

Published every week-end... Member of the Canadian Press... 1000 West Georgia St., Vancouver

WEDNESDAY, JULY 9, 1958

Speed Limits There have been complaints lately about the 50 mile per hour speed limit on the Trans-Canada Highway in this Province.

Our own opinion is that the complaints are very much in the nature of "much ado about nothing". Statistics show two things: first, that fast driving—and certainly driving beyond 50 miles per hour is "fast"—is a major cause of accidents; second, that there are more accidents on improved roads than on poor ones—chiefly, of course, because most motorists drive faster on them.

There are very few persons using the highways who have real need to travel faster than 50 miles per hour. More often than not, it is the person who has plenty of time on his hands who likes to "show off" by stepping on the gas.

Cornish Interlude There may be more important news from the Old Country these days, but we like this story which comes from Liskeard, a town in Cornwall. It is about an Anglican vicar who was conducting a church youth club.

This incident happened on a Monday. On the following Thursday, there was a knock at the vicar's door. The youth came to apologize, and asked if he could become a member of the church club.

More Causeways? The interest in causeways is evidently spreading. A British Columbia member wants the Federal Government to consider building one to connect Vancouver Island with the mainland.

In these suggestions and others which might follow we in this Province have no direct interest. Our main hope is that the Federal Government will begin construction on the P.E.I.-N.B. causeway without unnecessary delay—provided, of course, the current survey show the project to be feasible.

Concerning the proposal for a causeway across the Strait of Belle Isle, we recall that this was talked about many years ago, long before Newfoundland entered Confederation. At that time—if our memory is correct—expert opinion was that, although the bridge would probably keep Northwest and West coasts of Newfoundland free of Arctic ice the year round, it might make conditions on the East coast worse than they

were before. There was even speculation that St. John's Harbour might be ice-bound all winter and spring. That, probably, was the main reason why the causeway—or bridge—plan was dropped.

Mr. Pearson's Faux Pas

The leader of the Liberal party, the Hon. Lester Pearson should be more careful when he addresses the House of Commons. His former leader, the Right Honourable Louis St. Laurent, would never have committed the faux pas that Mr. Pearson committed on Monday—either in or out of the House.

Mr. Pearson was making the accusation, when he committed his serious error, that Prime Minister Diefenbaker's "vision" of a greater Canada had been stolen from the Liberal party. The accusation was, in itself, a trivial one, since "visions" are imaginative properties which cannot be monopolized by any political party.

But Mr. Pearson was not content with generalizations. He had to descend to particulars, never stopping to realize that particulars must be fool-proof to carry conviction. And so he said that Resources Minister Hamilton had admitted "only a few days ago" that there was nothing new in the "vision" except a speeding up of the "Liberal plan on which it was based."

Mr. Pearson appeared wholly unconcerned of the fact that this statement of his, this descending into particulars, had not only not strengthened his case but had immeasurably fortified that of the Conservatives. For, if it be admitted by all concerned that the Liberals did have a plan based on "vision," and even Mr. Pearson tacitly admits—as he did admit in this speech—that the Conservatives had speeded up this Liberal plan based on "vision," then there is not a voter in all Canada who would not be forced to admit that everything else being equal, the Conservative party is the better party so far as the interests of the Canadian people are concerned.

