

Covers Prince Edward Island Like The Daw
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"The strongest memory is weaker than the weakest ink"
PAGE 4 SATURDAY, JULY 30, 1965

For The Record

In commenting yesterday on the good news with respect to our causeway project, we mentioned the vital part which the Conservatives under Prime Minister Diefenbaker took in furthering its progress. In fairness we should go back still farther, however, since they entered the picture after the curtain had gone up and the movement was under way.

For the record, then, let's recall that when the project was first broached in the House of Commons on Jan. 24, 1956, by Neil A. Matheson, Liberal MP for Queens, preliminary studies had already been made by the provincial government under Premier A. W. Matheson at the suggestion of the federal minister of public works, Hon. Robert Winters. Without this initial momentum, it is doubtful if the scheme would ever have come to birth.

Mr. Matheson's address at Ottawa was geared to provincial policy and was coincident with a statement issued on the same day by the Premier, stating that he would have something to say on the subject when the Legislature opened on Feb. 21. In the meantime The Guardian gave its full support to the proposal, as did the Charlottetown Board of Trade and other organizations.

MET WITH CRITICISM—But the scheme became a target for criticism almost immediately, even among some of Mr. Matheson's Liberal colleagues at Ottawa. We found ourselves embroiled in this controversy and had occasion to comment on the subject in our issue of Feb. 12, 1956, in the following terms:

"We have suffered in the past from a plague of self-constituted critics who have found fault with every move in the interests of progress and development. In the old days they were against the railway because it would injure the horse-carriage trade, and anti-railroad meetings were held in several parts of the province ridiculing the whole scheme. The controversy was revived on a more successful scale when automobiles were introduced, and we lagged far behind the rest of Canada by restricting motor traffic on our roads. Even the car ferry service established under the Borden government had to face a barrage of criticism; some said it was only political talk and others that it wasn't feasible and that the old winter route was the better way."

"In recent times the Federal Building project in Charlottetown was retarded and almost killed completely by pressure groups. Kings County suffered in its mail delivery service from the same class of retrogressive thinkers; and when the railway proposed to operate modern passenger buses the Legislature was stampeded into turning down the offer. Today we have lost our local passenger trains for a large part of the year, with no compensating advantage and little hope of obtaining improved service of any kind."

"Every major move in our transportation history has encountered this kind of opposition, from classes or individuals who feel that they might be affected adversely, and whose political or other motives had nothing whatever to do with the general welfare of the province. We have gone forward in spite of them, but their obstruction tactics have been a constant handicap."

Two days later, on Feb. 14, we published a statement from Premier Matheson expressing his concurrence with our views, and intimating that all the objections raised Mr. Kickham, MP for Kings, in a broadcast denouncing the idea of a causeway in strong terms, would be answered in the Legislature. The Premier followed through with his promise on the floor

of the House on Feb. 23, where he went at length into the results of six months' inquiry by provincial engineers into the feasibility of the scheme and the grounds for requesting a full-scale study of the tidal and other problems by Ottawa.

MR. WINTERS' PART—A matter of importance in the Premier's statement was his emphasis on the fact that Mr. Winters, the federal minister, had proposed that the province initiate these studies, and decide whether to press for such a project in the event of it being feasible. "And the further we went into the matter," said Premier Matheson, "the more we were convinced that it was no mere pipe dream but one that might very well become a reality, and be of tremendous benefit in meeting our transportation needs."

It is worth noting, also, that on the day before the Premier's statement in the House, the leader of the Opposition, Mr. Bell, gave full support to the proposal in the course of his speech on the Draft Address. Subsequently a joint resolution was adopted, stressing the advantages of a causeway and urging Ottawa to launch a through investigation at the earliest date.

The issue has been kicked around a good deal politically since then. That part of the story would fill a volume, and we doubt if it would be worth writing. But we thought the above facts should be recalled, in fairness especially to Mr. Winters who is no longer in public life, but who can truly be said to have fathered the idea which we think of now as a \$148 million project, slated definitely to get under way within the next few months.

Borden Important

Mr. Macquarrie, MP, made a good point in a statement in yesterday's Guardian when he said, in connection with the causeway project, that the important town of Borden should not be allowed to suffer from any transition. On the contrary, by careful planning, it should be in the forefront of an expansion which will bring new growth and new opportunities to its people.

