The Guardian

Covers Prince Edward Island Like The Dew

W. J. Hancox, Publisher

Burton Lewis, Executive Editor — Frank Walker, Editor

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"The strongest memory is weaker than the weakest ink"

PAGE 6 — SATURDAY, JUNE 30, 1962.

Cause For Concern

The fact that, because of public apathy, the testing and sampling of the pollution in the waters of our Charlottetown swimming areas has been discontinued by our health officials, should give serious concern to every citizen. We have taken our bathing facilities so much for granted that we have failed to heed the warnings of the serious contamination problem that confronts us—a problem due to our own carelessness in exercising the most elementary precautions. Now it will cost money—a lot of money—to get rid of the contamination and ensure better conditions in the future.

For five years the health officials have been reporting their findings and sounding their warnings with regard to the contamination danger, particularly in the areas of the Charlottetown waterfront and Riverside Hospital beach. In other areas, as at Brighton, Victoria Park and York Point, the conditions range from bad to good according to variable wind conditions. Floating sewage around the Naval Barracks has created a particular menace.

The problem of sewage treatment is not going to be easy to handle now, but undoubtedly it will get worse if further neglected. We can appreciate the frustration which the health officials feel at our past indifference, but we trust that they will reconsider their decision to leave us in the lurch now. That would only plunge us into a deeper apathy. What we need more than ever is their continued urging and assistance.

Their warnings now should be enough to rouse us—to shame us, indeed—into looking at the problem squarely, and doing what we can to remedy it without further loss of time.

Birthday Reflections

Canada's national birthday will be observed this year with no undue complacency. Problems of pressing national concern have warned us that we can no longer "lie at anchor in the stream of time." The stream is flowing swiftly, and we must set our course against the unfavorable currents, or be swept away. But challenges were nothing new to our pioneer forebears, or to their earlier descendants who built their colonial heritage into a Dominion stretching from sea to sea. It would be surprising, in view of our stern history, if we had developed into spineless and dependent people, incapable of meeting the shocks of adversity that are as much a part of national growth as the occasional periods of calm and relaxation.

It is the difficult, not the easy, conditions, that produce achievements. Though the fact should be known to every Canadian schoolboy, it is worth recalling that on Monday, July 1, 1867, when the British North America Act came into force, it included only four charter provinces, extending from Cape Breton to the Great Lakes. Thence westward to the Rocky Mountains stretched the vast wilderness region known as Rupert's Land. From between the Rockies to the shores of the Pacific Ocean lay the isolated province of British Columbia. We were a people of about three millions; and it was out of their pluck and energy that Canada grew and prospered, despite obstacles that make our present problems seem small by comparison.

Our political leaders now advise us that we are in for a period of austerity. If we are to start living within our means and producing goods at prices that will sell on world markets, we must tighten our belts and be willing to work harder at work that is genuinely productive. That is the substance of the challenge confronting us; and hard as it may seem after the utopian dreams in which we were living during the election campaign, it is surely nothing to entitle us to any crown of martyrdom.

We have weathered far worse storms in the past; and it is to be hoped that tomorrow's anniversary, and its civil observance on Monday, will serve as an inspiring reminder of this fact, and help us to realize that, despite minor setbacks, we are yet on the threshold of opportunities such as the most optimistic of us can scarcely picture.

Saskatchewan Crisis

July 1 is the deadline for implementing Saskatchewan's medical care insurance act. Amendments to the regulations were announced by the Saskatchewan government on Thursday, but did not budge the province's doctors in refusing to work under the legislation. Premier Lloyd offered to make a public documentary statement on proposals to allow doctors to practice outside the act and repeal or alter other sections of it. The doctors maintain, however, on legal advice, that these proposals would have to be incorporated into the act to be acceptable.

Last-minute plans are now being made to serve the province's 920,000 citizens on an emergency-only basis. The situation is fraught with tension and hard feelings on both sides, engendered by the long controversy over this issue which could leave the province in a serious health situation indeed if the measure goes through and the doctors—or the great majority of them—adhere to the stand they have taken.

