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The Premier & Dr. Taylor

During the legislative debate on the special federal grants to the Atlantic Provinces Premier Matheson reportedly charged that Dr. Kenneth Taylor, Deputy Finance Minister, had said that this Province should receive not more than \$1,700,000 and that "this is more than they deserve".

We commented very strongly upon the Premier's charge at the time, and publication of the statement elicited an equally strong denial from Dr. Taylor, who said he had not used the words quoted, "even in jest".

Two experienced reporters covered the Premier's remarks in the Legislature, and both reported him as referring, in this case, to Dr. Taylor. Regardless of whether it was the Premier or the reporters who were at fault, however, surely it was the Premier's duty to have corrected his reported statement immediately, and not left the wrong official under the onus of so serious an accusation.

In a Canadian Press statement which we publish today, Premier Matheson is quoted as saying that he was misquoted in his speech and that he didn't bother to correct the misquotation because "I wouldn't have time for anything else if I corrected all the errors the press makes."

As for Mr. Burns, if he is indeed the guilty party, we hope the Premier will be able to convince the Federal Minister of this fact. Our representatives at the Halifax conference were Mr. Massey and Mr. MacLeod. It should be a simple matter to obtain a transcript from them as to exactly what took place.

A Costly Mistake

In a letter in today's issue, Mr. Wendell Mutch, chairman of APEC tourist committee, urges that there be unanimity in pressing for a causeway across Northumberland Strait. With this statement, of course—since we have been urging it from the start—we fully agree.

For the record, we quote from our comments on January 25, 1956, immediately after Mr. Matheson's speech in Parliament:

"The project, of course, would necessarily be a long-term one and we must not forget, in any event, our immediate transportation requirements. The new ferry for the Wood Islands-Caribou route will provide some relief at those terminals, but we need more facilities at Borden during the summer months."

Again, on February 9, 1956, after commending the Charlottetown Board of Trade for its resolution requesting "an immediate, full-scale investigation" of the causeway possibilities, we said: "In the meantime let's not forget urgent problems as well as long range plans and that coincident with the survey advocated by the Charlottetown Board of Trade we should be pressing for more adequate car ferry accommodation, not only at Wood Islands where the new ferry under construction will afford some relief, but at Borden as well."

That was more than two years ago. The full causeway survey is only now getting under way and we have lost precious time in obtaining relief on the Borden-Tormentine route. Mr. Mutch says we have a lot of data compiled from the preliminary survey; but where is it? We haven't been able to get any official report from the responsible minister at Ottawa, though several questions were put on the order paper at the last session.

Textile interests in the industrial provinces are seeking special tariffs against Japanese fabrics and made-up goods, against which they allege the home industry cannot compete on present terms. It is to be hoped the Government will take a good hard look at this application before granting it.

EDITORIAL NOTES

American Income Tax payers have more privileges than Canadians, even though their personal exemptions are set at a lower figure. The latest deduction to be allowed is for "the cost of courses taken voluntarily to improve their skill in their work".

The Newfoundland Government has sold its interest in the Newfoundland and Labrador Corporation (NALCO), at a reported profit of \$1 million, to Canadian Javelin Ltd. NALCO has timber concessions covering more than 24,000 square miles in Newfoundland and Labrador.

The Newfoundland Minister of Fisheries says that fish going from that Province to the Caribbean area are in a "disgraceful" condition. This is something which will have to be remedied before it will be of any use to talk about increased trade with the West Indies Federation.



HARBOUR SCENE, SOURIS

PUBLIC FORUM

This column is open to the discussion by correspondents of questions of interest. The Guardian does not necessarily endorse the opinion of correspondents.

TRANSPORTATION NEEDS

Sir—Your editorial in The Guardian, April 18th, edition, under the heading "Extra Boat Needed", states, "We welcome the support given by A.P.E.C. for a causeway across Northumberland Strait, but disagree with the remarks of Wendell Mutch, the Chairman of the Tourist Committee, that advocacy of another boat at this time would lessen the chances of getting the causeway."

All our citizens will agree, I believe, that both the farmers and the tourist industry need greater facilities for crossing the strait, and this Province should not be penalized for lack of another boat, providing we can acquire one immediately, suitable for our needs, on a temporary basis until such time as a causeway if found feasible can be built.

Speaking from a tourist angle, I know that all members of the P. E. I. Tourist Association agree that, given a causeway, the tourist business currently estimated at seven million dollars annually, could be doubled or trebled in a very short period of time.

Your editorial admits that the Federal Government is committed to build a causeway provided it is feasible. First, let us establish that fact one way or the other.

The survey shouldn't take too long. If it is feasible, let us all stand together and fight for it. There are valid reasons for believing that it would take nearly as long to draw plans, have them approved, and construct a modern ferry, as it would to build a causeway.

The action however, recalls the dramatic Anglo-American airlift which brought supplies into West Berlin in 1948-49 when all other communications were cut off. It also points up the importance of water transport in the life and economy of both East and West Germany.

The Good Book says "A house divided against itself shall fall." We have been divided on a great many important issues far too often. To quote your editorial again, "Let's press the claims of the Province for facilities we should be obtaining as a matter of right." I submit, Sir, that the causeway is the most important claim of our generation!

A Tragic Triumph

Globe and Mail, Toronto

Last week's general election gave the voters of South Africa — one cannot say its people, since only the white minority has the franchise — an opportunity to pass judgment on the policy of "Apartheid" or systematic racial segregation with which their country is identified in the eyes of the world.

The Nationalists have been given not merely another five years in office but a resounding vote of confidence. The chief Opposition group, the United Party — once led by Field Marshal, Jan Christian Smuts — has been roughly handled, losing a number of seats it previously held; its present leader, Sir de Villiers Graaff, was among the casualties.

