

Covers Prince Edward Island Like The Dawn
W. J. Hancox, Publisher
Wallace Ward
Managing Editor
Frank Walker
Editor
Published every week day morning (except Sunday and statutory holidays) at 165 Prince Street, Charlottetown P.E.I., by Thomson Newspapers Ltd. Branch offices at Summerside, Montague, Alberton and St. John's.

Cabinet Changes Needed

With Canada's longest parliamentary session about over and a new one scheduled to open next week, perhaps we should be thankful that the Government while stumbling from crisis to crisis has succeeded in keeping on its feet. Who wants an election at this inopportune time? There is much business to be done, and the sooner the new session gets down to it the better.

Nevertheless, there is urgent need for a stronger ministry at the head of the country, and it should be Prime Minister Pearson's chief concern at this time to provide it. Otherwise, as the Winnipeg Free Press warns him, the prospects for an improved Parliament and for an effective handling of the nation's affairs seem bleak indeed. The Winnipeg paper is friendly to Mr. Pearson, yet it finds his present cabinet setup a poor affair.

"The whole government," it says, "has given the impression of being accident-prone, of being unable to see ahead or to circumvent the pitfalls that strew the way of any administration. And as if this were not enough, there have been instances of a much more serious lack in higher government circles—a lack of honesty and integrity. One minister has gone, the Prime Minister's own parliamentary secretary has resigned that position, and the judgment of other cabinet members has been brought seriously into question."

Admittedly it would be difficult for the Prime Minister to move some ministers, or to relieve them of their responsibilities, until the Dorion inquiry has finished its work, and made its report. But there are other changes urgently needed that do not touch on any of the ministers who may be involved in these affairs—changes in such fields as finance and welfare. Where the replacements of those ministers who have failed to measure up will come from is a matter that should, says the Free Press, be engaging Mr. Pearson's attention. There should be reasonable material on the government benches in the shape of younger members who have shown promise. For the others, he may have to go outside Parliament and approach men of known quality who command public respect, and persuade them to stand as government candidates in the next election. Unfortunately, against the showing of the government so far this "may not prove easy." But it is necessary, nonetheless, and the sooner its necessity is realized the better.

Friendly advice, and very much to the point.

New Ferry Service

It is encouraging to have Transport Minister Pickersgill's assurance that "the most careful consideration" will be given any representations from Prince Edward Island or Nova Scotia in the matter of a new ferry service linking Cape Breton with this province. Our representatives on both sides of politics have been pressing this matter at Ottawa, and it has strong support from the Cape Breton members as well.

We publish in today's issue an interesting letter in this connection from President A. S. Reynolds of the Port Hood Development Council, which was accompanied by the Council's resolution to which reference was made in a recent Ottawa dispatch. This resolution sets forth that Prince Edward Island is distant only some 30 miles from the west coast of Cape Breton; that under present travel arrangements all traffic is diverted in a roundabout way; that an auto ferry running from Georgetown or Souris to Port Hood would give a direct connection to the Cabot Trail, increasing the flow of tourist traffic there and throughout Cape Breton generally; and that much farm produce consumed in the industrial areas

of Cape Breton could be imported from this province.

It also points out that the ferry would open a short direct route to market for a portion of the production from the new automobile plant now planned for Point Edward, Cape Breton, and would make for convenience in the importation of certain canned goods and other products from Prince Edward Island.

The resolution requests that the government of Nova Scotia "immediately proceed to appoint the necessary personnel to work in conjunction with the government of Prince Edward Island in the making of any survey essential to the establishment of the above mentioned automobile ferry service." It has been suggested in the Commons, however, that a feasibility study by the Atlantic Development Board be undertaken in this connection.

This might prove to be the more practical method of getting results. In any case, the cooperation of all concerned is both necessary and desirable. There should be no delay in getting the initial studies under way.

Pension Plan Prospects

As noted in an Ottawa dispatch yesterday, it is doubtful whether any piece of legislation has required so much effort to bring into effect as the Canada Pension Plan. It was also one of the most controversial measures to come before Parliament. Yet in the final voting that carried it through the Commons, a third of the members were absent.

