The Guardian

Covers Prince Edward Island Like The Dew

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'Iffy' But Interesting

Probably "iffy" is the best term to use in describing the report from Ottawa, as published Tuesday in The Guardian, which told of speculation arising there on the possibility of Premier Walter R. Shaw being named as Prince Edward Island's next Lieutenant-Governor.

Such a development, of course, could come only. . .

. . . IF the post of high honor becomes vacant, which won't ordinarily happen until at least March 31, 1963, unless the popular and respected incumbent, Lieut.-Gov. F. Walter Hyndman should choose to retire;

. . . IF Premier Shaw is himself interested in moving to this post of high distinction; and

. . . IF Prime Minister Diefenbaker is prepared to make such an appointment.

It would take a courageous sort of man to pretend to know safe and sure things to say about such a collection of ifs. Certainly, though, it can be said that the reasons for the development of this speculation are understandable, and that it is far from being unreasonable.

While Premier Shaw during the years in which he has headed the government, has displayed a vigor and youthfulness of spirit to merit the envy of many men half his age, his recent illness appears to have been hard to shake. This sort of thing can be a cause for concern to a man who is approaching 75.

At the same time, it can be said that Premier Shaw already has reached the highest peak of standing within his party, both provincially and nationally, that it is possible for him to achieve. There is no demand of loyalty that could reasonably expect him to continue in his present post, if doing so involves any risks, or even discomfort, he should not take.

The Premier has often declared this province to be in debt to Prime Minister Diefenbaker, as head of the federal government. Mr. Diefenbaker's debt to Premier Shaw is at least equally large. The bond between the two men is understandably deep. No other provincial premier matched Premier Shaw in giving valiant and effective support to the Diefenbaker government in the recent federal campaign. It was given unstintingly, without regard for his own comfort, even though he was far from well at the time.

It follows that Premier Shaw deserves well (none better) of Prime Minister Diefenbaker, if the time approaches for him to consider dropping his present endeavors. Should this happen, it is sure that any new position he might be given would be regarded not only by the Prime Minister, but by most Islanders, as a promotion with honor.

Meanwhile, the strongest hope of all Islanders is for Premier Shaw's early and complete recovery, as an ornament to whatever position may be his choosing.

Realistic Program

The new program of vocational and trade training for this province, as explained Tuesday by W.S. MacMurtry, assistant director of vocational training, appears to show intelligent regard for the realities of Canada's economic and employment situation.

There are many new features in the program. Probably the most important one, however, is the purpose to achieve co-ordination between the courses offered and the actual employment opportunities existing or expected to develop in the trades and industry

This is to replace the older approach of just helping those attending to develop a few skills, without regard for whether or not they are needed skills.

An indication of what can be expected from the new approach was provided Monday, when C. Ross Ford, director of the vocational branch of the federal department of labor, spoke at the Geneva Park, Ont., meeting of the Canadian Institute of Public Affairs.

On the strength of a study of conditions in Western Europe he reported the finding "that the countries that have been most successful in achieving full employment are those with the most highly-developed systems of industrial training."

In this province, as in all of Canada, there is need for action keyed to that finding.

New Headache For U.S.

The United States may be in for another political headache comparable to the one it is already suffering as a result of the Peruvian situation, because President Kennedy has decided to exercise strong political and economic pressure against secessionist Katanga province.

The Congo is a long distance from Washington, but if, as a result of Katanga's secession, it is unable to remain financially solvent, then not only the United States but all other Western nations interested in political and economic stability in Africa, would be confronted with a possible recurrence of the chaotic conditions that existed in the Congo a year ago. And that could increase world tension.

Katanga is the only area of the formerly Belgian controlled state that is self-supporting. Its wealth is made possible by its rich mineral resources, especially copper, which have a world-wide market.

Moise Tshombe is President of secessionist Katanga, and so far has refused to consider any political reunion with the Congo whose Premier is Cyrille Adoula.

Only last Sunday, the Congo Premier proposed that Katanga join the Congo in a modified federal system that would give Katanga a high degree of self-government, but Tshombe has refused.

According to the latest Washington reports on this situation, the United States is seriously considering consultation with other powers with the view of obtaining their their agreement to boycott the further purchases of copper from Katanga until such time as Tshombe agrees to change his present attitude toward reunion with the Congo.

