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"The strongest memory is weaker than
 the weakest ink."

TUESDAY, SEPT. 13, 1955

A Hopeful Message

Finance Minister Harris had a hopeful message for the members of the Maritimes Board of Trade, and Canadians generally, in his address here last evening. Our Gross National Product for the second quarter of the year shows a sharp upward increase, 4 per cent over the first quarter and 9 per cent over the 1954 figure. As the returns to the Provinces under the tax rental agreements are geared to Gross National Product, this will be good news particularly for provincial governments, and will mean a considerable improvement in our own receipts from Ottawa.

The Finance Minister was very complimentary to our City and Province. He was frank in conceding that while the political objectives of Confederation have been pretty satisfactorily fulfilled, the various parts have not progressed economically together, and the Atlantic Provinces have suffered particularly. He did, however, see distinct signs of improvement, and he commended very warmly the objectives of the Atlantic Provinces Economic Council. Indeed, he hinted that Ottawa has imitated the Council program by appointing a Royal Commission on Economic Resources.

As will be noted in our news reports, the Atlantic Provinces Economic Council bulked large in the discussions at all yesterday's Trade Board meetings. The Council president himself, Mr. R. W. Ganong, was at hand to give an outline of the progress made so far, and of the immediate objectives. There is a great deal of work yet to be done, in building up this organization as a going concern; but the initial progress has been encouraging. It is, as Mr. Ganong says, "as yet not much more than a name and an idea." But the idea may prove tremendously fruitful, if pursued with the same zeal and co-operative spirit that was evidenced in yesterday's discussions.

Traffic Safety Problem

For the past four years the Maritime Provinces Board of Trade has been campaigning for improved highway safety measures. This important subject was highlighted at the Board's annual meeting here yesterday in a report submitted by the traffic safety committee chairman, Mr. H. W. Jamer. The report outlined the various measures taken to develop national interest in highway safety, especially during the past year. These included a national highway safety conference instituted by the Canadian Good Roads Association under the chairmanship of the Hon. Brooke Claxton, an international medical conference to study the medical aspects of highway accidents, studies undertaken by the Canadian Bar Association pertaining to uniform traffic laws, and further research by national insurance companies in the field of highway safety. Particular reference was made to numerous activities in the Atlantic Provinces, indicating that traffic safety efforts within this region have reached a new high during the present year.

This is very encouraging; but the sad fact is that it falls far short of meeting today's challenge. "In spite of everything we and so many others have done," Mr. Jamer reports, "the traffic accident record has been steadily worsening over the past few years in every one of the Atlantic Provinces. Traffic accidents still remain the greatest single killer of our children and grandchildren between the ages of one and twenty-four. They are still one of the major causes of death and injury in all age groups. If the present trend of highway deaths and injuries continues, every family in Canada will be directly affected by one or more serious highway accidents within the next twenty years."

What are the urgent requirements? Mr. Jamer suggests a few:

"We need driver training and more safety education in our schools. We have not yet achieved uniformity in laws, signs, signals and similar areas in which uniformity is desirable. We have still not reached the individual driver and pedestrian to a sufficient extent. We have not been successful to date in disabusing the average individual of the idea that 'the other fellow' and not he, himself, is the one to whom traffic safety messages are directed. We have not yet enlisted the full and complete support of all enforcement officers, magistrates and judges in the war on traffic accidents."

Mr. Jamer suggests that "if every member of every Board and Chamber in the Atlantic Provinces would start a personal campaign to extend traffic safety education within the immediate sphere of his personal influence, we could look for a substantial reduction in our accident rate and a prodigious growth in traffic safety work within a very short time." This message applies to all of us. Individual recognition of responsibility and acceptance of the necessary official action would seem to be the only way in which the appalling accident trend can be reversed.

Water Fluoridation

The City Council has decided, by a majority vote, to proceed with the fluoridation of Charlottetown's water supply. While there is still considerable controversy over this question in some quarters, the great bulk of medical opinion favours the project, and we believe the Council has made no mistake in coming to the decision it reached yesterday. The experiment has proved successful elsewhere, with no deleterious results, and with unquestionable benefit in preventing tooth decay so far as the younger generation is concerned.