Perhaps it was because of the government's refusal to budge in making major changes in the plan's third revision that there was such lack of enthusiasm among the Opposition groups. It was another case of Parliament's hands being tied by prior agreements reached at secret federal-provincial conferences. Perhaps, too, after 26 days of Commons debate over minor changes, it was felt that there was nothing more to be said. Yet even its proponents concede that the plan falls considerably short of being perfect.

According to a health department estimate, about 362,000 Canadians will receive benefits from the plan fund in 1975. This is an important segment of the population, but it leaves a still larger segment which will receive no benefits because it will not be eligible. Even 20 years from now, there will be perhaps a million old people in this category. They number nearly two and a half million today. And they all have votes.

This means that the issue has not been resolved, but only postponed. There is no question but that it will crop up on the hustings in the next political campaign. It will give rise to another spate of election promises, to meet the demands of those who feel that they have been ignored. And if the Liberals aren't in there at the auctioning, promising with the best of them, we shall be surprised.

General Crerar

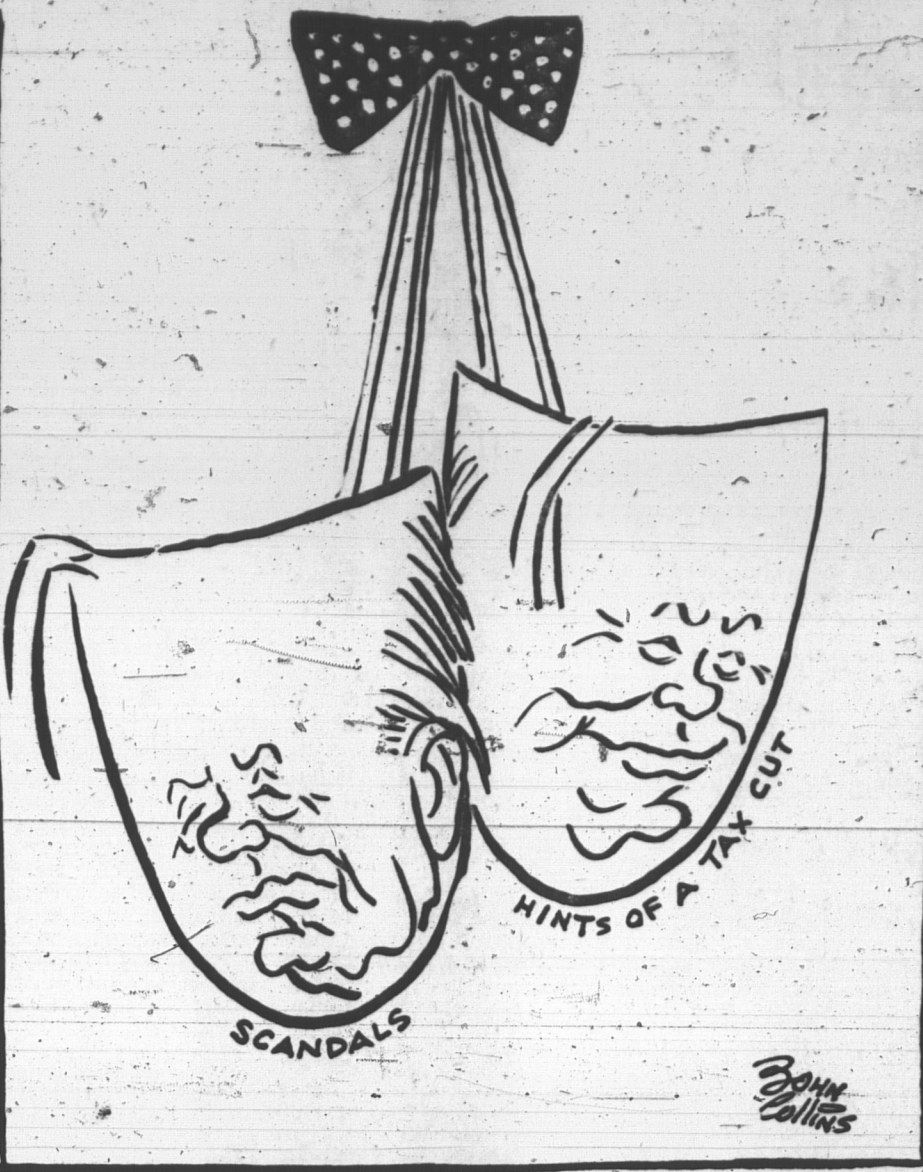
It has been said of the late General H. D. G. Crerar that he was "not as flamboyant or spectacular" as some of the great army leaders of the Second World War, but he was "an easy man to be loyal to." This tribute comes from General Foulkes, former chief of the general staff who was corps commander under General Crerar, and it carries a profound meaning. Loyalty is all-important on the field of battle, and it must be earned before it can be commanded.

