

"Governor Edward Island Like the Best"
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"The strongest memory is weaker than the weakest ink."

PAGE 4 THURSDAY, SEPT. 20, 1956

After The Conference

No one can say what, if anything, will come out of the recent Maritimes-New England Conference at Bar Harbor. It will take some time for the various viewpoints to find a common ground for action in any specific direction. About the only thing that can be said at the moment is that there seems to have been an agreement on the necessity for such regional co-operation in matters of economic expansion as might be found possible, taking into consideration common interests on the one hand and the several divergences on the other. It would be unrealistic to expect any sort of economic union to develop from the conversations. As Governor Muskie pointed out, in many aspects of trade the Maritimes and New England are competitive. Not only that; it has to be realized, too, that the various Provinces—and States—are competitive with one another. Nothing that a two day conference or continuing committees may decide is going to change that situation one iota. The most that can be done is to cultivate and expand the opportunities that already exist for co-operative action and to seek new ones in the light of knowledge and research that might be expected to ensue from periodic consultations.

Some speakers at the conference expressed the hope that any development that is set on foot will be kept out of "politics." This may as well be forgotten first as last. So long as governments are involved in any situation, politics will be involved too. And why not? What harm does it do? It is the business of governments to co-ordinate its policy in any particular matter with legitimate business methods that affect the public welfare, just as it is the business of economic councils to work in conjunction with government officials in so far as this is considered to be mutually helpful and of public benefit. That is politics. There is no escape from it.

As for partisan politics, that too is unavoidable, though in theory perhaps it might be a dispensable factor. The political leader has not been born who would not try his best to take political advantage of economic progress, in the development of which he believes he had a part.

Cheerful News

A cheerful word has come from David McDonald, head of the United States Steel Workers Union. He says that another serious strike in the steel industry is unlikely to occur in the foreseeable future and there is good reason to believe there may never be another one. If this optimism is shared by other labour leaders—and there is some evidence that it is—it marks a new chapter in industrial relations and a development which may be considered as important in its social effects as the emergence of organized labour as an economic force at about the turn of the century—although of course there were trade unions long before then. It means that both industry and labour have begun to see the futility and waste of prolonged work stoppages. Futility, because in almost every instance the same, or better, results could be achieved by friendly and co-operative discussion of grievances; waste, because in almost every strike these days, both sides to the dispute—and indeed the whole economic structure—suffer losses which are not easily retrieved.

The "right" to strike, for which labour fought for many years, is now recognized everywhere, at least in free societies, and it will never again be seriously questioned. Its importance, therefore, as a weapon in the hands of labour has lost much of its former urgency. Industrialists, on the other hand, and in their own interests, generally prefer negotiation to dogged intransigence which

used to be considered a sign of strength. In a very real sense industry and labour are no longer separate institutions but co-ordinating parts of a broad economic pattern in which the interests of each depend on the stability of the whole. It is satisfying to note that this simple truth is being given an ever increasing measure of recognition.

Hope For Poland?

What's happening in Poland? Is it true, as has been suggested, that that country is gradually throwing off the Soviet yoke? It is too soon to say, but one little incident that was reported the other day would almost indicate that the Government of Poland is not as obedient to the Soviet will as it once was. On the other hand, of course, it may be nothing more than a passing fancy.

When Premier Bulganin of Russia was on his Polish tour some weeks ago, the Polish press paid him very little attention, so little indeed that when the great man returned to Moscow he had some unkind things to say about Polish newspapers. His chief complaint seemed to be that one paper had expressed the opinion that "what Marx wrote a hundred years ago is not necessarily true today." When all this came to the ears of Government leaders, the Vice Premier had this to say: "To criticize the press for concrete blunders is, of course, correct. But we want the press to be bold and to criticize courageously. We must reconcile ourselves to the fact that the press may blunder sometimes (ah yes!) but these blunders are only drops in a tremendous wave of useful press criticism. We must bear in mind that not everything written is the voice of the Party and the Government."

It would be difficult to interpret the freedom of the press in more suitable words. If that is, indeed, the policy of the Government of Poland, there may yet be hope for the country's emergence as a free community. The fact that there was no such talk as this by any Government official before this summer's Poznan riots may be of special significance. It is possible that these riots taught the rulers a much needed lesson in Polish-Soviet relations.

EDITORIAL NOTES

It has been a long time since the French people last changed governments. Perhaps they have so many outside problems to worry about that they have no time or energy for their once favourite pastime. But, whatever the cause, Premier Mollet seems to have established a post-war record for political stability. For several years premiers came and went with such frequency that it was hard to keep track of them.