REGRET AND FOREBODING This is a development which must inspire regret and foreboding. Apartheid is one of the most explosive ideas of our time. It goes far beyond mere segregation. It aims at keeping South Africa's non-European peoples — Negroes, Asians and half-castes — in a state of permanent subjection by restricting their educational opportunities, confining them to poorly-paid, unskilled occupations, keeping them under harsh police control, and denying them any political rights.

The closing of the main canal route into West Berlin again reminds the world that this Communist-surrounded sector of the former German capital is out on a 100-mile limb. The Mittelland Canal block is temporary, according to East German authorities. It results from repairs being made at the Rothensee locks, near Magdeburg, 60 miles west of Berlin. Such traffic interruptions have occurred from time to time in recent years.

The Mittelland Canal

National Geographic Society

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Completed in 1933, it joins three major rivers—the Ems, Weser, and Elbe — as they flow north-westward in roughly parallel lines toward the North Sea. Thus the Mittelland route is not only a cross-country life-line, but a means of uniting landlocked centers of distribution with seaport outlets. Because of it, and auxiliary canals leading eastward to the Oder, Berlin has become a leading inland port.

Child's Play Worth Watching

By Herman N. Bundesen, M.D.

THAT game of "Cops and Robbers" or "Cowboys and Indians" your youngster enjoys playing may mean a lot more to him than merely a way of enjoying himself and expending some of that boundless energy of childhood.

It might have deep psychological significance in his development as a normal, happily-adjusted person.

MOST HAVE FEARS

Almost all children have fears of one kind or another. Fear of darkness, of being hurt, of new situations, of strangers, even fear of being separated from their parents, are fairly common among children.

We doctors know that very often youngsters resort to games to play out their usual fears. In acting them out during a game, children may begin to feel more secure, more adequate. They learn to subdue the forces which "threaten" them.

THERAPEUTIC WAY

Fear, therefore, actually is a therapeutic way of fighting childhood fears.

Watch your youngster at play with other children and alone. It is a valuable means of expression for him and you may learn a great deal about his emotions.

Very often parents unintentionally instill their own fears in their young children. If a mother is frightened by thunder and lightning, for example, her children may be afraid of them, too.

Sometimes these fears appear in disguised forms.

A child may be too obedient or too clean—if it's possible—not because he wants to behave in a mature manner, but because of fears his parents will reject him if he doesn't.

Play, as I have explained, is important to a child's development. But some children decline to play with other kids in fear of displeasing their parents. They simply have been warned too often of the hazards of certain types of play.

BEDTIME RITUALS

Children sometimes express fears by demanding that certain bedtime rituals be performed in precisely the same manner each night.

Perhaps a youngster wants to take a particular blanket or teddy bear to bed. Or maybe he will insist that the door to his room be left ajar.

It's a good idea to grant these requests. Going to bed at night is a much more complete severing of his relationship with the family than any daytime activities. His blanket and teddy bear are reassuring symbols which he needs for comfort.

QUESTION AND ANSWER

M.G.: My granddaughter was born with an extensive mark on her lips and forehead. Will it disappear with time?

Answer: Usually a birthmark such as you have described persists throughout life and grows, although some portions of her mark will fade.

The Age Old Story

Be ye all of one mind, having compassion one of another.

The Poets Corner

SONG FOR SAILING

Let me feel the wondrous surge Of white sails stirred to motion By lifting winds that brush a path Of catspaws on the ocean. Let me see the lee rail dip And watch a wide wake trailing And hear the wind sing in the shrouds

An ageless song of sailing. Let me see a clean, tall mast Halfway to heaven tower And feel the thrilling, leaping speed With only wind for power.

Let me watch the amber calm As day's last glories weaken, And through the fog a fragile sword Of some far harbor's beacon.

—Virginia E. Black in the New York Times

established. One of the most spectacular of the construction devices is the ship elevator at Niederfinow on the Hohenzollern Canal between Berlin and the Oder River.

Such structures differ from the more common locks in that they raise and lower the entire water tank in which the boat floats instead of merely the water level. The ship elevator at Niederfinow requires a man-made lake some 265 feet long, 40 feet wide, and 14 feet deep. It can take vessels 118 feet up or down within five minutes.

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NOTES BY THE WAY

'Stunny. A mother always thinks her teen-age daughter is more intelligent than anyone else and sillier than anyone else.—Vancouver Province

A Canadian painting slated for display at the Brussels Exhibition portrays an alleged cattle-owner with his back turned to the head and horns of a huge loosely-tied bull. Belgian agriculturists will marvel at Canadian courage in the barnyard.—Woodstock Sentinel-Review

OUR YESTERDAYS

(From The Guardian Files)

TWENTY-FIVE YEARS AGO

April 22, 1933 The first general meeting of the P.E.I. Hospital under the new Act of Incorporation was held last evening at St. Paul's Parish hall. By-laws were passed, officers were elected and a resolution was passed authorizing the issuing of bonds for \$125,000 for the purpose of raising funds to pay the balance of the cost of erecting and equipping the new hospital.

Word has been received that Lt. Governor Dalton has been granted six weeks leave of absence. His Honor will leave shortly for Boston on a visit to relatives. During the absence the Chief Justice Matheson will act as administrator.

TEN YEARS AGO

April 22, 1948

Protests against the recent trade union legislation passed by the P.E.I. Legislature were voiced last night by representatives of trade unions and others at a largely attended meeting at Whelan Memorial Hall. Speakers were Frank Gillespie, general chairman of the Canadian Brotherhood of Railway Employees, Moncton; Forman Wray, United Steel Workers of America; J. C. Nicholson, director United Steel Workers of America and Angus McInnis, M. P., Vancouver.

MAXIMS

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