

The Alliance & Cuba

Under the best of circumstances, the Punta del Este conference of the Americas' foreign ministers will make the road for President Kennedy's Alliance for Progress more difficult. The relatively limited accomplishments that are likely to come from this parley, so far as action against Cuba is concerned, may spell a Washington diplomatic defeat rather than a victory. The fact that the conference has produced two opposing schools of thought about Cuba is the one thing that stands out in the proceedings.

Since President Kennedy spelled out the notion of the Alliance last March, and particularly since the fiasco of the United States-aided rebel invasion of Cuba a month later, Washington's avowed policy has been to concentrate on setting the development program in motion while isolating the Havana regime. At the Punta del Este conference, it has been made pretty plain to the Latin-American governments that if the United States failed to win support for its anti-Castro program, then the U.S. Congress was certain to lose much of its enthusiasm for the Alliance for Progress.

The U.S. negotiators at the conference have said this, not in threatening words but in simple declaratory terms urging the Latin Americans to think of the consequences of their attitude. But it amounts to the same thing. In the opinion of many observers, this subordination of the Alliance to politics cannot fail to set off counter-resentments in the affected countries—resentments that the Communists and other anti-United States elements, already busy denouncing the Alliance's progress, are certain to exploit.

The Poor Experts

Soviet agricultural specialists are having a hard time of it these days. Rightly or wrongly, they're in Mr. Khrushchev's black books and nothing they do seems to satisfy him. At a zonal agricultural conference in Moscow recently, he launched this tirade against the experts, as reported in the official publication Izvestia:

"What the devil do people want this sort of science for? ... Certain workers in agricultural research centres bring shame on science and on the vocation of scientists ... What sort of science is this? What value has it? Such experts are all the more dangerous in that they pass themselves off as advanced, progressive people and consider themselves champions of all that is new, whereas in reality they cause nothing but harm and do damage to the building of Communism ... Without science no progress can be made, but when science gets on the wrong track, things fall into an even worse mess."

Mr. Khrushchev repeated these charges in subsequent speeches, and it is clear that he and his associates have decided to lay most of the blame for the Party's unsuccessful agricultural policies on the shoulders of the farm experts. Last year, following the January Central Committee Plenum on agriculture, the campaign started when Party officials of all levels were selected as scapegoats for crop failures.

The most frequent accusation against them was that of making false entries in returns on the agricultural achievements of their respective districts. A sweeping purge followed. This year Premier Khrush-

chev has again hit out, alleging that many Party agricultural officials are guilty of covering up for one another in attempts to conceal instances of incompetence and fraudulence. All such key members have now been threatened with expulsion from the Party and their replacement, if necessary, by non-Communists if they do not ensure that production targets are met.

Among the drastic practical measures initiated by the Party to stimulate agricultural output is an intensive campaign to substitute the so-called grasslands crop rotation system, with an "inter-tillage" system, involving the replacement of grass with corn, sugar beets and legumes, and the abolition of fallow. It is this program which has brought the poor experts into disrepute, for it involves more than the Soviet bosses had reckoned on.

The main cause of the chronic backwardness of Soviet agriculture lies not just in the type of sowing techniques employed but in the reluctance of the peasantry to work on the collective farms. And it is significant that Khrushchev, while blaming the specialists, has also been referring more and more often to the system of production in the West. "We must learn," he told the Moscow agricultural conference in December, "from our adversaries, the capitalists."

At this point, however, the Party comes up against a vicious circle. Without a sharp rise in agricultural production there can be no building of Communism in the Soviet Union; yet the radical overhaul of the collective farm system, which is the prerequisite for increased output, cannot be carried out without departing from Communist principles concerning agricultural organization. The experts, of course, could have told Mr. Khrushchev this from the start; but that would have sealed their fate entirely.