A professor from an American university told the Bar Harbor Conference that he does not think the St. Lawrence Seaway will have much adverse effect on the Maritimes. That remains to be seen. What is perfectly clear is that the project will be of no direct advantage to this region. It is an upper Canada proposition through and through, although its huge cost will have to be shared by all Canadians.

It is said that one objection ship owners have to sending their ships around the Cape of Good Hope instead of through the Suez is the extra cost the longer journey would entail. A Japanese skipper who arrived in Montreal the other day after making the trip around the Cape did not agree with this view. He reported that, although the trip took two days longer, it actually cost \$2,000 less than the tolls he would have had to pay in the Suez. Besides, it was a lot less trouble.

Commenting on the disgraceful disorders in the Southern United States over the Supreme Court's public school integration ruling, a South African newspaper editorializes thusly: "America is paying a heavy price for integration and the end is not yet in sight. These facts are mentioned in order to bring to their senses those forward moving people who wish to enforce integration on South Africa with all speed. How can the whites in South Africa submit when the whites in America won't?" Misery likes company, sure enough.



Dr. D. Leo Dolan says people travelling and meeting the world over constitute the greatest weapon for peace.

THE MORE WE GET TOGETHER --

Status of Suez Company

United Kingdom Information Office

An international lawyer, Lord McNair, President of the International Court of Justice from 1952 to 1955, raises questions on the status of the Suez Canal Company in a letter to The Times, London, on September 10, which controverts the too readily taken assumption that the company is wholly or even primarily an Egyptian company. Lord McNair is an acknowledged authority on international law with a long career of service in universities and law institutes in Britain, India and The Hague. He has been President of the Society of Public Teachers of Law, and of the Institute de Droit International. He was judge of the International Court at The Hague from 1946 to 1955 and its President for the three last years of his office.

Drawing attention to aspects of the Suez Canal dispute which he says do not seem to have received adequate attention, he writes "In particular, there has been a tendency to assume that the Suez Canal Company is an Egyptian company or primarily an Egyptian company." He goes on to cite a number of documents on this matter.

The first point he makes is "In 1873 a commission called the Commission on International Tonnage and the Suez Canal Dues met on the invitation of the Turkish Government in Constantinople and made a report. Attached to that report is the following declaration made by a delegate of Turkey, having been thereto authorized by his Government: '...That no modification for the future of the conditions for the passage through the Canal shall be permitted whether in regard to the navigation toll or the dues for towage, anchorage, pilotage, etc., except with the consent of the Sublime Porte, which will not take any decision on this subject without previously coming to an understanding with the principal Powers interested therein...'

Lord McNair points out "These Powers appear then to have been Germany, Austria-Hungary, Belgium, Spain, France, Great Britain, Greece, Italy, Holland, Russia, Sweden, Norway and Turkey." The use of manpower, the shortage of infantrymen at the front and the question of compulsory services overseas were political dynamite in Ottawa in 1944 and the views of the outspoken Canadian commander in Italy, with his record of success in many battles, would not be welcome to Prime Minister MacKenzie King and others in power who hoped sufficient volunteers would be found to fill the need.

The obvious question arises. In these circumstances, whether the Canadian Government gave General Burns the all-out support he required in maintaining the Canadian Corps at full strength and efficiently and, further, whether it stood behind him in the necessarily complicated relationships with the senior Allied officers who, this book makes clear, were not keen on a Canadian Corps headquarters in Italy.

Valuable as this official history must be counted, the story of the Italian campaign will not be complete until General Burns is able to give his side.

The Age Old Story
He gives power to the faint; and to them that have no might he increaseth strength.

MAXIMS

Solon used to say that laws were like cobwebs—for that if any trifling or powerless thing fell into them, they held it fast; while if it were something weightier, it broke through them and was off.

The Poet's Corner

IN THE NIGHT SEASON
Sleep at last has fled these eyes.
Nor do I regret this flight,
More alert my spirits rise,
And my heart is free and light.

Nature silent all around,
Not a single witness near;
God as soon as sought is found;
And the flame of Love burns clear.

Hush the world, that I may wake
To the taste of pure delights;
Oh! the pleasures I partake—
God, the partner of my nights!

—William Cowper (1731-1800)

APPROVE 'COPTER SERVICE
OTTAWA (CP)—The air transport board has approved an application by the Hydro-Electric Power Commission of Ontario to operate a commercial helicopter service, chiefly in connection with St. Lawrence seaway development, emergencies and fire protection services for the forests department. The board's decision was announced Wednesday.

PRIORITY TO BRITONS
CANBERRA (Reuters)—The Australian government is still giving top priority to British migrants, and more Britons came to Australia than to Canada. South Africa and New Zealand combined Immigration Minister Harold Holt said Wednesday in the House of Representatives.