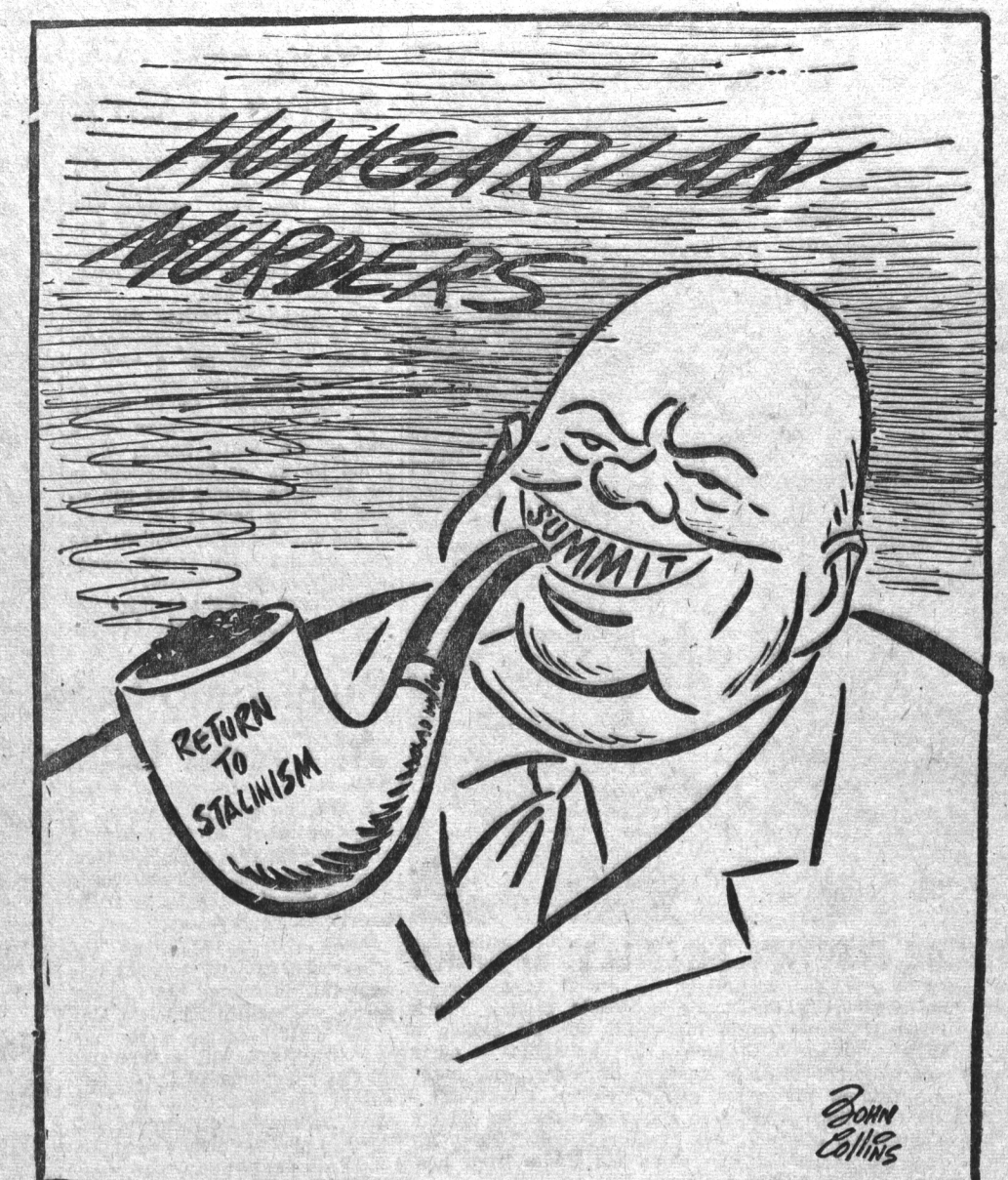
EDITORIAL NOTES

An astronomer says that the sun is slowly increasing in size and brightness and that eventually it may become so hot that it will vaporize the earth's waters and destroy all life. There is no immediate worry, however. The catastrophe will not happen for another 3 billion years.

A member of a scientific association says that high heels cause stooping shoulders, a curved back and wrinkles on the face and are bad for the health generally. It won't do a bit of good. They will continue to be worn until some authority on good looks declares them to be uncomely—as, of course, they are.

When Julius Caesar's army went to sea, it ate salted anchovies and oil-preserved tuna, and the officers took along their bathtubs. Terracotta jars and bathtubs from the bottom of the Tyrrhenian Sea have revealed these facts to scientists. The jars and tubs, as well as many other curious objects, were found recently in wrecked Roman ships on the ocean floor off Corsica and Sardinia and the coasts of Liguria and Salerno. It was believed these oar and sail boats dated back to the first century before Christ, and were used by the Romans for quick transport to the conquered lands of France and England.