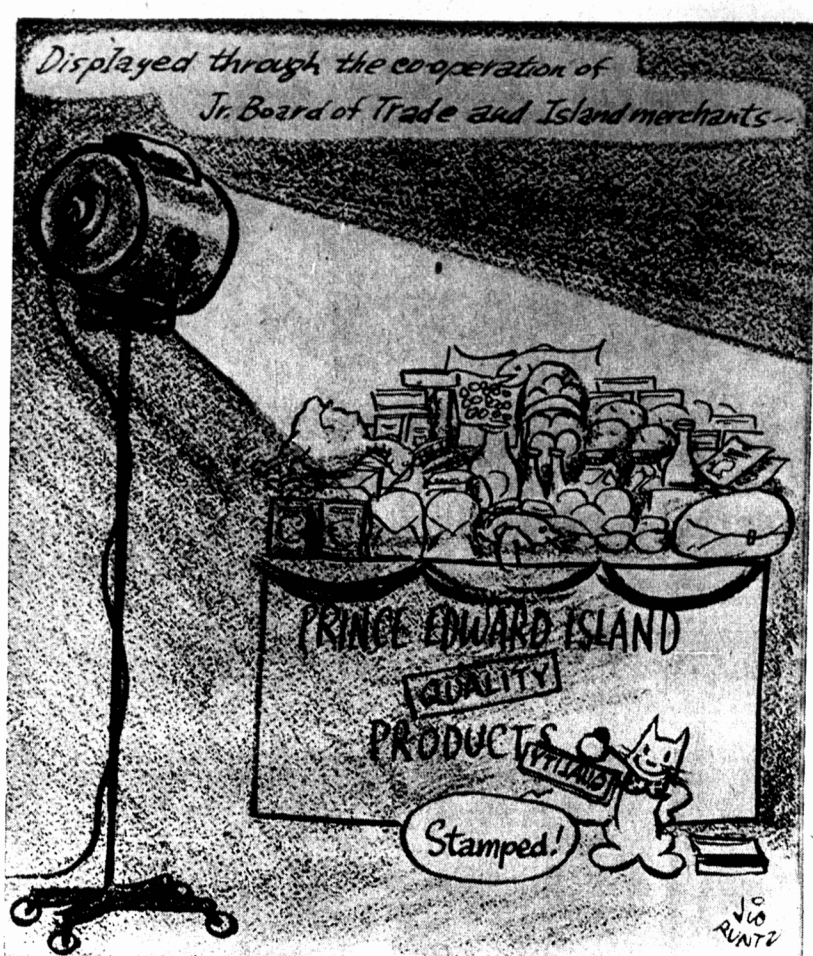
In some places plebiscites have been taken to determine this issue. We fail to see any advantage in following such a course, as it is the weight of informed medical opinion which counts, and it is the business of the Council to sift this opinion and shoulder the responsibility for whatever action is taken. The Council in this case has had the matter under deliberation for a considerable time. At first there was a majority vote against fluoridation. The majority now favours the move, and we can assume that this is due to a closer study of the question, in the light of all the information available. There has been no undue haste. So far as the data reaching this office from medical and dental organizations across Canada and the United States is concerned, the Council's decision is fully justified, and will pay substantial dividends in dental health to our citizens of tomorrow.

EDITORIAL NOTES

Foreign Minister Shigemitsu of Japan is a witty man. While in Washington he was asked whether his government would do anything to stop competition of Japanese tuna fish in the American market. "The answer to that problem," he replied, "is for Americans to eat more tuna." On another occasion he watched a squirrel eating peanuts out of a woman's hand and said: "Now, that's what I call peaceful co-existence."