A last ditch appeal has been made by the Medical Association to the Saskatchewan government which may yet prove effective. It is to defer implementation of the act pending resumption of the discussions at an early date. (A "cooling-off" period, as Prime Minister Diefenbaker said in referring to his decision not to have Parliament summoned until the election campaign feelings had subsided.)

Whether the Saskatchewan government will agree to this proposal was not known at the time of writing, but it could be a face saving gesture for both sides. Certainly the problem is too serious for either side to think of anything but the public interests that are at stake. A doctors' strike is the last thing Saskatchewan or any other province can afford; the last thing, too, we should think, that the medical profession there or elsewhere can contemplate without grave misgivings.

EDITORIAL NOTES

It is gratifying to note, on the authority of Fisheries Minister MacLean, that, because of the slow start of the season due to ice conditions, the three lobster fishing seasons in the Maritimes have been extended. In the district which includes most of Prince Edward Island the season is being extended by six days

* * *

A person who involuntarily comes under the influence of a drug cannot be convicted under the impaired driving section of the Criminal Code, according to a recent Supreme Court of Canada ruling. The court dismissed an appeal of the Onario Attorney-General against an Ontario Appeal Court judgment quashing the conviction of a motorist while his ability was impairied by a drug given by a dentist.

* * *

The Health League of Canada has announced its support of the campaign by the National Council of Women in co-operation with the Canadian Highway Council to promote the wearing of safety belts in automobiles. The Health League announcement states that cars made from 1962 onwards have belt ancherages as standard equipment. In cars older than 1962 belts can be installed by any experienced mechanic. Statistics are quoted to show that traffic injuries are reduced by more than one-third by use of this device.

Freedom of the Press

What precisely is meant by that familiar phrase, 'freedom of the press'?

Fundamentally it is not a special privilege reserved for newspaper publishers. It is rather a phase of a much larger freedom — the freedom of all men to speak their minds openly and without fear. The press claims no right which should not belong to every citizen in a democracy. But freedom of the press is an all-important part of this larger freedom because under modern conditions, the press is the principal agency by which the ordinary man receives the information he needs to judge the actions of his rulers and make up his mind on public affairs. Without newspapers, or with only gagged and blindfolded ones, he is in the dark, and helpless. An unfettered press is therefore one of the essential bulwarks of a democratic nation.

If any proof be needed, it is supplied by the record of the totalitarian dictatorships which have darkened the twentieth century. Rigid control of all sources of public information, and especially of newspapers, was the cornerstone on which all these regimes — Nazi, Fascist and Communist alike — were founded. Without it, they could hardly have lasted for more than a few months. With it, they could keep their peoples in blinkers and drive them on any course they chose. The calamities of our age, its fear and insecurity, stem in no small measure from the simple fact that at critical periods great sections of the earth's population have been prevented by their rulers from learning the real news of the world.

These examples should provide a warning against any attempt, by governments or by private interests, to restrict the essential freedom of the press. A free people must stand on guard not only against direct censorship but also against more insidious encroachments. Nominal freedom is not enough. The only truly free press is one which can record the news faithfully and comment on it frankly without fear of direct or indirect punishment. Neither the press nor the public is safe with anything less than this.

All liberty, of course, involves obligations. That of a free newspaper is to be truly free. It must be thorough, accurate and unbiased in its reporting, sincere and thoughtful in its editorials, and resistant to all outside pressure. It must be both cautious and bold—cautious until it knows all the facts, bold when it is sure of its ground. It must, above all, be inspired by devotion to the public welfare as its staff understand it.

Such a newspaper is worthy of the privileges which the free peoples of the world have traditionally granted to their press. Such a newspaper is also the best guardian of the liberties of the people.

Prepared by the Canadian Daily Newspaper Publishers Association

STARTED 60 YEARS AGO

The Saga Of The Panama Canal

National Geographic News Bulletin

Only a generation ago, the name Goethals was as well known as that of John Glenn today.