But this economic pressure if agreed to, might be a long timo in taking effect, too long, in fact, to save the Congo from another period of political anarchy.

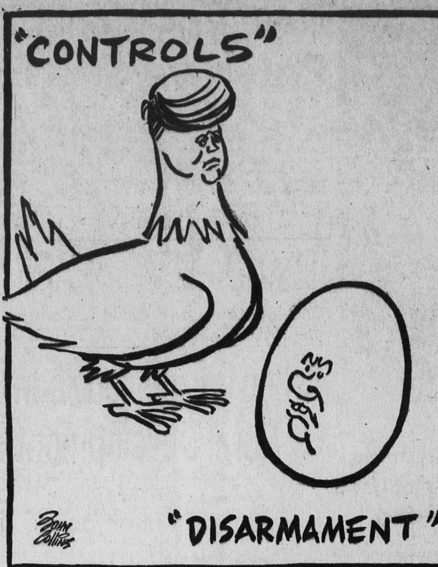
For Tshombe is alleged to have a deep-seated hostility toward white-man dictation, but one which, it is said, does not extend to the Soviet people—or their government. Should Tshombe, therefore, secure Mr. Khrushchev's moral support against any United States pressure—and that is a strong possibility—conditions in the Congo could become worse before they become better.

EDITORIAL NOTES

Giovanni Battista Musso has been made happy in Italy by being selected as his country's ugliest man, because he believes his victory will help him find a wife. How many men will have cause to ask: Is that what happened to me?

* * *

Stanley Knowles, recently elected to Parliament as a leading NDP figure, blames the government for the "ghastly error" of admitting to the Canadian market the drug blamed for recent deformed births, thalidomide, and for being slow in preventing its use. This is a most serious charge. Mr. Knowles supports his charge by noting that the drug was not allowed on the U.S. market, "thanks to the vigilance of a U.S. official," and adds that Health Minister Monteith "must explain why similar vigilance was not practised in Canada." Certainly it is a question to which many Canadians are awaiting an answer.



WHICH COMES FIRST?

MUTTERINGS FROM THE RANKS

Government Urged To Take Offensive

Arthur Blakely in The Montreal Gazette

Prime Minister Diefenbaker has two political heroes whose habits, tendencies, policies and careers have influenced his own.

One is Canada's great Confederation Prime Minister, Sir John A. Macdonald.

His tendency to keep important decisions on the shelf as long as possible earned for him, during his lifetime, the nickname "Old Tomorrow." To others, Macdonald was "The Great Procrastinator."

Mr. Diefenbaker's other political hero was every bit as staunch a Liberal as Macdonald was a Conservative.

W. L. Mackenzie King, who held through four Parliaments the very constituency of Prince Albert which now returns Mr. Diefenbaker with monotonous regularity, was also a cautious, cagey customer. He was a genius at the art of compromise and a past master at the related art of delaying difficult, unpalatable decisions in the hope that something, somehow, would turn up. Sometimes, something did. This encouraged him in the practice of doing nothing today that could be put off until tomorrow.

With the lives, times and operating methods of Macdonald and King constantly before him, it is scarcely surprising that Mr. Diefenbaker should have issued few important announcements since the election. Or, rather, since the austerity announcements which followed hard on the heels of the election.

CALLS TO ACTION

It is, however, a Canadian political maxim that a Government on the defensive is a Government in trouble.

Sometimes, the trouble comes from within a Government's own ranks. It's not always easy for a party to sell the rank-and-file on the desirability of defensive tactics.

During the last three weeks, there have been mutterings from the Conservative ranks about the policy of inaction. It comes from Conservative leaders and rank-and-filers alike who are convinced that the Government's salvation lies in bold, dramatic challenging leadership, despite its minority position in the yet-to-be-assembled new Parliament.

The murmurings began well before British Prime Minister Macmillan surprised Britain and the world with a Cabinet upheaval the like of which Canada has not experienced, in recent decades at least, and despite the fact that the British Tories had not undergone an election rebuff such as the Canadian Government suffered on the night of June 18.