These Decadent Times

It may come as a shock to many Scotsmen to learn that about the only thing Scottish in the modern bagpipes is the tartan cover—and even that is sometimes suspect. This dark secret is revealed in a recent edition of "The Onlooker", a BBC publication, which says: "The drones of the pipes are made from African black ebony wood. The reeds come from Spain, the ivory from India, and the silk ribbons as often as not, come from Switzerland. Now the bag is being made from Australian kangaroo skin specially brought to Scotland for the purpose."

In Scotland itself, says this authority, kangaroo skin was making slow headway against the traditional sheepskin, but pipers in Canada and the United States, as well as in Australia, were going over to the new idea. The reason has been explained by Hector Russell of Inverness who makes and exports bagpipes all over the world.

Puzzled by orders from Australia for the components of bagpipes, except for the bags, Russell had asked why and been told that, while the normal sheepskin lasted an Australian about two years, a kangaroo skin seemed likely to last for twenty. Sheepskin, it appeared, had more pores than kangaroo skin and was therefore more liable to deteriorate with the moisture of the piper's breath. He believed that the kangaroo versus sheepskin would result in a fifty-fifty share of the market, and in any case today's bagpipes were of better quality than anything even the great MacCrimmons of Skye played.

A hard thing for Scotsmen to stomach, but there it is! They can take satisfaction, however, in the reflection that it's the music of the pipes that counts, not the material that goes into their manufacture. That's still Auld Scotia's monopoly, redolent as ever of its banks and braes.

EDITORIAL NOTES

By 1969, a round trip for three persons to the moon and back, all expenses paid, may cost as little as \$25 billion. On the other hand, it may cost as much as \$40 billion. These are estimates given out in connection with the U.S. government's reported plan to ask \$5.5 billion during the next fiscal year for the military and civilian exploration of space. By 1964 the space program may call for about \$7 billion a year, or more than the federal administration ever spent in any peacetime year prior to 1936.



"YOU MEAN IT ISN'T FLAT?"  
BERLIN REPORT by Patrick Nicholson

Divided City Faces Troubled Future

BERLIN, Germany: This city was the capital of the powerful nation which twice this century has attempted to conquer Europe. Today it is the most sensitive spot in a now divided nation which might be the cause of the third world war.

The whole of this bustling beehive of a country could be fitted comfortably three times into our province of Ontario. Two-thirds of this land mass now constitutes the free "German Federal Republic", or West Germany, which is our ally in the North Atlantic Alliance. The balance forms the communist-dominated so-called "Democratic Republic", or East Germany. 52 million Germans live in the free state, 17 million under communist rule.

The dividing line between West and East Germany runs roughly north and south, and forms a part of the Iron Curtain surrounding the communist empire. Approximately 100 miles to the east of this Iron Curtain—namely, deep inside communist territory—lies this city of Berlin. Ever since the war it has been divided into four sectors occupied by the U.S., British, French and Russian armies respectively.

**FREEDOM IN RED LAND**  
The first three sectors together constitute West Berlin, where more than two million Germans live cooped up in 186 square miles—an area less than one-tenth that of Prince Edward Island. This isolated free enclave is politically part of West Germany. Its situation must be a permanent cause for anxiety to the West and resentment to the East; hence it is a dangerous powder keg.

There have been three crises since the war when this keg could have exploded into war. First was the Russian blockade of West Berlin twelve years ago; second was the uprising against the communists in East Germany in June 1953; third was the confrontation of Russian and allied tanks in Berlin following the communist construction of "The Wall" late last summer.

West Berlin has lost its status as a capital, for the seat of the West German government is now at Bonn. However it is a prosperous manufacturing community, specializing particularly in electrical and electronic equipment and exporting 80 per cent of its produce. Its people, like all West Germans, are hard-working and competent and disciplined and prosperous.

PUBLIC FORUM

This column is open to the discussion by correspondents of questions of interest. The Guardian does not necessarily endorse the opinions or corrections. All letters published are subject to editing and condensation where necessary. The Guardian is unable to enter into any correspondence regarding letters submitted.