But, as our junior member for Queens pointed out, "the planning should commence now. It is too late and too little to promise alternative jobs elsewhere—let the opportunities be brought to the area rather than encouraging people to move to other locations. Governments must accept responsibilities for dislocations which their policies cause."

Mr. Macquarrie expressed himself as being wholeheartedly for the causeway, nor is this view at all inconsistent with being deeply concerned about the interests of Borden as well. This reflects, we believe, the general feeling, and it should lead to concrete action along the lines indicated. Reassurance on this point should come from both our federal and provincial authorities, and the sooner the better.

On Looking Into . . .

Students of poetry will relish this parody of a famous sonnet of John Keats by that able Toronto Globe and Mail commentator, George Bain, on a subject of interest ament that you-know-what affair at Ottawa. It is entitled "On First Looking Into Dorian's Report" and it's supposed to be spoken by the Prime Minister. Here it is:

"Long have I tilted where votes are what we glean,
And many nasty shocks and shakings had;
I've learned to live with fortune, good and bad,
To take them both with calm, unruined mein.
I've known, of course, of scandals there have been,
When governments, though seeming armor-clad,
On being so scourged as nearly drove them mad,
They nearly—but not quite—have quit the scene.
I had not known—this will I not disguise—
The bouts of passion they had undergone
Till with stout Favreau, there, with eagle eyes
We'd stared at that report—and there upon
Looked at each other with a wild surprise
Enraged, upon a pique on Dorian."

EDITORIAL NOTE

From The War Cry we learn that port workers representing 13 religious bodies in Canada are planning a new approach this year in welcoming immigrants to this country. Newcomers will be given a small leaflet, the cover of which bears a greeting from the churches of Canada. Space is provided for immigrant's name, Canadian address, and his needs. He is asked to fill in the necessary information and forward it to the church of his choice. Cooperating in the new venture are Anglican, Eastern Orthodox, Protestant, and Roman Catholic churches, and the Salvation Army.



DOWN THE UP STAIRWAY

OTTAWA REPORT By Patrick Nicholson

An Object Lesson In Use Of Drugs

Wallace B. Nesbitt, QC, MP, is best known as a rising politician of deep knowledge in the field of international affairs. He is one of Parliament Hill's most eligible bachelors and, by force of the circumstances of his life as a bachelor in an Ottawa apartment, he is a struggling cook of considerably less distinction.

Thus it happened last Fall that, rather than die of starvation, he ventured into his kitchen and essayed the complicated project of boiling himself some cobs of corn. But even for a Queen's Counsel and Member of Parliament, there is many a slip twixt the pan and the paw. In Wally's case, the boiling water spilled over his hand, causing severe burns. These began to fester, so Wally went to consult the kindly honorary physician to the House of Commons, Orillia's Dr. P.B. Rynard.

Penicillin was at once prescribed. "Are you by any chance allergic to penicillin?" asked Dr. Rynard. Wally confessed that this did happen, so Dr. Rynard prescribed an anti-histamine drug, to be taken for its counter-effect if Wally did suffer any reaction from the penicillin.

BLACK-OUT IN TRAFFIC—Wally then went to a parking lot near Parliament Hill to fetch his car. Suddenly feeling a reaction setting in, he swallowed one of the anti-histamine pills which Dr. Rynard had given him from the supply kept in the Health Unit in the Parliament Building.

Wally began to drive back to Parliament Hill. Then suddenly, amid Ottawa's rush hour

traffic, he had a complete black-out. "MP's car climbs hydro pole." "Five people killed in three-car crash and blaze." These could well have been the headlines. But fortunately, Wally later recovered consciousness unhurt, in his stationary car while the traffic streamed all around it. He was able to make his way carefully back to Parliament Hill, and to the ministrations of Dr. Rynard.

The object lesson of that episode is that, even in our House of Commons itself, unsafe drugs may cause disastrous unexpected effects. Wally was given an anti-histamine intended to provide sustained relief through a number of time-pellets which should dissolve and take effect evenly over twelve hours; but in practice it appears that he swallowed a poorly manufactured pill, in which all the pellets dissolved at once.