Gloria Lockerman, the 12-year-old Negro girl who recently won \$16,000 on a television quiz show for spelling correctly a dozen tongue-twisting words (e.g. antidisestablishmentarianism) is wise in other things besides words. When asked why she had decided to accept the prize instead of trying to double it in another contest she replied: "For such a big amount of money it would probably be a jumble of words I never heard of and then I'd be lost. Besides, it's \$16,000 more than I started with."

Rain is about three weeks old when it falls, according to a University of Chicago chemist. He has made a study of tritium which is triple-weight hydrogen, generated by the action of cosmic waves in the upper atmosphere. When formed, it combines with oxygen to make water, and because it is radioactive, it decays so that half of it disappears in 12.5 years. The age of water then can be determined by measuring its radioactivity. Water from deep wells is often more than 50 years old.



Spotlighted This Week

The Channel Tunnel Scheme

By Robert Rice, Canadian Press, London, Eng.

The century-old dream of a tunnel linking Britain and France under the English channel has been revived again.

Engineers, geologists and financiers on both sides of the channel have long felt that a submarine tunnel was feasible.

But an earnest start on the project has been mired in an objection raised in 1883 by General Wolsley, who warned parliament that a cross-channel tunnel would put England at the mercy of European invaders.

"GUARDIAN GIRLDE" Skilled soldiers, he said, viewed the scheme with "horror and undisguised alarm." The channel was Britain's "guardian girlde" and a tunnel would breach this "silver streak" of safety.

"I confess I am at a loss to understand what we are to gain except an immunity from sea-sickness when crossing the channel," said the veteran of many battles, including the Riel uprising on Canada's prairies.

A few days ago, the Channel Tunnel Company with assets of £11 1,000, held its 74th annual meeting. Four directors and three shareholders sat in a board room in London's financial district to hear 57-year-old Leo F. A. D'Erlanger, a banking descendant of tunnel pioneer Baron Emile D'Erlanger, quietly report:

"I was glad to learn that the British government now considers that there are scarcely any strategic grounds for rejecting the project. This is a notable concession."

And he went on to say: "There may still be a long waiting period before us. I think we have grounds for hoping that ultimately this scheme, with its tremendous possibilities of public benefit, will be realized."

36-MILE TUNNEL The Channel Tunnel Company, the lone survivor of other, earlier companies, sees ahead a day when a 36-mile tunnel would be carved through the water-tight lower chalk seam that stretches like a great saucer under the Channel. For 24 miles, the tunnel would dip below the channel floor, and the rest of it would burrow through the coastal cliffs to surface rail links.

"At the deepest part of the channel, where the water is 165 feet deep, the tunnel would be about 100 feet below the sea bed. Years ago engineers said the tunnel would cost £5,600,000 to build. Now the cost is estimated at £80,000,000. One by one the maze of problems are being wiped away. The old difficulty of ventilation—based on steam engines using the tunnel—has been solved by the advent of electric trains and high-speed fans. And the tiny difference between English and French rail gauges—less than 3-16th of an inch—has also been overcome.

Draft treaties have been prepared between France and England to take care of such eventualities as apprehension and trial of alleged criminals within the tunnel.

And on each side of the Channel, pilot tunnels have been bored low the sea floor. At Shakespeare cliff on the Dover coast, a tunnel, seven feet in diameter, was cut more than a mile under the sea.

WOULD PROMOTE TRADE Great plans have been devised for drainage tunnels, ventilation, safety, railway switching and signals, and for military protection at each end. Economists have pointed out that a tunnel would spark new trade between Britain and the continent.

One visionary years ago went as far as to forecast a railway line through Siberia into Alaska and down into Canada and the United States, thus providing Britain with direct rail connections with the American market.

The tunnel scheme has been before Parliament in one form or another more than 16 times since 1883. Napoleon thought the idea was great when a British engineer showed him his plans.

Generally, though, whenever the proposal came before British Parliamentarians, it was rejected on security grounds.

Yet in spite of these objections, each year the Channel Tunnel Company meets and hears the chairman's report. D'Erlanger reported this time that in France, senators and deputies are trying to organize a European association for the advancement of the Channel tunnel cause.