RAILWAY CROSSINGS

Sir,—Recently there have been two railroad accidents in the town of Kensington, one of them fatal. Must this continue, or can the situation be improved?

At all three crossings leading to the Malpeque Road, Irish town and Margate Road there is no clear vision of a train coming. Yes, the train whistles blow, but the engineer cannot see any vehicles until right up to these crossings. If there were lights—and there certainly ought to be—people driving vehicles could stop in time.

The town of Kensington has done many things in other ways; why cannot there be some means of warning vehicle drivers a train is coming? If something is not done immediately there are bound to be more railway accidents.

I am, Sir, etc.  
KENSINGTON RESIDENT

Are Insanity, Genius Linked

By Dr. Theodore B. Van Dellen  
IS THERE a hairbreadth difference between genius and insanity? asks M. B. The answer is no, even though a person must have some brains to develop a mental disease. The genius is endowed with unusual talents but, like anyone else, could become insane under emotional stress.

On the other hand, the mentally disturbed, especially schizophrenics, live in a dream world all their own. Many are able to cope with their environment and do credible work. Their office associates—and often the family—are unaware of their mental condition unless they go too far astray and must be institutionalized.

A few psychotic individuals are gifted painters, musicians, poets, composers, authors, playwrights, and others who do creative work. They have such phenomenal and unusual imagination that they are regarded as geniuses. This is true only when they have the technical ability to interpret their visions in the conventional forms of expression.

Useful and beautiful things can be created from the dream world only if the person has the technique and intelligence to promote the translation. Among this group are some of the geniuses of architecture, electronics and music. If they did not have the basic know-how or intelligence, their mode of expression would be too unconventional or disjointed to command ready acceptance.

Painters with the surrealist school, such as Dalí and Magritte, were said to be envious of the schizophrenic's faculty for living in a dreamlike state. They were unaware that the dream world also can be a nightmare, with painful or threatening experiences. The gifted schizophrenic sees the world differently from other men. He has a heightened awareness, perhaps through dread, that leads to markedly acute perception.

This faculty was not available to the gifted but sane artists whose perception was dulled by familiarity. As a result, many of the early surrealists attempted to paint psychotic imagery. It was difficult to do, however, because they had to deliberate and plan, which tends to stifle spontaneous creativity. The schizophrenic was not bothered along this line, but as he became saner, the ability to portray fantasy diminished. This failure meant he was improved mentally, but his work usually was worse.

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

The Driverless Bus

Ottawa Citizen

The driverless bus being tested in Chicago represents one form of automation that, at first blush, has doubtful value. The bus, if taken into service, will run on a cable embedded in the concrete road, and will halt and open its doors automatically at designated stops; passengers will wait for the bus in an enclosed area, after having put a coin in a turnstile.

The buses will not run on routes where they will encounter traffic jams, stop lights, or jaywalkers. This will not necessarily make them either foolproof or popular.

A blown vacuum tube (our television set encounters these troubles from time to time) could bring the passengers bound for downtown Chicago clear to Peoria before the trouble is found and corrected. Moreover, a passenger could not ask the driver to disembark him at a specific stop so that he can then catch comfortably, safe in the knowledge that he will not pass his corner.

A driverless bus eliminates a large section of the population from the public transport system: ladies who can't find the right change in their bottomless handbags, and need the driver's help; children bound for a movie by themselves for the first time, and wanting aid in finding directions; people with arms full of parcels, and needing a little extra time to get through the doors.

Only a driver can help them, for a vacuum tube has no heart; and only a driver can wait for the tardy passenger bursting through the turnstile just as the doors are closing. Automation will never work on a city bus system.

To Meet At Ottawa?

Ottawa Citizen

IT HAS so long been an axiom that the conference of the Commonwealth Prime Ministers must take place in London that it comes as a surprise to learn that there is now a very good chance indeed that the next one will be held in Ottawa.

