

Test For U Thant

"The rumor that Mr. Khrushchev is coming to the United Nations General Assembly next month," says the Manchester Guardian, "first flitted through the headquarters building like a family ghost and was discounted until Mr. Adlai Stevenson came home from his European jaunt and appeared to believe it. By now it has taken on the monstrous plausibility of the Loch Ness monster. While the correspondents organize impromptu expeditions to take soundings and discover feeding grounds, the secretary is haunted by the shadow of its truth which throw across the path of U Thant."

The reference here is to the intensive speculation in United Nations lobbies about what will happen when the Security Council takes up the question of the candidate for full-time Secretary General. When Mr. Hammarskjold died the Soviet Union was waging a furious campaign to abolish the office and replace it with a triumvirate or troika in which the Soviet bloc, the West and the uncommitted nations would each have a representative, each with the power of veto on decisions.

With some reluctance, the Russians accepted Mr. Thant to fill out Mr. Hammarskjold's term ending April 10, 1963. Premier Khrushchev made no commitment about dropping the troika demand but he has not pressed it recently. Mr. Thant was chosen last fall as Acting Secretary General because he was the only candidate acceptable to both the Soviet Union and the United States. If the Soviet Union turns on him there is no obvious and immediate candidate for replacement.

The Secretary General is elected by the General Assembly but he must first be recommended by the Security Council, where a veto can be applied. Hence the uneasiness at U.N. headquarters as to what may be in Premier Khrushchev's mind. Mr. Thant hasn't waited for the General Assembly meeting to find out. He is now in Moscow, ostensibly to discuss troubled relations in the Congo. But his presence there also gives him a chance to feel the temperature in the Kremlin just before the powers meet in New York, and it gives the Kremlin, which invited him, a chance to make its feelings known. In the next few days he may get an indication of the conditions on which the Soviets will be prepared to back his reappointment.

New U.S. Farm Bill

A new farm bill that will interest Canadian farmers was passed last week in the United States Senate, seeking control over the output of the big surplus crops—wheat and a number of feed grains. If enacted, marketing certificates no longer will permit the farmer to collect a subsidy on any amount of wheat he can grow on an allotted number of acres. They will specify set numbers of bushels based on estimated demand.

In the feed grain program, which applies to corn, grain sorghums, barley, and rye, the principal change is that the Secretary of Agriculture, in order to avoid further crop surpluses may reduce support prices below the present 75 per cent of parity with industrial prices or wipe out the support payments entirely. Thus, in the case of wheat, if

the House of Representatives accepts the Senate version, Congress will be moving in the direction of somewhat more effective controls, whereas in the case of feed grains it will be trying to obtain a reduction of output by withdrawing supports. There would be monetary inducements in both cases for voluntary reduction of planting.

Whether the House will accept even this much strengthening of the government's hand is regarded as doubtful. It turned down the previous farm bill after the Senate had adopted it, on the ground that the controls it sought were too rigid. It is likely that it will still like its stand on the present system of government payments to farmers who voluntarily reduce output.

Observers say that the two-price system now introduced for wheat involves complexities which may be its undoing. Yet it has been advanced by responsible people for many years, and probably only a test can determine whether it can be made to work. It is, at any rate, simpler than the three-price plan proposed in the original administration bill.

Friends In Need

Back in 1963, a ship's crew of Quaker seamen was seized by pirates on the high seas. The crew members were taken to Algeria in chains as slaves. There they were said to have won the respect of their lawless masters, who gave them a great freedom. In Algeria the name "Quaker" came to mean "a people that might be trusted beyond others," and this reputation stood the sect in good stead in the years that followed.

Today in Algeria, representatives of the American Friends Service Committee—as the Quakers are known—are repaying the trust reposed in them. They are providing emergency help to rebuild the war-damaged country—such as rushing supplies and health teams to villages in need. At the same time they are beginning a long-range aid program, which will include help in rebuilding the homes destroyed during the last seven years of fighting, reclaiming neglected farmlands and training Algerian youth in agricultural and mechanical skills.

But the Quakers see still another aspect of their work. They hope also to perform a reconciliation role and show the Algerians that Muslims and non-Muslims can live and work side by side. A goodwill debt being paid off after 300 years! This is an inspiring story, one of the most fruitful in its possibilities for good that we have come across for a long time. We could moralize on it, but to what purpose? It's all there, in the news item that we have summarized.

The Red Ensign

The Royal Canadian Legion has decided to have its Dominion Campaign organize a publicity campaign to try to persuade Canadians to accept their own flag—the Red Ensign. "More power to them," comments the Kingston Whip-Standard in an editorial in which we find ourselves in full accord. The need for such a campaign arose out of party pledges in the last federal election campaign, when politicians showed themselves all too ready to listen to any group with any kind of crackpot suggestion on this subject. It is time there was a showdown of public opinion.

