

## U.S. Proposals On Berlin

The new United States proposals on Berlin break fresh ground. They would give at least tacit recognition that Germany's existing boundaries are fixed. To that extent, they represent an important departure from the West's previous position, which had rejected acceptance of the status quo in Central Europe. West Germany and France are reported to be opposed to Washington's suggestions. Yet they merely recognize existing realities.

The four major proposals, as reported from Bonn, are:

The NATO and Warsaw Pact groups would issue non-aggression declarations, coupled with guarantees against violations of present demarcation lines; the big nuclear powers would agree to prohibit the spread of nuclear weapons as far as they could (although nuclear weapons for NATO as an international defence alliance would not be ruled out); the access routes to West Berlin would be placed under an international authority comprising the U.S., Russia, Britain, France, and East and West Germany; joint East-West German committees would be set up to work on such problems as eventual German reunification under free elections, promotion of East-West contacts, economic relations, and other practical day-to-day problems.

Public opinion in West Germany will

not readily agree either to a recognition of Germany's division, or of the existing German-Polish frontier. At the same time, President de Gaulle opposes any concession to the Russians along the access routes to Berlin. This opposition has to be balanced against the advantages of an agreement that could lead to a considerable reduction of tensions in Europe.

In Poland especially, and in Russia as well, the fear of revived German nationalism and militarism is real, if unwarranted. A declaration of non-aggression, together with assurances that West Germany would not be given nuclear weapons, could help dissipate these fears and establish an atmosphere in which progress toward disarmament might be made.

Even with tacit recognition of Germany's division, a form of unification could eventually evolve through the kind of committees contemplated in the U.S. proposals. The two parts of Germany are economically interdependent; there is a considerable flow of trade between them. They share a common cultural tradition and political history. A line of demarcation which is essentially artificial cannot forever separate the two. Within the existing framework, it should be possible to work, gradually, toward a considerable degree of unification.

## A New Season On The Seaway

The St. Lawrence Seaway is open for another season of business—its fourth—and the beginning has not been auspicious. With critics breathing down its neck, so to speak, this is too bad, but the deep waterway was soundly conceived and will yet justify the faith of those who planned it.

What has happened this time is the discovery, on the eve of opening day, of a large crack in the Eisenhower Lock on the American side of the river near Massena, N.Y. That means an estimated two weeks delay before through traffic is possible.

Canadians shouldn't feel too smug about the fact that this mishap occurred on the other side of the river, suggesting faulty engineering. There have been a few troublesome incidents in Canadian waters too, notably in the Welland Canal in the first weeks of the opening season of navigation on the Seaway.

Miscalculations are perhaps inevitable in connection with such a project as this, and those inclined to look on the bright side will no doubt say that mat-

ters might have been a good deal worse. The mistakes have been quickly corrected; that is what counts.

Much is at stake during these early years of Seaway operation. The waterway is definitely on trial, and a couple of years hence stock will be taken of its experience with a view to the toll structure. Already there is pressure from two extremes, from those who want the tolls brought down and from those who want them pushed higher. The first group perhaps does not take sufficient account of the interests of other transportation systems and of other sections of the country, including the Maritimes. The second group would condemn the Seaway to a slow death by discouraging business. This is the more serious threat.

The sensible course lies in a moderate level of tolls. The charges are designed to pay the capital costs of the project in 50 years. If revenues continue to lag behind estimates, however, it would be better to extend the amortization period rather than to increase tolls, an action which most probably would defeat its own purpose.

## A Far-Sighted Transportation Policy

There is an increasing awareness of the need to promote policies that put emphasis on transportation as a whole rather than on private transportation. It is to be hoped that this trend has not started too late.

A brief prepared by the Ontario Division of the Community Planning Association of Canada—it formed the background for last week's Toronto Conference on "Highways and Urban Transportation"—puts the current problem in its proper perspective. It said in part: "The policy for highways should be an integrated part of an overall transportation policy." In brief, a transportation policy "should be the servant to and not the master of the community."

This planning organization rightly makes the point that a more co-ordinated approach is needed by the various provincial and municipal agencies concerned to bring about the desired results. The goal should be to ensure that full consideration is given to the role of the local transit system and to the economic and social pattern of the

urban community before proceeding with costly super-highway projects. If this approach is ignored the result will be traffic congestion in the centre of cities and "ribbon" development on their outskirts.

The brief proposes that programs be co-ordinated at the provincial level by the Departments of Highways, Transport and Municipal Affairs. In Ottawa such co-operation should be fostered between the Civic Parking Authority, the Civic Traffic Committee, the Ottawa Transportation Commission and the Department of Planning and Works.