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Medically Speaking

By Herman N. Bundesen, M. D.

WHAT DOES "CASTILE" MEAN ON SOAP LABEL?

You can't always judge a soap by its label. Castile soap used to be, as you probably know, the aristocrat of soap. The term "castile" once meant that the fat content of a soap was 100 per cent olive oil. Castile soap had, at that time, a much higher standard of quality than other more crudely made bars which were harsh and irritated the skin. But today, the American Medical Association says castile may mean just about any bland white soap.

RECENT REPORT
Mrs. Veronica L. Conley, secretary of the A.M.A.'s committee on cosmetics, reported in an A.M.A. publication:

"At the present time, there are no standards for the composition of castile soap, the method by which it is made or the color or any other characteristic of the finished product."

Olive oil castile soap originally served a useful and important purpose. However, Mrs. Conley says, with the development of improved soap-making processes, its usefulness has been lost and its name "distorted."

Castile soap was developed in the 18th century in the Spanish province of Castile, where the supply of olive oil was plentiful. For several centuries, the demand for soap was low and castile soap was used as a requisite for cosmetics and salves as for washing. After soap could be made more economically and milder and in larger quantities, manufacturers began selling soap which contained little or no olive oil under the name "castile."

A lengthy legal battle followed, but, as Mrs. Conley reports, "The term castile on a soap wrapper became almost meaningless."

However, many manufacturers now add a note to the wrapper if olive oil is used in making the soap.

QUESTION AND ANSWER
W.D.: What causes fever blisters to appear?
Answer: Fever blisters are caused by a germ too small to be seen with the ordinary microscope. Often fever blisters occur following infection or injury.

OUR YESTERDAYS

From The Guardian Files
TWENTY-FIVE YEARS AGO
(September 20, 1931)

At a meeting of the Council of the Charlottetown Board of Trade on Saturday morning, a wire from Mr. W. U. Appleton was read and the matter of the proposed cut in railway services to be effective in Prince Edward Island on September 27th was discussed.

TEN YEARS AGO
(September 20, 1946)

His Excellency Field Marshal the Viscount of Tunis, C.B., C.S.I., D.S.O., M.C., Governor General of Canada and Lady Alexander are scheduled to arrive in the City tomorrow evening on their first official visit to the Province.

Prince Edward Island's new car ferry "Abegweit" will slip into the water at Sorel, Quebec, late tomorrow, with no launching ceremony. Transport Minister Chevrier announced today.

NOTES BY THE WAY

One difference between the old-time picnic and the modern version is that in the old days it was not a major disaster if you forgot the can opener.—Edmonton Journal

Everyone has more leisure time now with shorter work weeks. So there does not seem any valid reason for saving time. And at 50, m.p.h. except in the most dire emergencies, any driver can get where he is going in good time with a minimum of risk. Why so much speeding? —Trenton (Ont.) Courier-Advocate

More than 35,000 people are engaged in hospital work in Ontario. On the average, a public general hospital will employ from one-and-a-half times to twice the number of people that it has beds. This means that a 50-bed hospital may have between 75 and 90 employees — a 100-bed hospital approximately 175, and a 200-bed hospital will give work to as many as 375. —Blue Print

If there are any who still think that our income taxes are complicated, let them talk to some foreign resident of Japan. That person must fill in a form that runs to eight pages and includes such the mental exercises as the following sample, culled by the British publication Taxation: "Take the appraised value of your house, multiply it by the total floor space, multiply the result by the number of days during 1955 in which you were a resident taxpayer, divide the answer by 365, multiply that by 108, and divide the answer by 100."—Financial Post

A scientist says birds are probably the happiest creatures on earth. Perhaps because they can fly away from most of their troubles.—Kitchener-Waterloo Record

How many years has it been since the vehicles used in those soap box derbies were actually made out of soapboxes?—Hamilton Spectator

A financial expert has warned municipalities to go easy on borrowing, but he does not suggest any other way of getting schools built.—Oshawa Times-Gazette

Happy Valley is a satellite town which owes its existence to the big airport at Goose Bay. The name in the beginning, had an ironic flavor. But Happy Valley is rapidly becoming a progressive as well as a thriving community and the importance of Goose airport seems to underwrite its future.—St. John's News

The elegant and attractive quarters that have been provided in Vancouver's Stanley Park for the penguins, the otters, the Wolverines, the fish and all the other park inhabitants emphasize the small and unhappy cages in which the bears still languish. At the time the bears were the prime attractions in the park. Now they are the forgotten animals.—Vancouver Province

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