Our Kingston contemporary notes that the Prime Minister has promised to set up some kind of a national conference to consider the question—"as if the historical accidents in a nation's history are susceptible of manipulation!" We have a flag now and it carries all the pertinent symbolism of our past. And, we might add, if it is good enough for the Royal Canadian Legion it ought to be good enough for every citizen who enjoys the freedoms that Legion members fought for in two world wars. But there are all kinds of Canada-firsters in the underbrush these days with only the foggiest idea of what these freedoms are and what they cost.

EDITORIAL NOTE

Premier Shaw is looking fit as a fiddle on his emergence from hospital, and the best wishes of all our people will accompany him on his complete restoration to the vigorous health he formerly enjoyed.



LAUNCHING PAD TROUBLE

OTTAWA REPORT by Patrick Nicholson

A Relic Of Earlier Air Travel

A big crowd of top brass from government and civilian as well as military circles thronged our sun-bathed Capital City airport recently, to welcome back in Ottawa the Trans-Canada traveler. This was a veteran of 25 years service to Canadians, on show as it journeyed from Halifax to Vancouver with stops at thirteen intermediate cities. Officially known as CF-TC, it was a tiny Lockheed 10A aircraft, a carrier of original machines with which our publicly-owned Trans-Canada Air Lines initiated its passenger service a quarter-century ago. That inaugural route was the 122-mile hop between Vancouver and Seattle. It was opened on 1st September 1937 with five aircraft in the fleet and 10 passengers. CF-TC will repeat that flight on 1st September this year to celebrate the 25th birthday of T.C.A.

OUR LAST VOYAGEURS

The brotherhood of the air is a vast circle of dedicated and courageous pioneers—some say the last of the individualistic explorers of Canada. When T.C.A. carried its first passengers on that September morning in 1937, it was still an uncertain adventure. This it was with affection and proud nostalgia that old-time bush pilots, Battle of Britain pilots, modern jet-jockeys and their sisters-in-service in stewardess garb, shook hands, signed golden books and swapped wild tales around the gleaming CF-TC when it touched down here.

The world, Canada and T.C.A. have since the long way since 1937; but perhaps in air travel as exemplified by T.C.A. we have met the greatest strides. When the \$100,000 CF-TC first took off at a cautious 185 miles an hour, it carried 10 passengers, strapped into highly uncomfortable seats, and wearied by most thirteen hours. But today's airliner is four times longer, thirty times heavier, carries thirteen times as many passengers at three times the speed—but costs sixty times as much as the baby airliner.

Looking at a CF-TC, one gets a glowing view and proudly flaunting the T.C.A. crest, one could not fail to admire that workmanship which could create such a tough baby. It was purchased now by T.C.A. in 1937, and flew 9,000 miles in 1,750 hours before being sold to the federal Department of Transport in 1959. Through the next six years it carried many V.I.P.s on top-secret flights to the White House between Ottawa and Washington and other key centres. Between 1959 and after the war it was used for cancer calibration work to assist the development of our cross-country air navigation.

Under the D.O.T. flag, it covered some 90,000 miles in 5,200 hours. Seven years ago it was sold to the U.S. Army. It was used for a number of years as a transport aircraft for the U.S. Army. It was used for a number of years as a transport aircraft for the U.S. Army.

Tree Sharpies

There is hardly a field where the confidence men don't operate. Authorities have issued a warning that "specialist firms" offering a cure for Dutch elm disease are becoming active again. Despite hard work by scientists and plant pathologists, no cure for this devastating disease has yet been discovered. The best that can be done is to try to control the bark beetles which spread it—by job 13 or by requiring community-wide cooperation.

But as with human diseases, ignorance and wishful thinking on the part of individuals continues to provide a profitable market for the gyp artists. Captain Kidd lived in the elegant neighborhood as a respected citizen of fashion and the original "Great White Way." It was one of the first public utility streets in the nation. Captain Kidd lived in the elegant neighborhood as a respected citizen of fashion and the original "Great White Way." It was one of the first public utility streets in the nation.

Heart Wound Always Needs Fast Treatment

By Dr. Theodore R. Van Dellen PROMPT emergency treatment often saves the life of a person whose heart has been wounded by a stab wound or other type of penetrating laceration. More than 80 per cent of those sustaining such accidents live to tell the tale. Some require surgery to sutures in the wound whereas others get along with a simple procedure involving the removal of blood from the wound surrounding the heart (pericardium).

It is surprising that from the upper part of the heart where the large blood vessels enter and leave the chest it is made of tough material and resembles in some respects an ordinary plastic bag of good tensile strength. The pericardium separates the old pump from the lung and provides a smooth surface for the beating heart to operate.

Many wounds involving the heart do not penetrate through the entire thickness of the wall. There is bleeding into the pericardial sac and when it ceases the pumping action of the heart is impaired, because it is acting in a sac of blood.

The ventricles cannot dilate, and the blood which they expect to pump out to the rest of the body. Large amounts of blood in the pericardium create so much pressure, the old pump finally gives up and the individual succumbs to a sudden death.