An element in the anti-histamine Dr. Rynard told me is a vaso-constrictor which shrinks the blood vessels and cuts down the circulation of blood to vital organs. Wally suffered through too much constriction all at once; if he had been an older man with a heart condition, it could well have been fatal.

DRUG SAFETY STUDIED—The offending pill was apparently not the product of one of the responsible and completed brand-name pharmaceutical companies in Canada. It is suspected that it was the imported product of some cut-rate foreign basement-bumblers, unwisely purchased on the basis of its slightly-lower price, rather than its reputation for quality.

Reaching For The Light

Ottawa Journal

You will see them in the woodlands—small saplings of oak, maple and beech with leaves three or four times the normal size of the species. The starting trees are those that are waging a losing fight. In the centre, where sufficient sun is available, a few young trees are growing normally.

Poignant? Yes. But it is not sad in Nature's complex system. This is the law of life and the great verities have determined through the ages that sunlight is an essential for growth. Plants must reach for the light to achieve their destiny. Uncounted millions of nuts and seeds are dropped to Earth's primal humus, but only a fraction are destined for fulfillment. Man also must struggle to reach the light, and if man fought as valiantly as the little trees there would be more men and nations living in the sun.

Now A Humble Freighter

Milwaukee Journal

A new chapter in the troubled life of the nuclear ship Savannah opens July 9 when the vessel sails for Spain as a freighter, with plush passenger accommodations sealed off.

The American Export Esbrandtzen Lines, Inc., has an agreement with the federal maritime administration to run the vessel commercially for three years. Expenses in excess of voyage revenue will be borne by the government. Profits, if any, will be split between Uncle Sam and the company.

The Savannah was conceived in 1955 during the Eisenhower administration, as a "peace ship" to tour world ports and "demonstrate to people everywhere this peacetime use of atomic energy, harnessed for the improvement of human living." The project soon became entangled in technical difficulties, however, and for a time was the

object of a bitter labor dispute. Unions wanted premium wages for working on a nuclear ship. When, after a four year delay, the \$83 million ship began a tour, many ports refused entry, fearing a nuclear accident. The maritime administration admits that the Savannah is uneconomical. Under private operation, however, there is some hope that it can break even in commercial service, or even make a small profit. It has enough uranium in its reactor to steam some 200,000 miles at 21 knots. This is enough fuel to last two or three years. That should be a sufficient period to determine the Savannah's commercial worth.

GLISTENS ALL ROUND—Europe's second artificial satellite, ESRO 2, will have 3,500 solar power cells on the 12 sides of its 30-inch body.

Abdominal Distress

By Dr. Theodore R. Van Dellen

Many individuals blame abdominal distress on gas, not realizing that something else may be causing their discomfort. It is surprising how often physicians see large amounts of gas in an x-ray of the bowel among persons who have no complaints along this line. In contrast, a small collection of air may be painful when the intestine is irritable. In these instances, relaxing the spastic bowel will bring more relief than treating the flatulence.

It is normal to have some gas because most foods ferment during the digestive process. Cabbage, brussels sprouts, cauliflower, turnips, and baked beans are notorious along this line. Constipation encourages gas formation because it permits the intestinal contents to ferment over a longer period.

Flatulence also is a symptom of many gastrointestinal disorders. Swallowing air when eating is common, but many nervous individuals consume excessive amounts, not only with each mouthful but prior to belching. There are many remedies and the majority are difficult to evaluate. The silicone defoamer (methyl polysiloxane) breaks up the smaller bubbles, enabling them to form larger bubbles which are more easily passed. The chemical is not absorbed and is not toxic. Many absorbents, such as charcoal, kaolin, and chalk, are available. These are more effective when diarrhea is present. The bowel also is capable of absorbing gas and halitosis is traced occasionally to this source.

Enzymes have been used for many years on the premise that they improve digestion and create less gas. Lactase, amylase, and others are used for this purpose but again, results are difficult to evaluate. Warm compresses to the abdomen or a little brandy are likely to be just as effective.

Gas pains are common after some operations. This is minimized by keeping the stomach and intestines empty via a suction apparatus. Cholinergic drugs also are used to stimulate the bowel.

