stock market if they do not know what they are doing, and right now a lot of amateurs are in the market.

"Science Service" reports that a trout suddenly taken from a hatchery and put in a pond or stream is likely to be an unhappy trout. Research has shown that one of the first acts of a trout upon release from the hatchery into strange waters is to look for an unoccupied place in which to rest. If it cannot find a new home quickly, it may literally run itself to death in the search. In some cases, up to 50 per cent of the trout planted in streams have been known to die within the first two weeks, because of a fruitless search for a home. Because of these factors, Science Service says, it is a good policy to stock streams close to the opening of the season and to stock in heavily fished streams which have few competing trout.

conference that emerged the new policy of assimilation. In the Northern Territory all previous legislation was replaced by a Welfare Ordinance based on the premise that full Australian citizenship is as much the birthright of the aborigine as of the white Australian.

Today new settlements complete with electricity, schools, hospitals, etc., are springing up in remote regions, hundreds of miles from the nearest town or railhead. The establishment of mixed farming is a vital and often extremely difficult activity in these outposts. Two full-scale beef-raising properties are operated from Government settlements, primarily for the training of stockmen. Technical training in carpentry, motor mechanics and other trades is provided, as well as grants to establish the workers on their own account or as employees.

For the younger generation special schools are being built; but these are regarded only as an interim measure designed to bring aborigine children to a level where they will be able to attend the same schools as white children. Already in the towns mixed classes are the rule, rather than the exception.

The first steps in this great social experiment are beginning to show results, reports UNESCO. No one expects the task to be easy, but the foundations for assimilation are being firmly laid, and the structure will be a permanent contribution to Australia's development, and a credit to her statesmen.

For Whose Benefit?

That is the question in the strike against the Canadian National Railways, called on Thursday for May 1st, by Mr. W. E. Gamble, the head in Canada of the international firemen's union.

Is it for the benefit of the firemen? Scarcely so. No fireman would lose his job if the recommendations of the Conciliation Board were accepted by the union, as they have already been accepted by the CNR.

On the contrary, not only would all firemen presently employed continue in their employment; they would receive higher pay, longer vacations, payment for six statutory holidays, greater health and welfare payments, as well as various other new advantages.

Though their work on freight and yard diesels has been ruled useless, in the case both of the CPR and the CNR, they would continue to be employed, and would be better off than ever. This, surely, is not a bad deal for anyone doing work that has ceased to exist.

Is it for the benefit of Canadian labor as a whole? Scarcely so. Another strike on this issue (and it would be the third) would put labor in a ridiculous position, and would be extremely poor public relations.

Canadian labor generally has realized this. The Canadian Labor Congress, at its annual convention in Winnipeg last year, refused to give the firemen's union the unequalled support it asked. And when the second strike was called last year, most of the other union members, even within the railway industry, walked across the firemen's picket lines, and most trains ran as usual.

So far from this strike being fought for Canadian labor as a whole, Canadian labor can only regard it as an embarrassment.

Is it for the benefit of Canada? Scarcely so. The question of firemen on freight and yard diesels, in relation to public safety, has been examined now (taking the cases of both the CPR and the CNR) by two Conciliation Boards and a Royal Commission. All three are in agreement that the usefulness of firemen on such



LITTLE MISS MUFFET

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Montreal Gazette

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diesels simply does not exist. From the point of view of all Canadians who use the railways (and all use the railways directly or indirectly) the employment of useless workers is a useless expense. Nobody else is going to pay, in the end, but the Canadian public. As it is, Canadians will have to keep paying for all the firemen now employed on freight and yard diesels. This, it would seem, is enough.

Autonomy For South Tyrol

National Geographic Society
 German-speaking residents of Italy's South Tyrol again are asking for greater autonomy, reviving a dispute that has simmered for 40 years in the rugged alpine region.

South Tyrol, called by the Italians Alto Adige, slopes southward from the Austrian border amidst the spectacular Dolomite Alps. Its 5,400 square miles are furrowed by mountain torrents and long green valleys.