George Washington Goethals is all but forgotten now. But he was the bronzed, broad-shouldered Army engineer whose iron will bulldozed the Panama Canal to completion in 1914.

His battles against mountains, mud, mosquitoes, and armchair meddlers were as anxiously watched by the public and press as today's space efforts at Cape Canaveral. National pride was at stake.

Building the Panama Canal still ranks as one of the world's foremost engineering feats. Two French companies had tried — and failed.

WORK AUTHORIZED

It was just 60 years ago (June 28, 1902) when Congress gave President Theodore Roosevelt broad powers to buy the French concession in the Isthmus and dig a waterway linking the Atlantic to the Pacific.

The need had become manifest in the Spanish-American War as the battleship Oregon made an urgent, 13,400-mile dash from the Pacific around Cape Horn to join the Atlantic fleet.

In November, 1904, the first American steam shovel bit into Panama earth. Thus began ten years of blood, toil, sweat, and tears.

John (Big Smoke) Stevens, a civilian who preceded Colonel Goethals as chief engineer, brilliantly laid the groundwork for the actual construction.

An outspoken man, often at odds with Washington before he resigned in 1907, Stevens said the project was plagued in its early stages by three diseases: yellow fever, malaria, and cold feet.

In time a fantastic esprit de corps warmed the cold feet, but fever was a desperate problem. Panama swamps bred mosquitoes in billions. To Dr. William Gorgas went the job of making Panama habitable for workmen. In their zeal, his men even disinfected the holy water in the local cathedral.

Bordedom and homesickness succeeded malaria as an occupational disease. An Army engineer, writing of Americans in the National Geographic Magazine, said, "Nearly every one of the young unmarried men the first time he came back from leave brought a wife if he could get one."

Men came from everywhere to work under Goethals on the Big Ditch — American technicians, Jamaican and Spanish laborers, Chinese launderers, Greek and Italian restaurateurs, even Sikhs from the north of India. In all, at peak activity, a force of 40,000 men.

"GOLDS" AND "SILVERS"

The Babel and the customs of foreigners were bemusing. Americans watched dumfounded as three Martinique natives loaded a wheelbarrow: two lifted it onto the head of the third, and they all strode away purposefully.

As the elite were paid in gold and workmen in silver, canal personnel were known as "golds and "silvers." Within these groups, rigid castes emerged. Quarters and furnishings were assigned according to salary.

Furniture, in particular, was a status symbol. A family with a Morris chair and swing on its front porch did not hobnob with a neighbor whose porch was embarrassingly bare except for three wicker chairs.

Foibles aside, Americans got on with the job. The danger of landslides in the infamous Culebra Cut hung over them like the sword of Damocles.

When a particularly heavy slide wiped out the work of months, hardened men leaned on their shovels and cried. Asked by them what to do, Goethals calmly lit a cigarette and said, "Why, dig it out again."

His snow-white hair thatched the mind of a benevolent despot. Goethals listened to the almost trivial complaints, but no one looked forward to his inspections in a yellow rail car, aptly called the "Yellow Peril."

The whole world watched the digging of the Big Ditch. Nowhere had man used so much concrete, built a bigger artificial lake, or a larger earth dam. Panama was the supreme test of American know-how.

"To go to Culebra," an English observer wrote, "is as if one were privileged to watch the building of the Pyramids."

Tourists and reporters swarmed over the Canal Zone as if it were a world's fair. The National Geographic, which awarded a Special Gold Medal to Goethals, documented the canal's progress with 20 different articles.

RUMOR CAUSED FUROR

A greenhorn newspaperman, eager but misinformed, sent the Nation into shock in 1908 when he wired a story saying the Gatun Dam had collapsed. People forgot that the dam could not have fallen because it had not been built. Even so, to allay fears, President Roosevelt sent down a fact-finding panel accompanied by President-elect William Howard Taft.