SPASM AND INDIGESTION—Mrs. C.P. writes: I am 64. I belch, have indigestion and pressure in my left side. The doctor said this is an acid condition and gas pockets. Another said it was a spasm. Who is right?

REPLY—Both could be correct because spasm often goes along with indigestion. The problem could be solved by undergoing a complete physical examination, including X-rays and an electrocardiogram.

TODAY'S HEALTH HINT—Breast lumps should be investigated.

NOTES BY THE WAY

"At a performance of the Rolling Stones in Glasgow, 25 girls fainted and 50 boys landed in jail following mob scenes outside the hall. Could be the Rolling Stones may be selected for the next batch of MBE's.—Fort William Times-Journal.

Overheard on the bus: "It's so discouraging. I haven't lost a pound, and for an entire week, now, I've been on fine different diets."—Toronto Star.

It's hard to recognize opportunity because it's usually wearing overalls.—Sarnia Observer.

Shifts In U.S. Policy

By Arch MacKenzie
Canadian Press Staff Writer

Latin American sensitivities, heightened by United States intervention in the Dominican Republic week, caused two shifts this week in Washington policy.

One was abrupt cancellation of a U.S. defence department sociological project called Camelot for reasons unknown—purpose of which apparently was to study Communist exploitation of revolutionary changes in underdeveloped countries.

The state department was caught unaware when Camelot popped to the surface in Chile and reactions followed in Latin America and Washington.

The second shift affects the 20-nation Organization of American States which is to meet Aug. 4 in Rio de Janeiro. This meeting originally was scheduled for May 20, to discuss fundamental changes which would make the OAS more effective but was postponed after the Dominican revolt in late April.

President Johnson and State Secretary Rusk had suggested that the OAS form a permanent peacekeeping force for the western hemisphere. This idea brought a warning from Secretary-General U Thant of the United Nations against encouraging other regional military formations outside the UN.

Now, it is understood, the U.S. has dropped plans to push hard at Rio for such a force. Private soundings are said to have produced considerable resistance, especially from democratically elected governments which objected most to the American intervention in Santo Domingo.

While the U.S. turned on strong pressure to get the OAS into the Dominican Republic where it and the U.S. still are seeking some settlement—there seems to be American recognition that another dose of pressure right now would add little to hemisphere relations.

The sociological study was being prepared by the American University in Washington for the defence department. About \$300,000 had been spent and the defence department estimated that costs over three to five years might reach \$4,000,000.

Our Yesterdays

(From The Guardian Files)

TWENTY - FIVE YEARS AGO
(July 10, 1940)

Britain's battle planes and coastal guns, engaging in the greatest air fight of the war over Britain, shot down or disabled 37 German raiders amid a hint from a Government official that the first drive of Nazi bombers may be at hand.

Defence Minister Ralston and Air Minister Power sent out a call for men tonight. Col. Ralston said 40,000 additional men were needed for the Canadian Active Service Force, the full-time soldier, and Major Power said many thousands were wanted for part-time training in the non-permanent active militia.

TEN YEARS AGO
(July 10, 1955)

The Rev. Garth A. Cowper, Smith was inducted recently into the Bezeque Charge of the United Church of Canada.

At the Summerside Golf Club yesterday afternoon, in the men's competition, the winners in the sealed hole competition were Frank Cameron and Leonce Arsenault.

AMBASSADOR SURPRISED

The first news of Camelot in Chile caused American Ambassador Ralph A. Dungan to seek clarification. Sociologists had also been approached in Argentina, Venezuela and Peru—none of them keen supporters of the U.S. role in Santo Domingo.

The defence department said: "It has been concluded that the project as currently designed will not produce the desired information and the project therefore is being terminated."

Democratic Senator Eugene McCarthy, Minnesota, said a case still exists for a Congressional examination as to why Camelot was launched in the first place and why it was launched apparently without letting the state department know.

HOME WAS PEPPERED

The staff of St. Paul's Cathedral, London, found more than 100 Second World War bomb fragments stuck in the lead roof 20 years after the war ended.

DIG CLAMS?

Our coastline is a treasure chest of seafoods.

Our restaurants prepare and serve as only a Maritime restaurant can.

Our people are your guides to better dining.

And there's always room for another hardy soul on the beach or at the table.

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