It has been known for some time that Mr. Diefenbaker had tentatively suggested that he might play host on the next occasion; what is new is the favorable wind now blowing from Whitehall.

Hitherto it has been an unshakable conviction of senior civil servants, which Prime Ministers and Commonwealth Secretaries found persuasive, that London was the only practical meeting place.

The Prime Ministers, it was felt, would find it much simpler to make their way here by existing air routes than by other capital, and it meant that they could take the opportunity to clean up any loose ends of personal or political business in Europe as well. It was also much easier to provide a secretariat.

Back To Stalinism?

Milwaukee Journal

Communism is evidently under pressure in some parts of the Soviet Union to combat a rise or at least a persistence of religion.

NOTES BY THE WAY

Hubert: In a few years man will be flying around the world in an hour. Herbert! Maybe so, but he'll still need another hour to get to the airport. — Hamilton Spectator.

The President of the United States warns that if we fail the cause of peace, this generation will be remembered with scorn. By whom? — Calgary Herald.

The leader of an extremist wing of the separatist movement in Quebec says he will deal harshly with all French-speaking Canadians who oppose secession. If he's typical of the movement, separation may be as tough on Quebec as on the rest of the country. — Ottawa Citizen.

Britain's Black Monday

By Alan Harvey  
Canadian Press Staff Writer

Britain's black Monday for travellers marks another strange protest from railwaymen who are fed up with being the Cinderellas of industry.

Subway and train employees who took part in the one-day unofficial strike are mainly frustrated men who feel their wages are the lowest in the country.

The majority earn between \$211 and \$213 for a 44-hour week. Many have difficult and responsible jobs. Once, railwaymen had pride in their work and prestige in the community; now for various reasons, they have lost status and self-respect.

"I don't know what the answer is," mused a Piccadilly-line ticket collector who stood on the subway 47 years ago. "You're not getting the class of men you used to get, that's clear enough. A man can get better money sweeping a floor in a factory. But the railways are losing money—so how are you going to get higher wages?"

**PAY PAUSE A FACTOR**  
The hard, immediate cause of the present dispute is the decision, apparently at government level, to refer to railwaymen's pay claim to arbitration. This delaying tactic came just when the man who runs the railways, Dr. Richard Beeching, was believed ready to recommend a five- or six-per-cent wage increase.

A powerful factor in official parsimony is the controversial "pay pause," slated to end in April. The pay-restraint policy, considered necessary to provide a breathing space pending a national wages policy, has already been breached by the electricity workers. Another break could hardly be tolerated.

From the workers' standpoint, the flaw is that any intercession with wage movements, whether designated as a pause, freeze or standstill and however necessary in the national interest, always bears most harshly on those at the bottom of the industrial ladder.

Ministers may say that in hard times increased wages must be paid out of increased productivity. But strictures on productivity just don't register on a motorman engrossed in an intricate network of warning signals; a conductor coping with angry passengers on a rush-hour bus; or an attendant trying to make change for a blizzard of pound notes at a ticket booth.

The Age Old Story

They desire a better country, that is, an heavenly; wherefore God—hath prepared for them a city.

**CHILDREN'S PETS**  
MONTREAL (CP)—A new convalescent hospital for children here will have a pet zoo, birds, a garden and a wading pool. With a bed capacity of 25 the non-profit Children's Mountain Cottage will take children up to age eight. Director is Maeda Primavesi, a nurse and former art director.

Recipe for Success for a Boy...

Take a boy, any boy, your son or the boy next door. Add a newspaper route—fold in business training—a heaping measure of salesmanship and experience in handling money. Encourage punctual service, develop the ability to keep good financial records, blend in earnings that increase with efficiency. Let continue for two or three years and behold a self-reliant young man, well-equipped for a job or higher education, a credit to himself and his community.



If you think your son or some other young lad might profit by newspaperboy experience, why not suggest he come in and talk to us.

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