In the climatic attack across the Rhine in February, 1945, General Crerar had half a million men under his command, including eight British divisions sent to bolster the three Canadian divisions. By early March he had turned the Siegfried Line and cleared the west bank of the lower Rhine in an operation that received high praise from General Eisenhower, the supreme allied commander.

He gained a reputation among his troops as a battlefield leader. He frequently visited the combat units by jeep or armored car—sometimes to check personally on actual conditions. Nothing "flamboyant or spectacular," just a burning dedication to duty and to seeing that his men took no unnecessary chances. A great soldier and gentleman whose passing will be deeply mourned.

EDITORIAL NOTE

Nothing succeeds like success. Now a branch of Gamblers Anonymous, which is modelled on the lines of Alcoholics Anonymous, has been opened in London. It numbers over 20 regular members, many of whom have been helped to stop or greatly curtail their gambling. A weekly meeting for wives and fiancées is held separately.



ON THE OTTAWA STAGE

OTTAWA REPORT By Patrick Nicholson

Questions Cover Wide Range Of Topics

More than three thousand questions have been submitted in writing to the Government since the beginning of this marathon session of Parliament. Individual MPs pose these questions on a wide range of topics, varying from matters of local interest to points of wide national concern—with far-fetched drollery or far-out curiosity thrown in for good measure.

These are some matters on which questions have recently been answered:

W. H. A. ("Bill") Thomas, Conservative MP for Middlesex West, asked the value of the metal or metal alloy used in our common coins, and the cost of manufacturing each. He learned that the best intrinsic value is in our "silver" coins; if you buy one dollar's worth of newly-minted dimes or quarters—or of half dollars or one silver dollar in each case you will receive 83.9 cents worth of metal.

The cost of manufacturing ten dimes is 3.49 cents; of four quarters is 3.116 cents; of two half-dollars is 2.522 cents; and of

one silver dollar is 2.359 cents. One hundred cents contain metal worth only 28.6 cents but cost 26.7 cents to mint; twenty nickels contain only 18 cents worth of metal and cost 20.38 cents to make. Thus the Royal Mint does best on nickels, making a profit of over 150 per cent.

Raymond Langlois, the Creditiste MP for Megantic, was told that the Royal Commission on Bilingualism and Biculturalism has cost the taxpayers \$1,424,640 up to 31st January; it has 125 full-time employees plus 24 part-time workers, in addition to the ten commissioners. The commissioners are paid \$100 for each day they work; the five commissioners who are French-Canadian and/or live in Quebec averaged \$11,570 each for the first ten months of the current fiscal year, while the other commissioners averaged earnings of \$7,630 each.

ROADBUILDING COSTS R. R. Southam, Conservative MP for Moose Mountain, Saskatchewan, asked about the total mileage of Trans-Canada Highway completed to date, and its

cost. He was told that 3,645 miles have been completed under the agreement; this does not include sections of the route which were paved prior to the programme and which have not been reconstructed. The total cost for 3,645 miles is \$919,552,625, or an average of \$252,278 per mile.

Only three provinces find road-building costs above this national average. Quebec has been granted \$457,000 per mile; British Columbia, which has had very costly construction work in the Rockies, \$372,000 per mile. At the low end of the scale, Saskatchewan receives only \$85,125 per mile and P.E.I. \$81,096 per mile.