"How do migrating fish navigate? This is a question which cannot yet be answered with any certainty. What causes the comings and goings of fish which make the earnings of fishermen so uncertain that the industry remains quite primitive in character? Fishermen are still hunters rather than farmers. Only about one per cent of man's food has a marine origin, yet acre per acre the sea is producing about as much organic material as the land. Until we understand the overturn of the oceans, the marine environment will remain a major biological frontier. It is premature to speculate about its ultimate potential. Certainly the possible harvest is at least several times that being now realized and it may be as much as one hundred times."—Dr. Columbus O. D. Iselin of the Woods Hole, Mass. Oceanographic Institution, in "Saturday Review".



SPOILING THE SMILE

OTTAWA REPORT

Awakening National Feeling

By Patrick Nicholson Special Correspondent for The Guardian

Ottawa: The awakening national feeling in Canada is tardily spreading out of the fields of ideas into the more practical needs of our everyday life. For years, Ottawa has been bathed in outpourings of hot air demanding a "distinctive" national flag, for example. But throughout those same years, we have ignored, and indeed have been encouraged by successive governments to ignore the much more serious trespassings on our national sovereignty which have been costing us our heritage, our wealth and even our jobs.

While Ottawa hears all the vapourings about a "distinctive" national flag, we have heard hardly a voice raised in favour of creating a "distinctive" Canadian economy, or a "distinctive" Canadian automobile, or a "distinctive" Canadian labour movement. Our flag is at least distinctive in being repeated by no other nation on earth; our flag is not a branch plant and replica of any other flag; our flag is not designed and ruled and regulated and outnumbered by organized "unions" in another country.

Recently there has been a stirring of our consciousness that our industry, in so far as individual plants are owned by U.S. parents and operated primarily in the interests of that foreign country, should be "Canadianized"; we should own and control our own industries and our own resources, and develop them for our own benefit and to provide jobs for Canadians. AND THE UNION BOSSES? Now, at long last, there is a stirring of resentment against domination of our labour unions by American bosses.

This feeling reached a peak when the railway firemen went on strike against the Canadian Pacific Railway; a few hundred Canadians being used, I am sorry to say, as pawns for the benefit of 90,000 railway firemen in the U.S.

There are six million workers in Canada; about one million belong to unions affiliated with our Labour Congress, of which practically all are dominated by U.S. leaders and membership. Those one million workers, prompted largely by American conditions, often against their own wishes, have a disproportionate and dangerous influence on our whole economic picture. And many of

THE ACADIANS OF P.E.I.

The Deportation

By J. Henri Blanchard, L.L.D.

(Continued from yesterday) During the summer of 1758, a fleet of transports carrying troops from England arrived in Halifax and from there they carried the troops to Louisbourg. On the reduction of that fortress, 19 of these transports were sent to Isle St-Jean to carry the inhabitants to France. Among these transports there were the following: The "Duke William" which was the largest, the "Violet," "The Hind," "The Parnassus" (lost in the Gut of Canso, as was Captain Moore's vessel) the "Narcissus" (it was stranded also in the Gut). The passengers got ashore and the next day, they were picked up by the "Duke William" most of these were lost later at sea.

Several of the other transports were damaged on the coast of Cape Breton. The names of the following captains have been preserved: Captains Moore, Nicholls, Wilson, Bond, Henry, Beaton, Dobson, Saggett, Whitby, Kelsey and Pyke. EMBARKED ON TRANSPORTS With a great abundance of stock, the transports left the Gut of Canso on November 25, 1758, for Canada! Yours truly, "WE ARE SEVEN". Wrochester, Ont.

Worried About Circulation?

By Herman N. Bundesen, M. D. NEWSPAPER editors aren't the only ones worried about circulation.

While reading my mail the other day, I was amazed to discover that so many persons seem to have troubles with their own circulation, or at least think they do.

ARTERY NARROWS

Chronic obstruction in the peripheral arteries is the cause of poor body circulation in the hands, arms, feet and legs. This obstruction is result of a narrowing of the artery's inner walls by a slow build-up of deposits of cholesterol, calcium and other substances.

As I explained in a recent column on heart attacks, blood clots sometimes form in these obstructed arteries, closing them completely. Even though the blood then detours through neighboring arteries, your circulation is slowed.

