

Covers Prince Edward Island like the Dew... Published every week-day morning at 15¢...

Transportation Blues

"No, Johnnie, there is no pie in the sky!" It now seems that the hints dropped in the Legislature about a favorable decision having been reached at Ottawa on the Causeway project were premature.

It is up to our members now to keep prodding the Minister until he comes across with a more satisfactory reply. We should have an interim report of the survey—several of them, if necessary, until the full report is available.

We have always been fully convinced of the Causeway's feasibility, economically as well as from an engineering standpoint...

It has underlined another point that we have argued from the start. That is the urgent need of a modern auxiliary ferry for the winter traffic.

Much as we need a Causeway, we say, emphatically, that the Causeway can wait until our present vital communication link with the rest of Canada is made secure.

The Arrow Contract

What about the argument that the Diefenbaker Government, by "summarily" cancelling the Arrow contract, has acted irresponsibly, throwing many thousands of people out of work?

Britain is not forgetting the need for colonial development. Under a bill recently passed by Parliament, aid will be increased to 315 million pounds from 220 million pounds.

EDITORIAL NOTES

Speaking to a group of college students, Mr. J.W. Pickersgil Liberal member for Bonavista-Twillingate, urged them to interest themselves in politics.

Surplus coal is not exclusively a Canadian problem. At the end of 1958, according to a report by the U.N. Economic Commission for Europe, Western Europe had 45 million metric tons of coal unsold.

In the first place, A. V. Roe (Canada) Limited, Malton, its employees and its sub-contractors knew, or should have known, last September that the Arrow program was being cancelled.

But Avro refused to accept the inevitable. The company, its unions, and others launched a propaganda campaign in favor of the Arrow, the like of which had never been seen in this country.

The company and unions were aided by certain sections of the press. A news agency and a metropolitan daily put out a speculative story last fall that the Government was ordering 10 Arrow aircraft.

Why didn't the Government try to clear up the misunderstanding? It could have done so only by cancelling the program at an earlier date, but it still felt that Avro might land other contracts itself or through its parent company in the United Kingdom, thereby softening the blow when it came.

Why was this not done? That is the question labour unions should be asking, and newspapers too for that matter. The Government, quite evidently, is not at all satisfied that Avro has done what it could to secure other contracts to keep its Malton organization going.

Tractor Of The Future

British agriculture is the most highly mechanised in the world, with one tractor to every twenty-seven acres of arable land in Britain; but an experimental tractor, described in a recent BBC broadcast, gives a glimpse into an even more highly mechanised future.

A conventional light diesel tractor, it is pre-set to work on its own. It travelled round a 50-yard circuit, over a wire which was buried in the ground and carried a continuous electrical impulse. This was transmitted through an aerial in the front of the tractor to its pre-set mechanism and the result was very impressive.

Scientists plan to develop a system which would take the tractor from the farmyard to the field, switch it over to a self-navigating device and return it to its shed after work, and hope eventually that it will be able to work with implements for ploughing, harrowing and even row cultivation.

Khrushchev's Change Of Pace

The efficient news blackout of the talks effectively forestalls anything more than speculation on the relationship between Khrushchev the orator and Khrushchev the negotiator. But the wide spread dismay with which Khrushchev's Kremlin address was greeted by Western observers while the unsuspecting Macmillan toured a Russian atomic plant outside Moscow is a clear indication of their unspoken misgivings regarding the prime minister's Russian visit.

Yielding Arctic Secrets

New discoveries are changing man's hazy concepts of the Arctic Ocean, the icy crossroads at the top of the world. For centuries the Arctic Ocean's 5,400,000 square miles remained unmapped as the far side of the moon. Until Nansen's ice-locked Fram drifted across the polar basin in the 1890's, it was thought to be shallow and perhaps not a true ocean. Even early 20th century experts expected to find a polar continent there. Slowly gathered knowledge of the Arctic has been costly in lives and ships.

RECALL CHAMBERLAIN PACT

Neville Chamberlain signed a similar pact with Adolf Hitler barely a year before the start of the Second World War. Germany and Russia concluded another in 1939 and began fighting in 1941. In short, a non-aggression pact by itself is no guarantee of peace, and its absence does not perceptibly increase the danger of war.

Macmillan's success in his private talks with the Russians depends less on the signing of documents than on preparation of the ground for removal of the underlying barrier of distrust between East and West.

If Khrushchev's revival of Russia's old complaints against the West provides a few talking points for the conferees, it may have made some contribution to their efforts. But it has not necessarily provided the atmosphere for their discussions.

Russia's premier is renowned for his abrupt change of pace in foreign relations, and is capable of denouncing the West in public on Tuesday and amiably conceding a point or two to a British

prime minister in private on Wednesday.

CHILDHOOD HAS ULCER PROBLEM

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HOSPITAL INSURANCE

Sir,—In one man's opinion at least the proposed change for membership in the hospital plan is too high. If we would bear in mind the average net income of the citizens of P. E. Island I think a yearly fee would be more in harmony with reality.

I would like to suggest that the payments be collected under a plan somewhat similar to the Motor Vehicle Registration system with everyone receiving a certificate or emblem when they pay their yearly fee of \$25 with their name, number, etc., printed on it. This certificate would be displayed on auto windshields, mail boxes, etc.

This should help to advertise and promote the plan. I think the fee should be \$25 a year or fraction thereof; that it from January 1st to January 1st the next year, but if anyone should join during the year the fee would be the same as a full year. At the beginning of the new year all those who wanted to join or continue in the plan would have to pay their yearly fee and I think this should be in one down payment of \$25.

I believe that monthly payments should not be allowed as they lead to excessive bookkeeping and confusion. I also think that anyone who can't pay a down payment of \$25 could not pay monthly payments with any degree of regularity.

The following should be entitled to Hospital Plan benefits after paying \$25 yearly fee: (1) Husband and wife and all children up to 18 years.

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(3) Persons 70 years or over would be entitled to membership without charge.

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DEALING WITH TENSION

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NEW DRUG

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In easing colic, it blocks nerve impulses along sections of the nervous system that control the smooth muscle lining of the stomach and intestine, thus helping to relax the intestine and eliminate the painful spasms.

QUESTION AND ANSWER

P. I.: Do you think it advisable for a woman of 40 to become pregnant, after she has given birth to 4 children and had 2 miscarriages?

Answer: This question can only be answered by the personal physician who knows the physical and emotional condition of the patient.

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