Death can be saved by withdrawing a small quantity of blood with a needle and syringe. The needle is inserted through the chest wall and dramatic results follow extraction to one to six teaspoons of blood.

Many whose lives have been saved in this way develop trouble in years to come. In some instances, the blood re-accumulates in the chest and produces scars that affect the pumping action of the heart.

second operation may be needed to free adhesions from the contracted heart. The greatest number of Canadian student-pilots—Lloyd Rochester. This veteran flyer and member of an old Ottawa family served as instructor at the Central Flying School at Upavely, England, during World War I. Many Canadians learned to fly there, several of whom were also instructors, but Mr. Rochester was the sole representative of these at the recent 50th birthday celebrations of the C.F.S. Standing beside CF-TC at Ottawa's airport, pilot and machine seemed to show us how long flying has served Canadians.

Arms Buildup In Cuba

By Harold Morrison Canadian Press Staff Writer

The United States is deeply perturbed by the reported Soviet arms buildup in Cuba. While this is not the first time it has become "intolerable," there is every indication that Cuban-American relations will worsen. The immediate worry in American quarters is not that the United States will lose its structure on the Caribbean Sea, but that it will directly endanger the lives of its citizens.

At the same time there is concern over the limited success of the Alliance for Progress aid program, at raising living standards throughout Latin America. More than 200 years ago, the U.S. looked half its bill, has accumulated little in its first 100 years.

PROGRAM DISRUPTED. Confusion and unemployment, entrenched reaction and revolutionary turmoil have played havoc with plans to revitalize Latin American countries to reform government administration and taxation systems.

Early Wall Street

National Geographic Society

The New York Stock Exchange began in 1792 when 24 beaver-hatted merchants and auctioneers gathered under the shade of a buttonwood tree to buy and sell stocks and bonds.

By the end of the 18th century, the exchange had moved from their telephone clerks who have supervised all the trading, looking the market place. The brokers were distinctively clothed in top hats and quickly striped blazers so that their clerks could spot them in the crowd.

The Street has had scenes of celebration and alarm and a procession of horrors. It has been a focal point for the fiscal catastrophe, panic, investigations, robbery—and curses. It has supervised all, like a cat with 99 lives.

FEWER SUICIDES. Although the public association of "Black Tuesday" (October 29, 1929) with bankers lapping from Wall Street windows, statistics show that more than 100,000 people were killed in the preceding four months of summer than during the period of the Great Depression.

Today, however, 60 per cent of all patients admitted to the 130-bed hospital are victims of heart ailments.

STEEL MEN

Almost all the men among the 1,000 Mohawk Indians living in Brooklyn, N.Y. are construction workers on high-steel projects.

NOTES BY THE WAY

It is an optical illusion that makes red traffic lights seem to glow longer than green ones?—Ottawa Journal. If and when passenger and freight service to the moon becomes available, don't take your car along with you, as this is not water there for the radiator and no air for the tires.—Sudbury Star. There's a great deal of sense, it seems to us, in a law now being drafted in Germany. For people who marry under 19, it is not to be prohibited for three years. Financial Press. Nothing is easier than spending the public money. It does not appear to belong to anybody, they say, and it is overwhelming to bestow it on somebody.—Calvin Coolidge. Pigeons that roost in the police station at Rlyth, Northumbria, have been building their nests with nails from shipyard scrapheap. And the nails they dig up as they cross the station yard are putting the tires of a patrol car a day. The caretaker Mr. Robert Coulson, has swept up two buckets of nails and has a new team look to clear out the pigeons.—London Observer.

Teacher's note on modern education report card: "A 15 is an excellent initiative, good initiative, responsiveness, and accuracy in participation. Now if only learn to read and write."—Sarnia Observer.

Upon due reflection, a rural school teacher decided to fill a full credit to be paid for his answer to an arithmetic problem. The question: "If your father sold fifteen hundred bushels of grain for two dollars per bushel, what would he get?" The answer: "The answer is a Hamilton Spectator."—Hamilton Spectator.

Distress Signal

Highway Safety Council

A ship-to-air distress signal for use in British Columbia waters has been designed in conjunction with RCAF Search and Rescue authorities. The signal, to be secured across a batch or on a cabin top, is showing a disc and square to represent the ball and flag of the well known visual distress signal. Evaluation tests by RCAF aircraft indicate that the most suitable color combination is black symbols on a background of orange which have dimensions of 18 inches and are 18 inches apart. Grommets of 1 0/16 inch should be fitted at each corner to take securing lines.

Search and rescue aircraft will recognize this distress signal and look for it in the course of a search. Now if only a pilot seeing this signal are requested to make a sighting report to the Rescue Coordination Centre. The signals are commercially available but they may be made at home or aboard ship without difficulty. Two yards of unbleached calico, or similar material, together with some orange fluorescent spray paint and some flat black paint are the principal requirements. This signal is voluntary equip-

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