LAND OF EMIGRANTS Henri Latulippe, Creditiste MP for Compton-Frontenac, asked about emigration and immigration. He was told that in the calendar year 1962 the number of immigrants entering Canada was 74,586, while an estimated 75,000 persons emigrated from Canada. Many Canadians will be astonished to learn that, in the middle of the century which Sir Wilfrid Laurier said would be Canada's Golden Age, we actually lost on balance through migration.

GOOD HEALTH IN PENS John Matheson, Liberal MP for Leeds, asked some questions about prisoners in penitentiaries. He was told that 252 are now serving sentences of life imprisonment. The average total cost for custodial supervision and care is \$2,722 per year, and the gross value of work done by prisoner is \$310 per year. The mortality among the past five years totalled \$45 per 100,000 for the penitentiary population, but a much higher 3.597 per 100,000 for the civilian population at large.

Our Yesterdays (From The Guardian Files) TWENTY-FIVE YEARS AGO (April 3, 1940) The Earl of Athlone, brother of Queen Mary and former Governor General of South Africa, was appointed Governor General of Canada to succeed Lord Tweedsmuir.

Strong protest against the inauguration of a pick-up-and-delivery freight service by the Canadian National Railways in Charlottetown was voiced at a special emergency meeting of the City Council by Charlottetown truckmen.

TEN YEARS AGO (April 3, 1953) After rehearsing since last fall, the newly formed Queen Charlotte High School Band will make its first public appearance on the night of April 5th under the leadership of Mr. Ivo Cudmore.

The estimated revenue for the City of Charlottetown for the year 1953 was set at \$959,910.29 by the City Council at a special meeting in the Council Chambers on Saturday afternoon. The estimated surplus is \$2,172.94.

Air conditioned comfort by Palmer Electric What 6 words can mean as much to you? Phone or Call PALMER ELECTRIC LTD. Fitzroy St. 4-8543

Vitamin Poisoning

By Dr. Theodore R. Van Dellen A. S. writes: "What are the symptoms of vitamin A and D intoxication?" These conditions are not common in the United States but they occur occasionally in children of vitamin-conscious, overanxious parents. Hypervitaminosis A occurs in adults when they include large doses in daily supplements.

Too much "A" for youngsters is suspected when they begin to lose appetite and weight and become irritable, with generalized itching of the skin. Hard, tender lumps may develop in the extremities and pain may be so severe the child refuses to stand or walk. The skin is dry, the lips crack, and the hair begins to fall out. The liver enlarges and some victims are jaundiced.

Hypervitaminosis "A" is not an acute process. Symptoms occur six to 15 months after the individual begins taking too much (40 to 50 times the usual amount). In contrast, improvement is rapid, often within three days after the vitamin is stopped.

Babies are poisoned more rapidly. There is vomiting, insomnia, and signs of agitation. Bulging of the head takes place because of a temporary increase in the amount of fluid in the brain.

Hypervitaminosis "D" is more easily acquired because only four to five times the usual dose is needed to produce symptoms. There is a decrease in appetite, and vomiting or diarrhea. More serious signs develop when calcium is withdrawn from the bones, enters the blood, and is deposited in the heart muscle, blood vessels, kidneys, lungs, and other tissues. Bones also soften with loss of calcium. The system returns to normal as soon as the vitamin "D" supply is curtailed.

Hypervitaminosis "A" or "D" are conditions that need not exist because there are no diseases requiring continuous treatment with large amounts of these products. Most of us get along without the need for vitamin supplements by eating a well-balanced diet.

V. P. writes: Is there a cure for muscle spasms? Are they serious?

REPLY Cramping usually occurs when muscles are overstretched, injured, or irritated. Poor circulation also plays a role, as well as disorders of the nervous system. Heat and massage are helpful, as well as quinine and muscle relaxant drugs. The cause must be found when cramps are recurrent and bothersome.

ANY TIME Mrs. H.P. writes: Does constipation occur during pregnancy?

REPLY Yes—before, during, or after. It can be corrected with diet or mild laxatives. (NOTE: All correspondence to Dr. Van Dellen should be addressed to: Dr. Theodore Van Dellen, c/o Chicago Tribune, Chicago, Illinois.)