TORY PRESS COMMENT

It is not purely coincidental that in a recent editorial entitled "Inertia," the Toronto Telegram, which has long been close to the Conservative Party and the Government, commented in part: "But great events demand great decisions. . Canada is crying out for leadership, for direction, for a man to follow, to inspire confidence. . . The inertia that seems to have gripped the administration must be thrown off. First task is to reorganize the Cabinet at once and present a new, compact Government that can get on with the job of preparing for the next Parliament. Five Cabinet Ministers were defeated. . . No new appointments have been made. The country deserves better than this. . . 'There is a political vacuum that must be filled. The Prime Minister has a great opportunity to fill it."

Nor is it by coincidence that the Ottawa Journel echoed the demand that Mr. Diefenbaker "complete quickly the appointments and arrangement of his new Cabinet" so that the government can get on with the task of governing.

This editorial went on to express the opinion that Mr. Diefenbaker's temporary solution of his Cabinet problems — by the appointment of four "acting" Ministers — "throws a heavy burden on those doubling up and conveys a too interim or temporary appearance to a Cabinet which may well have to govern this country for a year or more."

Strikes In West Germany

Bonn Bulletin

There have been fewer and fewer strikes in West Germany in recent years. This weapon in labour conflicts is as unpopular as it can be, not only with the public but also among workers. There are historical reasons for this. In the Weimar Republic strikes were many and frequent, but when Hitler's dictatorship began this weapon proved to be useless.

During the economic recovery since 1949 employers and workers, who have collective bargaining rights in Germany, have agreed — sometimes at the expense of the consumer — far more often than they have come into conflict. This still applies in private business, but it is different when the state, including regional and local governments, functions as an employer.

This is why there was a stoppage recently, for the first time in a long period. Those involved were the flight security personnel on the airfields. In the background there was the threat of a strike of all public services including public utilities, tre railways and the post.

Flights to and from Berlin as well as military flights were still handled; allies rights were concerned in these flights, and the allies would otherwise have taken care of them themselves.

Decisions to strike are taken in Germany only by workers who are organized in trade unions—normally by members of the German Trade Union Federation and of the German Employees' Union. Since only about 30 per cent of all workers belong to the federation, a minority can decide on a stoppage of work for non-union workers as well. The majority in favour of a strike is usually of course very high among those who do take part in strike ballots.

OUR YESTERDAYS

(From the Guardian Files)

TWENTY - FIVE YEARS AGO
(August 1, 1937)

Those who had the privilege of the ordination and induction services of Rev. Wallace Wadland in Belfast Presbyterian Church on July 27 will carry pleasant memories, also beautiful thoughts of it for a long time.

Mrs. E.W. MacKinnon of the Belvedere Club won the Prince Edward Island Women's Golf Championship Saturday when she poster a score of 107 for the 18 holes played in Summerside.

TEN YEARS AGO
(August 1, 1952)

Congratulations are due Miss Frances Campbell, daughter of Mr. and Mrs. Joseph Campbell, Elmira, on the distinctive success she attained in the recent Entrance Examinations. Miss Campbell led the province with an average of 84.8 percent, and was listed first in French and History.

(Prestwick, Scotland, July 31). Two United States Helicopters broke the non stop distance flight record today, capping an historic first crossing of the Atlantic Ocean.

How About A Hovercraft?

Milwaukee Journal

Members of the Society of Automotive Engineers chapter at Marquette university gave watchers at McKinley beach a look at a hovercraft the other day. The hovercraft is a vehicle held above the ground or water by a cushion of air forced downward by propellers or jets. Propellers move it forward.

The local version is a one man job. But there are bigger ones, and they are about to go into commercial use. In England a 24 passenger hovercraft is now going into experimental service on the Irish sea.

The first trip will carry riders 15 miles from Rhyl, Wales, to Wallasey across the mouth of the Dee estuary at a speed of 45 miles an hour. It is billed as the first commercial hovercraft trip. Its sponsors have more than 3,000 advance bookings for other passengers, at $2.80 a ride. It will save a hard, two hour trip around the edge of the estuary.

The United States navy is interested in the hovercraft and has awarded a $2 million contract for the development of one it calls the Hydroskimmer.