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And there the dream lies—until next year or the next decade.

Asteroids And Tekites

By Julius Golden, Associated Press

About 100,000 years ago there may have been a doomed planet following a path around the sun somewhere between Mars and Jupiter. If so, it became the victim of a celestial disaster.

Since then, astronomers have theorized that from the destruction of this planet came the mass of meteorites which now bombard earth and other bodies in space. And the only visible remains of the once-huge mass of a planet is a belt of asteroids or tiny planets.

Ralph Stair, physicist for the United States bureau of standards, says tekites, or small glass objects "from out of the sky" once were part of the uppermost crust of this planet.

Stair, in a paper prepared for the 16th annual meeting of the Meteorological Society at the University of New Mexico's Institute of Meteoritics, described what might have happened to the planet.

Tekites have been found widely distributed over the surface of the earth.

USED FOR WEAPONS Generally black or a dark shade of green, the tekite was used as a weapon point in paleolithic times and as an ornament in contemporary Texas, where they were widely distributed and called black jewels.

The theory of another planet in the solar system first was brought out as Bode's law in 1772. The law, setting up a spacing for

planets, showed that there should be a planet at 2.8 astronomical units from the sun. An astronomical unit is 93,000,000 miles—earth's distance from the sun.

But what happened to it? Stair believes the answer is simple and logical.

"Suppose, for example, that two similar planets existed within this region of the solar system. These planets would have been acted upon by the giant planet Jupiter in such a way that their individual orbits would have been constantly changed relative to each other and to Jupiter.

"Given enough time, a collision between them would ultimately result."

Another theory Stair brought up was that if there were only one planet within this region, it could have collided easily with one of Jupiter's moons of which there were many more than at present, he said.

HEAVY HAIL DAMAGE MEAFORD, Ont. (CP) — Hailstones an inch thick that covered the ground like snow smashed more than 1,000 panes of glass and heavily damaged fruit crops Saturday in this southern Georgian bay area. Residents said hundreds of bushels of apples were cut to ribbons. In the Caledon district, 40 miles northwest of Toronto, about 75 per cent of the apple crop was destroyed.

The Age Old Story

Say to them that are of a fearful heart, Be strong, fear not: behold your God will come with a recompense; he will come and save you. Then the eyes of the blind shall be opened, and the ears of the deaf shall be unstopped. Then shall the lame man leap as an hart, and the tongue of the dumb sing.

Let there be music, by all means, but let it be stern martial music. Probably be cut to half if carried out in the rousing accompaniment of "On The Quarterdeck" or "Semper Fidelis".

For The Red, White And Blue G. S. R. in the Winnipeg Free Press

Scotland in the Union. And narrowing down the arms of Ireland's saltire so that Scotland's saltire arms would stand out in the background would be no solution to the problem either. The silver background would be mistaken for the silver field of Ireland's emblem. Scotland would still be nowhere.

The answer, when it came, was both ingenious and drastic. The narrow arms of St. Patrick's saltire were broken where they crossed. The resulting bars of red were then laid along the silver arms of Scotland's saltire; low where they met the flagstaff and high on the opposite ends, where the flag flies free.

St. Patrick's saltire gives is thus the crux of the matter. And all one has to remember, when breaking out the Union Jack, is that near the flagstaff the broken arms of Ireland's cross hang low against the white cross of St. Andrew.

All of which, to Mr. Adian and his fellow initiators, will seem too obvious to mention. But there will be those who feel a sneaking sympathy for the misguided, but by no means necessarily unpatriotic man who breaks the Union Jack out up side down.

It is those who in their childhood were denied this patriotic, empire-building sort of background who now have difficulty telling up from down in Union Jacks. They have to learn the hard way, it is for them, and as one of them, that we are writing this.

About the crosses of St. Andrew and St. George there was never any trouble. Before Ireland joined the Union there was neither up or down in British flags. The red cross of St. George was superimposed upon the silver saltire of St. Andrew. (A saltire, as every Scotsman and every Irishman will know, is a cross in the form of a depressed X). Together they formed a perfect pattern, whatever way one looked at them.