"As the daily tidal flow of vehicles into and out of the centres of cities is a major cause of the ever-increasing demand for expressways in urban areas, an important target of policy must be the removal of part of this load from the highways and the placing of it on public transit..." said the planning body in a most timely message. A proposed revision in the provincial subsidy structure, aimed at giving public transit systems much-needed help, should receive broad support.

## Impasse Involving Doctors And Government

The current deadlock between the Saskatchewan College of Physicians and Surgeons and the provincial government holds particular significance as the Hall royal commission enters the last phase of hearings relating to the health needs of Canada as a whole.

Negotiations between the government and the medical group with regard to the inauguration of a compulsory medical care plan in the province have now broken off. Premier W. S. Lloyd understandably told the Saskatchewan legislature that it is the intention of the government to introduce on July 1 a health insurance scheme that has been on the statute books since late last year. Introduction of the measure was initially scheduled to take effect on April 1.

The Saskatchewan medical group has consistently maintained that it will not

co-operate in the government-sponsored scheme. It wants to see voluntary insurance plans continued under a formula for government subsidization. The government will have to deal directly with individual doctors to launch its plan.

The views of Saskatchewan doctors follow the general pattern of submissions that have been made to the Hall commission by branches of the Canadian Medical Association in the various provinces. Canada's medical fraternity accepts the principle of prepayment for health services, as long as it can control the purse strings.

But the medical groups are having extreme difficulty in convincing Canadians that voluntary plans would be preferable to a national insurance scheme covering everybody, regardless of financial position.

## Editorial Notes And Comments

An opposition spokesman in the Nigerian Parliament wants Britain expelled from the Commonwealth because she is trying "to join her European tribal grouping, the Common Market." He proposes that Canada's Prime Minister Diefenbaker should lead the oyster movement. The way that Mr. Diefenbaker and some of his colleagues have talked on occasion, it is not surprising to find him nominated.

The 21 savings offices operated by the Ontario government have been de-

scribed as "absolutely stagnant." Most of the funds are now loaned to the government at 3.59 per cent interest. A proposal that the savings branches lend money to small businessmen deserves serious consideration.

Mr. Fleming is being commended in some quarters for refraining from a vote-catching budget brimming with tax cuts. He didn't have much choice, did he? When the cupboard is bare election goodies are pretty hard to find.



'I've got a secret'

### Strictly Personal

## Cocktail Set Will Rejoice

By Sydney J. Harris

One of the great benefactors of mankind—in this frantic age of the cocktail party and the buffet supper—may easily turn out to be an Iowan named Wayne Norland. May his royalties flourish for eternity.

An inventor of the highest order, Norland has devised a shelf that hangs from one's shoulders, rests against the stomach and is adjustable to size, shape and sex.

This shelf, which may come to rank with the wheel and the abacus as primary inventions, is designed for the aid of all party guests who nowadays stand around juggling a drink, a plate of hors d'oeuvres, a cigaret and assorted silverware during those lunatic cruises known as cocktail parties.

Trying to shake hands with another guest, or to light a cigaret for a lady, gives one a distinct resemblance to Charlie Chaplin in his famous waiter's scene. With drink, smoke and canapes, one is utterly immobilized, and any unexpected motion can mean swift and sudden social disaster.

### Boon

The cocktail party is a menace to civilization at best; but under current physical conditions it also represents a peril to clothing, limbs and dignity.

The Norland Shelf—if we are wise enough to put it into common use—will also prove an inestimable boon to people like me, who were born without a lap.

At a buffet supper, it is impossible for me to balance a plate of food on my lap, which seems to slant downward at a 45 degree angle and is as slippery as a ski slope, no matter what I put on it. Since there are never enough tables at a buffet supper, I usually end up eating off the fireplace mantle, or sitting cross-legged on the floor, bending down to my plate like some carnivorous animal, snarling with greed.

### Debonair

With the Norland Shelf nonchalantly hanging from my shoulders, I can become the debonair guest I have always wanted to be—shaking hands with ease, lighting ladies' cigarets with a polished galle charm and nibbling at my food with all the aplomb of a Venetian nobleman. I will feel like a doge instead of a dog.

Of course, the apparatus may look a little strange at first—but so did the horseless carriage, the Wright brothers' plane and the one-piece bathing suit. People may object to walking around at a party with a shelf jutting out from their abdomens—but, really, is it any sillier-looking than a man trying to fish for cigarets in his pocket with both his hands out of commission? There is no middle path—either adopt the cocktail party or abolish the Norland Shelf for us lapless millions.

## A Widespread Industrial Breakdown

It is evident that the "great leap forward" has brought general misery without compensations for the sacrifices by China's masses

By Joseph Alsop

HONG KONG—According to one expert estimate, the industrial plant of Communist China is now operating at only 30 per cent of capacity.