Canadian-U.S. Relations

By Arch MacKenzie Canadian Press Staff Writer

The departure Thursday of Douglas C. Dillon from the office of United States secretary of the treasury is of special significance in Canadian-American relations.

Little change in course is expected from his successor, Henry H. Fowler, 56, who served for a time as Dillon's undersecretary and is known so far chiefly as an administrator.

Dillon, 55, a tall, shy patrician millionaire who came to Washington in 1952 as a liberal Republican and stayed to work for two Democratic presidents, retired with a special niche in Canadian regard.

The U.S. secretary of the treasury is a finance minister by another name and no department of the U.S. government in the post-war period has had more vital domestic and international functions.

ECONOMIC IMPACT In American relations with Canada, the treasury and department of commerce are of paramount importance because the impact of U.S. financial policies registers quickly in the Canadian economy which has an American investment portfolio of an estimated \$20,000,000,000.

Dillon served former president Eisenhower as ambassador to France, as undersecretary of state and diplomatic trouble-shooter.

In January, 1961, the late president Kennedy brought him into his new cabinet as treasury secretary.

In Canadian eyes he became a staunch friend in court in a period during which some serious difficulties arose.

For example, there was the spring, 1962, Canadian foreign exchange crisis leading to devaluation of the Canadian dollar and temporary tariff increases on many imports.

The U.S. chipped in with other countries to give Canada financial backing. Then, in 1963, shortly after Finance Minister Walter Gordon had attempted to reduce the extent of American investment control in some sectors of the Canadian economy, the U.S. moved to meet its own drain of gold and dollars.

PARTIAL EXEMPTIONS

It proposed a tax on all foreign stocks and bonds bought by U.S. residents. This would have made it more expensive for Canada to borrow American dollars for development and meeting international payments deficits.

Canada made representations and won a partial exemption, extended last January when President Johnson launched a broader program to cut the dollar drain. There were other Canadian exemptions in this.

Dillon repeated his view then that Canada has a special relationship with the U.S. He said he could see no logic in cutting off U.S. dollars to Canada at once source and forcing Canada to get them some other way.

Dillon's retirement puts a new look at the top of the treasury department, even with Fowler's previous experience there.

Robert V. Roosa, who as Dillon's undersecretary for monetary affairs also earned Canadian admiration, returned to Wall Street late last year.

10-Year Spending Spree

Ottawa Journal

Why should the Federal Government departments' bill for telephones, telegraphs and other communication services be \$14,199,619 in 1955 and no less than \$42,776,870 in 1965?

And may the taxpayer expect that a happy new trend has been established by the fact that the \$42,776,870 is a reduction compared with the \$48,185,496 required in 1964?

Of course the parliamentarians say they go over the estimates every year, and alright like hawks on any item of extraordinary expenditure. But the progression of high expenditure, common in most departments, is not so startling when taken year by year as when it is examined over, say, a 10-year period.

In the 1965 book of estimates is a summary of "standing objects" which can be compared with a similar summary for 1955.

It shows, for example, that the cost of publication of departmental reports and other material has increased from \$6,796,285 to \$14,315,670 in 10 years. Exhibits, advertising, films, broadcasting and displays, cost the Government an estimated \$29,500,750 in 1965 compared with \$10,171,290 in 1955.

And so on: Large gains are common and perhaps inevitable in a growing country. But among other things we wish a parliamentary committee would tell us just why the departments' stationery, equipment and furnishings bill should have risen from \$19,640,785 to \$29,035,480 in these 10 years.

Was the extra \$9,395,000 required to provide paper, typewriters and desks for an additional 20,000 employees, the total being 184,000 in 1955 and 204,000 at the start of this year?

The Glasse Commission made valuable recommendations for efficiency and economy in the public service and assurances are given they are being implemented. It is possible that the Government now is a very model of economy in keeping the stationery bill low. It would be pleasant to know to be informed on the dollars saved. Meantime the figures give the impression of a 10-year spending spree.

BREEDING BAKED GOODS Breading should be frozen as soon as it is cool, if it is to be kept for long, but it is the speed of freezing which retards staling.