PRESSURE ON NERVES

Many persons become needlessly alarmed because their leg or foot "goes to sleep" while sitting in a movie or while watching television. Seldom is the trouble really poor circulation. While prolonged sitting in one position can cause a blood clot, most often the feeling is caused by a temporary pressure on certain leg nerves.

Danger signs which might indicate arterial disease usually develop while walking. A feeling of tightness or pain in the arch of the foot, the calf or thigh which comes on slowly while walking is a signal to see your doctor. This is especially true if your pain or tightness is relieved by standing still.

OTHER SYMPTOMS

Other symptoms which often indicate poor circulation are an unnatural redness, blueness or whiteness of the skin of the limb, or a feeling of coldness. Another is pain in the toes or feet night after night. And if cuts or blisters fail to heal in the usual time, it might mean the arteries are obstructed.

A blood clot in a major artery must be treated by a physician immediately. Usually, such a clot will be indicated by a severe diffuse pain in the foot or leg. The skin will appear pale and feel cold to the touch.

Don't try any home remedies in such cases. Applying an electric heating pad or a hot water bag to an affected limb might cause a severe burn. With poor circulation in the limb, gangrene is apt to develop. And this generally means amputation.

QUESTION AND ANSWER

Mr. T.: Can a man get a trichomonas infection? Answer: Yes, very definitely. In fact, it has been reported quite frequently in men.

Usually the infection is transmitted from the female. who, according to Admiral Durell were sent off before November 5, a fleet of 7 transports set out from Canso on October 25 under the leadership of Captain Nicholls in the "Duke William".

According to the narrative, there were 700 in the Duke William and the Violet which were the largest. Estimating the five smaller ones at 600, this would make a total of 3,500 who were transported in 1758, of whom 700 were drowned. At page 200 of his "Louisbourg from its foundation to its fall", Senator McLennan gives the specific number of 3540 as the number deported. Rousesseau de Villejoie had estimated the population of Isle Saint-Jean at 5,000 souls. There would seem to be about 1,000 who escaped by crossing to the mainland or by hiding in the forest which then covered the greater part of the island.

Six years after the Deportation, Captain Samuel Holland with a staff of trained engineers and surveyors, made a complete survey of Isle Saint-Jean. In his report dated September 19, 1765, he states that he found only "30 Acadian families, miserably poor, living in the depths of the forest." This survey had been most accurately taken and there can be no doubt about the correctness of this estimate. (To be continued)

NOTES BY THE WAY

It can be said of most Ontario cities that there are more cars on the roads than the roads have been designed to take, something which, ultimately, costs much to remedy.—Peterboro Examiner

The tulip, gay-turbaned lady of our many gardens, was introduced into Europe from Turkey in the mid-16th century. It caught on tremendously and became the subject of wild speculation as Europeans paid fantastic prices for the bulbs. Kitchener-Waterloo Record

So Canada is to have a dictionary of its own, containing all the words we use which are not used elsewhere, and all the words we use in special senses? Well, so be it. We do not think there is much need for a dictionary of Canadian English yet, but when the compilation appears we shall buy it as a curiosity.—Peterborough Examiner

The number of civil servants increases every year in accordance with Parkinson's Law. If the figures given by George Hees the other day on growing number of employees in the transport department is an indication, the Diefenbaker Government is having no greater success in trying to repeal this law than the Liberals had.—Winnipeg Free Press

The doctor was having a polite but firm argument with a patient over the amount of a bill. "You must remember, Mr. Dew," said the doctor, "you were in pretty bad shape and I fixed you up. You wouldn't question an auto mechanic who got your car running again, would you?" "That has nothing to do with this case," insisted Mr. Dew. "If I had a car that was in the condition I was in, I'd trade it in for a new one."—Financial Post

OUR YESTERDAYS

(From The Guardian Files)

TWENTY-FIVE YEARS AGO (July 9, 1933) Mr. D.H. Sutherland, Chief Supervisor of Maritime Fisheries, is present in Prince County making a survey of the lobster situation in connection with the request of South Shore fishermen that licenses to fish during the south shore season be restricted to fishermen along the south shore.

The new wells, which are to give additional water supply for the town of Summerside, are now completed, and will give the town an extra supply of 225 gallons per minute. One well has a depth of 500 feet and the other a depth of 336 feet. The work was done by the Trunk Well Company of Amherst, N.S.