U.S. Nuclear Tests

By Harold Morrison
Canadian Press Staff Writer

Although the United States has failed in both its attempts to fire a high-altitude nuclear shot over the mid-Pacific, an informant says this phase of U.S. nuclear testing is highly important and the U.S. won't give up. Another attempt, he said, will be announced soon.

Just why this particular type of shot is so important has never been made clear. It has been reported that one result of such an explosion would be to dent the Van Allen radiation belt girdling the globe.

This has raised world concern of whether the U.S. is attempting to interfere with a part of nature not yet fully understood by scientists.

But a more practical element is the critical need by the U.S. to find some way of developing an effective defence against intercontinental ballistics missiles.

One U.S. theory holds that the way to handle an oncoming missile is to explode a powerful thermonuclear bomb high above the ground, to penetrate and destroy the missile before it can reach its target.

Before it can fully test this theory, the U.S. first must show ability to loft a fully-loaded missile hundreds of miles above the earth. It also must show ability to fire such a missile with fine precision in point of time to make sure of an effective rendezvous with the oncoming enemy missile.

MUST LOFT MISSILE

All this requires a great deal of operational refinement—and perhaps more time than might normally be available to the research men in the current nuclear series. When President Kennedy first agreed to the tests, which began April 25, he spoke of ending them in two or three months.

Meanwhile, there has been some regional agitation against them following indications that fallout had been dumped on some midwestern cities. Kennedy maintains there is no health hazard, although the public health service has rushed some two dozen infants from Kansas City and St. Louis to New York for special radioactive tests.

On the basis of military needs, therefore, it would seem the atmospheric tests will be drawn out for as long as Kennedy considers feasible in terms of domestic and foreign agitation against them.

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. All letters published are subject to editing and condensation where necessary. The Guardian is unable to enter into any correspondence regarding letters submitted.

NO PREMIUM?

Sir, —I write as an American tourist in the Province. In doing business in banks and stores we have been receiving the premiums on U.S. dollars (most of the time 5 per cent) but, when it comes to making a purchase in a Government liquor store, we receive no premium on U.S. money.

I would ask who, when this U.S. money is presented to the banks for deposit, received the premium on it? Surely it would be illegal for the Government to receive it, as this would increase the cost of the liquor purchased, and the Government is not entitled to this additional profit over and above the established cost.

When the American dollar was below par, the liquor stores did not hesitate to deduct any premium necessary. Has the situation so changed that the Government finds it necessary to overtax now?

I am, Sir, etc.,
A. D. N.

Golf Cart Seen Boon To Victims Of Heart Ills

By Dr. Theodore R. Van Dellen

When golf carts became available at our Lake Zurick club, many members were able to resume their favorite game. Those with heart trouble or chronic lung disorders could play without developing chest pain, shortness of breath, or cough. Furthermore, they were able to get around the course sooner because carts travel faster than walkers.

Golfing is considered one of our safest forms of recreation and exercise But every year men have heart attacks, perforated ulcer, or stroke while playing or immediately thereafter.

Golf is blamed but in the many instances the attack would have occurred whether the individual was home, at the office, or at the country club The game was coincidental and "his number was up," as the saying goes.

But this is not true of the person who has been warned not to overexert, walk uphill or become overheated, excited, or angry. The heart and circulation take a beating when playing on hot days and in direct sunlight. This is too much for those with high blood pressure, coronary heart disease, or poor circulation. Playing after drinking or eating too much also adds to the risk.

All golfers should dress in keeping with the weather of the day—the temperature, humidity, and wind. More protection is needed for the light-skinned person who is sensitive to sunlight. Don a suitable hat and apply a cosmetic sun cream to all uncovered areas. Take a hint from the farmer and attach an umbrella to the golf cart.

The type of skin protection depends upon the degree of sensitivity to ultraviolet. There are creams that are not unsightly and offer maximum protection. The suntan or psoralen pills are used only by those who are extremely sensitive to the sun.

(Dr. Van Dellen will answer questions on medical topics if stamped, self-addressed envelope accompanies request.)