PUBLIC FORUM

INHUMANITY

Sir,—In reading your article on the inhuman treatment of the dogs whose bodies were found in the East Wiltshire area, one wonders just how far mankind has advanced from barbarism.

I note that the SPCA is investigating this matter and I trust that through the efforts of this Society the perpetrators of this dastardly act may be brought to justice. The SPCA is doing a wonderful work in alleviating the suffering of our dumb animals but is greatly hampered both by lack of funds and the apparent indifference of many of our citizens to the suffering of our less fortunate creatures.

I have deposited \$50.00 with the City Police as a reward to anyone giving information leading to the conviction of the party or parties responsible for this outrageous act.

I am, Sir, etc., J. L. CURRAN Charlottetown.

P.E.I.-CAPE BRETON FERRY Sir,—Years ago, in the early spring, a vessel from P.E.I. carrying a cargo of potatoes would dock at Port Hood Wharf, and many of the farmers from miles around, believing that a change of seed would give them a better crop, came in to buy some of those P.E.I. "spuds" for planting.

Times have changed and we do not have any of those yessels docking at the Wharf now; but, they are still raising "spuds" in P.E.I., also many fine garden vegetables, etc. in Cape Breton, however, there has been a change in the seed of thought and we have come to realize that between P.E.I. and Cape Breton we have common ground to work on for the betterment of all.

We believe that a more vigorous trade between P.E.I. and Cape Breton can come about; also that many tourists who annually visit Cape Breton, after seeing the famous Cabot Trail can enjoy the beauties of the "Garden Province" on their way home, and many of those who visit P.E.I. can easily make their way home by way of Cape Breton.

The enclosed copy of resolution sets forth some of the thoughts which we have given to this matter and no doubt there will be other advantages, such as more local travel between Cape Breton and P.E.I. which is now discouraged by the longer, round-about way.

We have discussed the proposed automobile ferry many a

times, and our view is that the advantages to both P.E.I. and Cape Breton are many and there are not likely to be any disadvantages.

I am, Sir, etc., A.S. REYNOLDS President, Port Hood Development Council

THE DEATH PENALTY Sir,—Here is a matter of grave concern to every Canadian citizen. We should ask ourselves the question, Is it right for me to kill another man?

That question demands a lot of sincere consideration in all its aspects. Volumes both pro and con, could be written on it. Space will not permit us to touch on but a few salient points. I may be mistaken, but I believe it is going to be given consideration in our Parliament here in Canada in the near future. No doubt, our representatives in Parliament will endeavour to feel the pulse of their respective constituencies in order to aid them in their decision on this grave matter.

So I appeal to the highest authority on the subject; the Scriptures. The sixth of the Ten Commandments reads: "Thou shalt not kill" (Exodus 20:13). When we come into the New Testament we find that Jesus said: "Thou shalt do no Murder" (Matthew 19: 18).

You may say: What about war? Do you not kill another man in warfare? Yes! You do. You kill the enemy who is bent on killing you. That is self defense, and justifiable. In the history of the Israelites, we find that God sanctioned war against their enemies. Even the stars in their courses fought against Sisera. (Judges 5:20).

Is it right for the state to kill a man? Let us put it this way. An armed robber enters a home or a bank; his motive is robbery. If he is resisted, he will shoot to kill. Now suppose he shoots and kills a bank teller or a man who defends his home. What is to be done with him? The law demands that he be put to death. Is it right then to commute the sentence of death to life imprisonment? Keep in mind the possibility of the murderer escaping from prison and committing another murder, as has happened in the past. I believe the powers that be, should take a long look at it, before they think of abolishing the death penalty.

I am, Sir, etc., W.D. JOHNSTON Montague, P.E.I.

the Prime Minister speaks

Such provocative issues as corruption in government, Quebec and co-operative federalism and Canada's defence role in a nuclear age are featured in a recorded interview with Prime Minister Pearson by Terence Robertson in Weekend Magazine.

WITH WEEKEND MAGAZINE and Colored Comics STILL ONLY 10¢ AT All Newsstands