Some 68 per cent of the 350,000 inhabitants of South Tyrol are German-speaking, the National Geographic Society says. German and Italian are the official languages. German architecture and customs prevail.

CASTLE STILL STANDS
 The area originally was occupied by the Rhaetians, who were conquered in 15 B.C. by the Romans. Later, Germanic people began filtering through the Brenner Pass and neighboring corridors into the Dolomite valleys.

The land on both sides of the Pass gradually came under control of the Counts of Tyrol, whose castle still stands near Merano. All of Tyrol was absorbed into the Hapsburg Empire in 1803 and except for a brief period when a portion was under Napoleon's rule, remained Austrian until the Empire was broken up after World War I. The fact that 1959 is the 150th anniversary of the revolt against Napoleon has helped stir desires of modern Tyrolese for more independence.

The treaty of St. Germain in 1919 gave Italy both South Tyrol and the adjacent, Italian-speaking Trentino, which had been held by Austria. Italy retained the territory after World War II, but was required to give South Tyrol autonomous regional government.

German-speaking Tyrolese concede that they are not oppressed. Their complaint is that they are outnumbered in a region combining Alto Adige and Trentino, and thus are deprived of true autonomy.

Italy has promoted the industrial development of South Tyrol since World War I. The swift flowing rivers, notably the Adige, furnish one-fifth of the country's hydroelectric power. Chemical industries and aluminum processing help make South Tyrol one of the most prosperous areas in Italy. Bolzano, the principal city of the region, has grown from a quiet spa into a bustling industrial town. Like other cities, it has bilingual street signs.

Outlines Uses Of New Drugs

By Herman N. Budenes, M. D.
NEW DRUGS are coming out every month. While it is impossible to tell you about all of them, I would like to discuss four today in our regular review of medicine.

The persons who suffer a total of more than 5,000,000 sinus headaches each year probably will be interested in a new compound specifically designed. It's called Sinutab. Reportedly, it raises the pain threshold, interrupts the pain mechanism and relieves tension and anxiety. Sinus headache has much in common with certain other types of headaches. In these instances, dilation of blood vessels is, as a rule, the immediate cause of pain.

This dilation also brings on the nasal and sinus congestion and discharge which many sinus victims usually blame as the cause of the pain.

RESPIRATORY AID
 Another new drug, Decadron, is designed for treating rheumatic-arthritis diseases, bronchial asthma and other respiratory ailments, as well as allergic and inflammatory eye and skin disorders.

It is said to be particularly useful in cases in which chronic bronchial asthma is complicated by diabetes. Whereas, even small doses of other corticosteroids might aggravate the diabetic condition, researchers report Decadron provides adequate control of the asthma without aggravating the diabetes.

NEW BULK LAXATIVE
 There is also a new laxative, in fact, it's the first effervescent bulk laxative to be produced. The manufacturers report that clinical studies indicate it is effective in treating each of the major types of constipation.

It has a lemon flavor. Chemically, the principle of its action is often similar to that of prunes. It does not produce the diarrhea that is many times associated with strong cathartics.

LOWER BLOOD PRESSURE
 Still another new drug is designed to lower blood pressure. This man-made, reserpine-like antihypertensive reportedly is virtually free of side effects and is said to have a marked ability to reduce high blood pressure.

It is especially tailored for patients requiring little or no sedation for effective blood pressure reduction.

QUESTION AND ANSWER
A READER: I have stinging pains in my intestines. X-rays showed diverticulosis. Is this anything to be concerned about?

Answer: Diverticulosis can be controlled by proper management of diet and medication. At times, the condition tends to become aggravated, causing severe pain in the abdomen and frequently a temperature.

A person suffering from this condition should be under the care of a physician.

OUR YESTERDAYS

(From the Guardian Files)
TWENTY-FIVE YEARS AGO
 (April 28, 1934)
 Dr. M.V. Blackall, Annapolis Royal, representative of the Carnegie Corporation, arrived in the city last evening to visit the various institutions which are benefiting by the Carnegie grants. Dr. Blackall was formerly superintendent of the English church schools in Newfoundland.