HEAD CRACKLING

W.T.K. writes: What causes crackling sounds when the head is moved?

REPLY

The noise comes from the fibrous tissues or roughened vertebras in the neck. It is comparable to the squeaking and clicking that occurs in other joints. It has been demonstrated. Via electronic sound devices, that all joints make some noise when moving. The crackling in the neck is more easily heard because the sound is transmitted through the bony skull to the ear.

PRESSURE TUBE

A.G. writes: Why do doctors put a rubber tube around the arm when taking the blood pressure?

REPLY

The tube is filled with air until the pressure is high enough to shut off the flow of blood through the arteries. At this point, the pressure in the tube and arteries is the same and corresponds to the systolic blood pressure.

TODAY'S HEALTH HINT — Don't overload electric circuits.

OUR YESTERDAYS

(From the Guardian Files)

TWENTY - FIVE YEARS AGO
(June 30, 1937)

Rev. Edward Berrigan, CSsR celebrated his first solemn High Mass at the Holy Redeemer Church, yesterday morning. Father Berrigan, who was elevated to the priesthood at Woodstock, June 20, is the first priest from the Holy Redeemer Parish.

No. 6 District Signals, RCCS commanded by Major F.B. Conrad, M.M., will start their annual training July 3, when thirty-eight, all ranks, under the command of Capt. W.A. Smith, leave for Camp Borden, Ont., for a period of two weeks. The remainder of the unit, eighty-eight, all ranks, will train at Camp Brighton, Charlottetown.

TEN YEARS AGO
(June 30, 1952)

C. A. Maxwell, veteran sheep-shearer, returned to his home in Pictou County, N.S., after a period of sheep-shearing on the Island. He has been engaged in shearing for 70 years, although he admits that at first his duties consisted of sitting on the sheep's neck. Mr. Maxwell is a firm believer in supplementing the diet of flocks with minerals.

Members of the Phalanx Fraternity with their wives, enjoyed an excellent outing and dinner at Stanhope Beach Inn, Thursday night. Harold Dobson was chairman and John MacDougall was toastmaster. During the evening two interesting talks were given, one was a "chalk talk" on cartooning by Vic Runtz and the other by F.G. Gamble.

Speaking for Myself

Here's a Record Politics Can't Dim

A single phrase used recently by Trans-Canada Air Lines, in marking its 25th anniversary, has set my memory rambling back to the days of its beginnings, and events I continue to find remarkable and exciting even after so many years.

What started this train of thought was when TCA, in reviewing some of its accomplishments, remarked that "this shrinking of the map was inevitable."

Of course it was. All progress becomes "inevitable" after it has been achieved. But, great heavens, how differently it looks when it exists only as a goal, a purpose, a target.

Back in 1937, it put a heavy strain on both credence and vision to believe TCA was going to reach the goals set for it. It was beyond imagining then that it could ever have a future such as it has since achieved, and which it continues to expand significantly each year.

HARD TO BELIEVE

In those days, I worked for The Vancouver Province; was news editor at the time, as I recall it. And I just couldn't share the enthusiasm, or even quite believe in the plans, when the late Rt. Hon C. D. Howe landed in late July 1937, after what I believe was his first flight across the Canadian Rockies, and began talking about what he expected to achieve through TCA.

Mind you, there were transcontinental airlines already in operation on the American side, and I'd flown them. But then, I'd done a lot of flying in B.C. as well — through, over and around mountain ranges—more than enough to be familiar with the obvious fact that any possible Canadian route, crossing the Rockies, was a lot different and more difficult than any route in use in the U.S.

In the end, though, I never found it possible to keep on doubting anything that Mr. Howe said with conviction, because he had the habit of knowing what he was talking about and a determination that would not be thwarted. Virtually every target date he ever set for TCA — the start of experimental flying — the introduction of air mail and express service — the launching of passenger service—was met almost exactly according to plan.

SOMETHING TO MOURN

Whenever I think of TCA, by the way, and Mr. Howe's part in its story, I mourn a little over the fact that there are those who still consider it "good politics" to "keep on fighting C.D. Howe," on the basis of the one large mistake in his public life, during the pipeline debate.