TEN YEARS AGO (July 9, 1948) A new landing dock for the S. S. Fairview is soon to replace the present docking site at the old Prince Street wharf which has served as a landing dock in the ferry service of this province for nearly a hundred years. The new dock will be located to the west and adjacent to the ferry wharf, and will be more sheltered than the previous one.

Long service badges to a number of postal employees who have given twenty-five years or more of faithful service will be presented this afternoon in the Confederation Chamber by His Honour the Lieutenant-Governor. Eighteen awards will be presented at the ceremony.

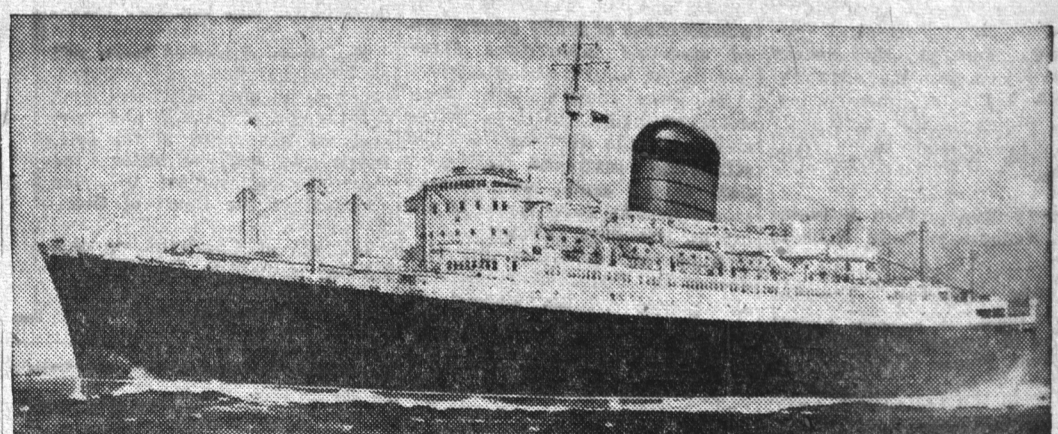
The Age Old Story

There is no restraint to the Lord to save by many or by few.

YOUR NEED IS OURS

Wheel Balancing Wheel Alignment Frame Straightening SPENCE & McLEOD Eden St. Dial 9623

FREE ESTIMATE CALL NOW PALMER ELECTRIC PHONES 8543-8544



TRAVEL in a Big way...

Headed by the famous "QUEENS", the world's largest liners which sail weekly from New York, the Cunard fleet offers incomparable service on the North Atlantic. The service from Canadian Ports is maintained by the four sister ships, "SAXONIA", "IVERNIA", "CARINTHIA" and "SYLVANIA", which make no less than 43 voyages from Montreal during the 1958 season of navigation.

Superbly appointed accommodation, delicious food, faultless service, and entertainment for all tastes... these will be yours when you travel to Europe in any of Cunard's eleven passenger vessels... Enjoy the luxury which only sea travel can provide... Arrive at your destination relaxed, rested and refreshed. Since 1840—The Hallmark of Ocean Travel. See Your Local Agent—No One Can Serve You Better. GO Cunard 375 Barrington Street, Halifax, N. S.

The Poet's Corner

BEGINNINGS

Beginning is a tale that time will tell. A caterpillar of expectancy. A chrysalis of wings that are to be. The future latent in a pale green shell. Beginning is, at first, a wishing-well. A pearl's pod of possibility. An early prospect and a prophecy. The day at dawn, a promise in pastel.

Beginning is forever confident—The spring at any time of year. It asks Believing, picturing the waiting tasks Completed, long before accomplishment. From all beginnings certain endings flow. And from all endings more beginnings grow. —MYRA PERRINGS In the Christian Science Monitor

MAXIMS

I have learned to seek my happiness by limiting my desires, rather than attempting to satisfy them.

ELECTRICAL CHECK

DO IT NOW YOUR HOME NOW!

Don't try to fit modern living to old fashioned wiring. We will check and correct your wiring quickly, neatly and economically. FREE ESTIMATE CALL NOW PALMER ELECTRIC PHONES 8543-8544