A hovercraft problem is inability to rise very high above the ground, or water, because capacity to stay up depends upon full utilization of the air forced under it. The higher the hovercraft rises the more air it loses. British engineers have plans for a vehicle which, they believe, will be able to rise 10 to 12 feet above the water—a necessity in heavy seas. One firm is talking of a 1,000 ton craft that could carry 200 cars and 1,000 passengers. It estimates this could transport a ton of cargo across the English channel to France for $3.08, compared with rates of $5.60 by ordinary ship and $8.12 by air.

Kits have been developed by which a conversion unit using the hovercraft principle can be attached to Jeeps and other cars to help them across soft ground and keep them from miring in mud or sand. A great thing for the military, explorers, construction engineers and nomads, the developers say. Might be a great thing for Milwaukee snowstorms, too.

The Poets Corner

WOODLAND CATHEDRAL

Dark pines
Sombre as caves in the forest
Stand row on row
With hands interlocking in prayer.

Tawny cones breathe Amen
To the chant of wind through the branches;
While scent-laden firs waft ethereal mist
To curtain the gathering twilight.

The steadfast North Star holds a diamond
Lamp in a sapphire sky
Guiding the migrants of space;

As sable-veiled Night softly moves
Through the wood
Swinging a censer.

—Margaret Furness MacLeod.

New Treatment Is Discovered For Clotting

By Dr. Theodore R. Van Dellen

A NEW treatment for menstrual cramps (dysmenorrhea) was reported recently in the medical journal, Obstetrics and Gynecology. The remedy is well known as a product to prevent clotting (heparin potassium). The plan is based on the theory that some women develop large clots within the uterus and have severe discomfort when they are passed.

Dr. Stanley P. Wegryn of Newark, N.J., evaluated the compound of 110 women with menstrual discomfort. In some cramping was severe enough to interrupt their daily routine, whereas in others it was mild to marked, but tolerable. The tablet is taken three times a day at the beginning of the menstrual period and continued throughout.

Of the group, 58 received the real McCoy and 52 were given identically appearing but inert pills (placebos). Approximately 65 per cent of those taking heparin noted improvement whereas only 8 per cent of the women on placebos were helped.

The causes of dysmenorrhea are variable but in most instances, the etiology is not known. The observation that 8 per cent got relief after taking a sugar pill shows a psychogenic factor is responsible in some. Narrowing of the opening of the uterus or the passage of large clots is a reasonable explanation for others.

Most women grin and bear their cramps but others are totally disabled. Much depends upon the ability to take pain, the need for an excuse,or what mother did under similar circumstances. Distress may be aggravated by congestion in the pelvic area caused by the retention of fluid.

Most women use an analgesic such as aspirin, Empirin, or Edrisal. Others resort to diuretics, heating pads, or special exercises. Time will tell whether heparin will be worthwhile because it is of value only when large clots develop.

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

PYORRHEA

G.C. writes: Does overweight tend to cause pockets around the teeth?

REPLY

No, but it causes pockets and bulges elsewhere. I assume you are referring to periodontal disease, in which food, infection, or irritation from tarter separates the teeth from the gums. This is the commonest cause of loss of teeth after age 30.

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.

CARLESS VISITORS

Sir,— Visitors coming to Charlottetown by car are able to reach the North Shore and various other beauty spots with ease. Not so with those of us who arrive by train or plane or inter-province busses. There is no practicable public transportation for, say, a half day's outing. That there is demand for such service I know. For instance, the desk clerk at one hotel says that he has received 25 or more inquiries about a stationwagon that made scheduled trips to the North Shore last summer. This year the bus is not in service.

That so few visitors used the bus last summer was due to the fact that the trips were not well advertised. I found it by chance when inquiry at the Travel Bureau revealed that they had heard about such a bus but had no schedules. I made it my business to take some of the schedules which I obtained from the driver and leave them with the Bureau and at the Queen Hotel where they were posted.

I believe that there are enough carless visitors here to make such a bus trip profitable, say two trips, one, morning, and one, afternoon, if it were advertized. I for one would be happy to visit the beautiful Nature Trail which is inaccessible to me except by taxi. Last summer I made one or two trips a week until September. Since my own interest is birds I would appreciate getting to Tracadie Cross where I frequently went before the bus schedules were changed so that one cannot return the same day.