The effect of these continuing political blasts against a man long since dead, it seems to me, is to unfairly smear, or at least obscure, the greatness in his record. Yet I cannot think of one person, out of those who still try to make political capital of such criticism, who has matched Mr. Howe either in wisdom of vision or in positive achievements growing out of it.

All I have to do is look at TCA, to know what I think of C.D. Howe, and there is much else to look at.

GOOD FROM START

An important part of TCA's record, as I see it, is that it was, from the start, a good air line, with greatness of vision evidenced by those who directed it. One of the memorable figures of the early days was the late P.G. (Phil) Johnson, vice-president in charge of operations, and I've always given him credit, next to Mr. Howe for the fact that TCA "got off on the right foot."

Before coming to Canada, Phil had headed United Air Lines in the U.S., and the Boeing aircraft activities at Seattle, so he knew what he was doing. Mr. Howe made a habit of picking men like that.

Well, it was April 1, 1939 two years after the creation of TCA, when the line began operating its transcontinental passenger service, and I began using it that same month.

It has become difficult by now to remember what flying was like in those days. The capitalization of TCA was $5 million; about enough to make a decent down payment on a modern jet. The first time I crossed the Rockies by air was in a 10 passenger Lockheed Electra and the second time it was in a giant of its day, a 14-passenger Lockheed Lodestar.

SO DIFFERENT THEN

In those days, planes out of Lethbridge used to fly east, to gain the benefit of air currents, altitude and speed, before heading west across the Rockies. It was fairly common, too, for planes to plough through storms rather than to go around or over them.

It took 14 or more hours, rather than around four, as at present, to travel from Toronto to Vancouver. All this was before the days of pressurized cabins, so passengers were supposed to use oxygen masks when the planes went above 12,000 feet. (I always resisted; never used a mask in my life).

How different the skies and the route look now, flying at 30,000 feet in a pressurized, 100-passenger plane.

Since then, of course, I've had TCA drop me down at most of its Canadian points of call from Halifax through to Victoria, B.C.; at many points in the U.S., as well as in London, the Bahamas, Jamaica and Trinidad, so I've kept on knowing the line through most of the stages of its development.

THIS ONE'S 'SPECIAL'

Generally, as I've said before, I've found both its service (except for one short period just after the end of the war) and its level of accomplishment to be superb. Indeed, I have had quite a long-term love affair with TCA, and it remains my favorite air line after flying with it from the month in which it inaugurated service; and after sampling many competitive services.

So, sure, when I go back to that phrase used by TCA, which I quoted earlier, I agree. Of course, as the line looks at the routes it operates, it is telling the truth when it observes that "this shrinking of the map was inevitable."

As for me, though, when I think back for a while, and particularly to a conversation with C.D. Howe in 1937, and what flying was like then, I'll always find something rather specially remarkable, or call it wonderful, about the way in which TCA has accomplished the shrinking.

Burton Lewis

NOTES BY THE WAY

British newspapers are carrying small classified ads heralding the new service of the Jealousy Promotion Co. of Los Angeles. The ads say: "Will telephone anywhere — sweet male and female voices used. Chances of creating imaginary competition unsurpassed. Brings hesitant lovers to heel. Confidential."— Insider's Newsletter.

Although we did not agree with everything Mr. Kennedy did in the steel case, we heartily concur in his belief that "it is the business of the president to concern himself with the general welfare and the public interest". We also believe it is the business of business to avoid building up an anti-JFK neurosis to the proportions if its anti-FDR neurosis— and to join in co-operation for the public interest.— St. Louis Post Dispatch.

A heart specialist is trying to popularize repudiation of the Five Western Excesses as an alternative to the Seven Deadly Sins. They are Excess food. Excess gasoline. Excess tobacco. Excess electricity. Excess alcohol. The old method summed them all up in one: Gluttony.—Peterborough Examiner.

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