Mr. A.M. Douglas, Manager of the Metropolitan Stores, has joined the staff of Proves Bros. Ltd. as assistant manager. Mr. Douglas, who came to Charlottetown several years ago, has taken a prominent part in community life. He will begin his duties in his new position on April 30.

TEN YEARS AGO

(April 28, 1949)
 Mrs. J.G. MacDonald was re-elected Provincial Commissioner of the Girl Guides Association at the annual meeting held at the Charlottetown yesterday afternoon. Miss I. Arsenault presented the Reay Shield to the Brownies to the 1st and 3rd Summerside packs, winners of the competition for singing games.

Two of three Dakota aircraft from the Summerside station, engaged in search for the missing R.C.A.F. plane in the Maine-New Brunswick area, were diverted to Moncton last night when fog closed in the Summerside field. The third plane returned to home base without difficulty.

The Age Old Story

We all with unveiled face mirroring the glory of the Lord are metamorphosed unto the same image.

CHILD'S INJURIES FATAL
 SYDNEY (CP)—David Grover, 6, of Louisa, N.S., died in hospital here Monday after being struck by a car Sunday near his home, 65 miles from here.

NATO COUNCIL MEETS

PARIS (Reuters)—Nato's permanent council met today to consider a report by U.S., Britain, France, and West German experts on Western plans for the East-West foreign ministers' conference opening in Geneva May 11.

MAXIMS

What we are is God's gift to us. What we become is our gift to God.

NOTES BY THE WAY

Sirs—In order to discourage confusions which have been constantly occurring, we beg here with to state that neither of us is the other. Russell (Bertrand, Earl Russell), Russell of Liverpool (Lord Russell of Liverpool).—Letter in the Times, London

"Yes," sobbed the woman in court, "my husband hasn't spoken to me for ten years." "Is that true, Mr. Brent?" asked the judge. "Yes, your honor," was the reply. "I didn't want to interrupt her."—Galt Reporter

It has been the Queen's peculiar misfortune to be unfairly done by on our stamps and our money. Her father and grandfather fared much more happily at our hands. Now Toronto artists say the 1959 Royal Visit stamps should bear a Canadian rather than a Florentine "interpretation." Certainly it shouldn't be hard to beat the one chosen. But why "interpret" at all? Nature did that, and did it exquisitely.—Globe and Mail

In England the Hertfordshire School health department says British children are becoming too fat and refusing to diet because of three factors: Too much fattening foods, excessive television viewing, too little exercise. Similar charges have been made in North America. All these signs can be remedied simply by father taking a stand. That's the rub!—London Free Press

Women's exploits as pioneers are little sung. But a man's lot would have been hard indeed if he had not had a woman with him. He sheared the sheep, but she carded the wool and spun and wove it and fashioned suits for him and the sons, and dresses for her daughters and herself. Open fires are such things of beauty that we like to romanticize about them. But let us picture what a woman had to endure in facing a fire and being enveloped in its scorching heat while stirring mush or frying ham.—Kitchener-Waterloo Record

CANADIAN NATIONAL RAILWAYS ATLANTIC REGION TENDERS

Diesel Shop - Moncton Yard
 Moncton, N. B.

Sealed tenders addressed to Mr. R. P. Puddister, Regional Chief Engineer, Canadian National Railways, Moncton, N. B., will be received up to 2:30 P.M., Atlantic Daylight Time, Thursday, May 21, 1959, for construction of a Diesel Shop at Moncton, N. B.

A complete set of plans, specifications, form of contract, instructions to bidders and tender form may be obtained by General Contractors on and after April 22, 1959, from the following Railway Offices on deposit of a certified cheque in the amount of One Hundred Dollars made payable to Canadian National Railways, Regional Chief Engineer — Moncton, N. B.

Chief Architect — Montreal, P. Q. In addition plans may be viewed at the Division Engineer's Office at Halifax, N. S. and the Terminal Superintendent's Office at Saint John, N. B.

Tenders will not be considered unless submitted on the forms supplied by the Railway and in accordance with the Instructions to Bidders. The lowest or any tender will not necessarily be accepted.

D. V. GONDER, Vice-President and General Manager.

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