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The Poets Corner

FROM DON JUAN
 For me, I know nought: nothing I deny,
 Admit, reject, contemn; and what know you.
 Except perhaps that you were born to die?
 And both may after all turn out untrue.
 An age may come, Font of Eternity,
 When nothing shall be either old or new.
 Death, so call'd, is a thing which makes men weep,
 And yet a third of life is pass'd in sleep.
 —Lord Byron.

Musical Supermarkets

(Ottawa Citizen)
 The modern supermarket with its impersonal atmosphere and its efficient if somewhat clinical appearance, is a far cry from the old corners and pleasant smells. And in spite of its many obvious advantages, such progress can be a mixed blessing.

Take, for instance, the latest innovation in most of these vast emporia—piped-in music. It is doubtless provided with the best of intentions, and indeed, bright tunes played in a fairly quick tempo may very well provide a welcome "lift" for the weary shopper; but who can concentrate on such mundane things as groceries when the air is filled with the heart-rending strains of "Nita, Juanita, ask thy soul if we should part"?

Or one may see a middle-aged housewife dawdling along the rows of canned vegetables, a nostalgic smile on her lips, as the soft cadence of "Moonlight and Roses" drift down the well-stocked aisles.

A one-time war bride may easily have her shopping efficiency impaired for the day by the sentimental recollections revived by a long-forgotten popular tune, vintage of 1942.

Even a Strauss waltz, slipping as it may be, tempts the shopper to push her cart dreamily from side to side in 3-4 time, thus delaying the vital business at hand.

Let there be music, by all means, but let it be stern martial music. Probably be cut to half if carried out in the rousing accompaniment of "On The Quarterdeck" or "Semper Fidelis".

When a nation begins to take notice of its facilities for foreign visitors, it's an indication that it is beginning to look around. Taking stock is a most salutary exercise and we can hope that the Russians are really concerned about the possibility of advertising their country and its people abroad in the most convincing way possible—by showing the visitor what there is to see. If this process of self-examination and increased contact with other countries goes on, it will not be long before the inevitable happens in Russia—self criticism will increase, conservatism will strengthen itself, and the USSR will gradually become mature. The signs are good so far, at any rate. —Kingston Wig-Standard.

There lingers in mankind, almost like an instinct, a fear of starvation, and it is probably this which plays an unconscious part in compelling the over-eating habits of many. But in the midst of a abundance of modern civilization starvation is remote and can't be confused with the real condition in which the dread knowledge that food cannot be obtained plays upon the mind and wrecks havoc with the body.—Hamilton-Spectator.

Women have slowly, through the ages, achieved equality with men. They have equal property right; they are full citizens; they have their representatives in virtually every employment and profession; they have the vote; they sit in Parliament; there is no reason why there may not be a female Prime Minister. Why, then are they not entitled to another right of the full citizen—the right to be hanged when found guilty of murder?—Peterborough Examiner.

It is risky business trying to teach Nature the proper distribution of her flora and fauna. Australian farmers at last are apparently free of the rabbits that plagued them for generations. The rabbits didn't belong. They were introduced, and the change of climate did them worlds of good—and the "country worlds" of harm. It took disease—also deliberately introduced—to control them. Now foxes are becoming in turn almost as big a nuisance, killing sheep and calves and poultry since there are few rabbits instead of the millions that made the country a fox paradise. How did the foxes get to Australia? Right in the same way as rabbits. —Montreal Star.

Recently bird-watchers in England were very surprised to see a myrtle warbler. Never before has this tiny gay little creature been seen in England. Its normal habitat is the North American continent, specifically, in the cooler belt of Canada and the New England states. What was such a small, gay fellow doing in the soft hedgerows of Devonshire? So surprising was the news that watchers from all over the south of England congregated to spy upon it. But the warbler was not equal to the social pressure. It was literally looked to death, and has now been stuffed and mounted. —Kingston Wig-Standard.

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