At least one spot is accessible —Rocky Point. The excellent little ferry from the foot of Queen Street allows me to tramp the fields there. Even with the dump at the end of the lane which goes left as one leaves the ferry it is better than being confined to the city all summer. The presence of this unsightly and malodorous horror in a lovely little cove is really sad to see, but in spite of the trash and garbage with tons of rotton potatoes, it is possible to see shore birds later this month, and the few land birds that are residents at Rocky Point.

If some enterprising citizen should do something about the carless visitors to this Island Province, I feel reasonably certain that he would fine passengers — if information is available to them.

I am, Sir, etc.,
MARIE L. WELDON
Charlottetown

NOTES BY THE WAY

Success often comes to the man with a level head on his shoulders. — Sarnia Observer

A woman happy with her husband is better for the children than 1,000 books on welfare — Galt Reporter

"Just what good have you done for humanity?" asked the judge before passing sentence on the pickpocket. "Well", replied the confirmed criminal thoughtfully, "I've kept three or four detectives working regularly." — Watchman Examiner

Ottawa Traffic Comittee wants to cut down speeding. One small Ontario town on Highway 7 does it just by laying a pair of black rubber tubes acros the road. Most drivers are so busy putting on brakes and checking speedometers that they fail to notice that there's no speed trap there, just two unconnected tubes. — Ottawa Journal.

That strange sound emanating from the parlor means that Junior is practicing his piano lessons with a baseball glove on his left hand.— Door County Advocate.

How can people be expected to look pleasant posing for pictures that cost $25 a dozen? — Chatham Daily News.

Charity used to be considered a virtue. Now judging by all the drives that go on, it has become an industry.. — Welland Tribune.

In Milwaukee, a man wound up with a broken nose, black eye, cut forehead and a $50 fine in police court after a diminutive, 100-pound young lady he was driving home decided she didn't want to stop and spoon, as he suggested.. It turned out she had been a professional wrestler for six years. — Cleveland Plain Dealer.

Wages On The Farm

Sarnia Observer

Farm help today are in the highest category they have ever been when it comes to wages, but we doubt whether our urban residents would care to change places with them.

The Ottawa Bureau of Statistics show that the average annual wage, including board, for a farm hand today is $1,390 a year, which is $50 higher for 12 months, than the same farm hand was receiving a year ago Those who were able to board elsewhere now receive approximately $1,890 for a year's work, $20 more a year, than it was in the previous survey made a year earlier.

The statistics also show that the Western farm hand receives higher pay then his eastern counterpart, but we fear that the difference is not likely to encourage the young farm hand to take a day off and go on a spending spree.

In Eastern Canada the average, with board is $1,315 compared with $1,290 the previous year, while in Western Canada it is $1,485 compared with $1,405 early in 1961.

The farmhand who does not live on the farm of his employer receives $1,820 in wages a boost of $30 over a year ago, and in Western Canada the farm hand who does not require to be boarded gets $1,980 for a year's work, a boost of $15 in his year's pay over that of 12 months earlier.

From Marconi To Telstar

Milwaukee Journal

In Napoleon's time the French took a great stride in communications. Semaphores were set up on hilltops and messages could be relayed from one to another. It beat the speed of horseback messengers.

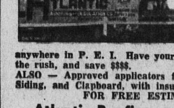
From the time the first electric battery was invented in 1799 men began experimenting with its possibilities in communications. By 1837 a patent on a telegraph set was taken out in England. But it remained for Samuel F.B. Morse to develop a usable system. With $90,000 appropriated by congress he crected a telegraph line between Washington and Baltimore and sent his first message — "What hath God wrought."

Alexander Graham Bell made the next big step. He got his first patent on the telephone Mar 7. 1876, and organized the first telephone company a year later.

It was 61 years ago, on Dec. 12, 1901, that Guglielmo Marconi sent the first transatlantic wireless message from Cornwall, England, to Newfoundland. He lived until 1937 and saw radio ring the world. In his latter years television was being developed and the first commercial programs began in 1939 in New York. The war put a crimp in that but from 1946 on television swept the country.

The other night, on each side of the Atlantic, television viewers watched trans - atlantic television transmitted through the Telstar satellite. From semaphores to satellite communications in a little more than 150 years. From wireless to Telstar in 61 years.

Man's ingenuity is fantastic and it is getting so that it takes a genius to understand just what man is up to.



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