The estimate is hard to credit, particularly because China's industrial plant has been constructed at such heavy human cost. Yet there is a great mass of evidence that the 30 per cent figure, though it is only an estimate, is at least pretty close to the existing harsh reality.

A recent on-the-spot survey by an embassy of a neutral power revealed that in Peking, which is now an important mixed industrial city, only one factory in six was in current operation. In the great Wuhan iron and steel complex, only one of the three furnaces is in use at present.

Another on-the-spot report from a small manufacturing city in Fukien showed an even smaller percentage of the local plants in operation than the Peking survey. A good many of the plants in a city of this sort would have been small semi-handicraft producers, of course; yet the seeming confirmation of the Peking pattern is still noteworthy. In the same fashion, the Wuhan story has an echo in the curious fact that the even greater Anshan iron and steel complex, which used to be the favorite show place of Communist Chinese industry, has been closed to all expert foreign eyes for a long time.

### Staggering

The Chinese Communists' own claims of annual steel production show a staggering drop, from over 18 million tons to under 11 million. Reports of coal famine and severe resulting power shortages come from all over China. In short, the evidence is clear that Communist China is now suffering from an acute, generalized industrial breakdown.

Even considered in isolation, this industrial breakdown is a fact of far-reaching meaning. But it cannot be considered in isolation. It must be weighed against the background of the aims and methods of Mao Tse-tung's "great leap forward."

In essence, the great leap was an attempt to industrialize China by the same methods which Josef Stalin used in Russia during the first and second five-year-plan periods. Regarded cold-bloodedly, Stalin's forced industrialization of Russia was a vast but particularly successful crime against humanity. In order to gain funds for industrial investment, the standard of life was ruthlessly forced down. Something like 17,000,000 Russians lost their lives, as a direct or indirect consequence of this enforced drop in the living standard. But although the price paid was so terrible, the Soviet Union was indeed industrialized, as the world well knows.

Mao's decision to industrialize China by the Stalinist method germinated in 1957 and began to be applied in 1958. The decision was taken despite a Chinese standard of life far lower than the Soviet standard had been at



Mao Tse-tung

the beginning of the first five-year plan in 1929. There were many other unfavorable factors, too, such as a far poorer Chinese proportion of unexploited land and raw material resources per head of population.

No doubt to compensate for these unfavorable factors, Mao placed special emphasis on the one Chinese advantage, the ancient Chinese skill in the use of mass manpower. The result was the great leap forward.

Within a few months after the establishment of the farm communes—instruments for taking the countryside in an iron grip, like Stalin's collectives—the standard of life of China's pea-

sant masses had duly dropped to the point of creeping starvation. Meanwhile, however, China's forced industrialization duly went forward at a breakneck pace for a considerable period.

Why, then, has Mao's great leap now produced an industrial catastrophe? The complete answer would have to take account of many elements. The withdrawal of the Soviet technicians was a severe blow, for instance. The fantastic megalomania of Chinese planning and programming in the first stage of the great leap cannot have helped much either. The lunatic waste of the "backyard Bessemer" campaign was only one of several kinds of damage done by this temporary megalomania.

Yet it is hard to resist the conclusion that the root-cause of China's present industrial breakdown was simply the feedback of the misery of the peasantry into every part of the Chinese body politic. The feedback cannot be documented. But its strength is proven by the Peking leadership's decision to reduce new industrial investment almost to zero; to accept an immense drop in current industrial output; and to proclaim "all aid to agriculture" as the new line.

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### Letters To The Editor

## A Bit Of Ottawa History

Editor, Citizen: On March 31 there appeared in The Citizen a story entitled "Historic Building for Mile". The article stated that the structure at 14 York Street was "built originally as the Ottawa headquarters of L'Institut Canadien", and went on: "This organization, under such leaders as Honore Mercier and Henri Bourassa, was the

forerunner of Les Rouges and the Liberal Party".

This information concerning the history of 14 York Street was given by me to The Citizen following a query from one of your reporters. Unfortunately the information I gave was incorrect. At the time Major C. C. J. Bond, NCC historian, was not available to advise me but has since provided me with accurate information.

### Acknowledgements

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Mrs. F. J. Rashleigh, publicity convener, Marina Creations (Ottawa).

P. O. Ripley, President, Ottawa Young Men's Christian Association.

To do justice to the officers and members of the Institut Canadien-Francais and to stamp out another myth about Ottawa's history before it gets established, may I make clear the true story to those of your readers who don't know it.

The Institut Canadien-Francais d'Ottawa dates from Oct. 24, 1852. It has always been a local social and cultural fraternity, politically neutral. For many of its early years the Institut was located in the very shadow of the Basilica towers and Bishop Duhamel himself took part in the laying of the cornerstone of the York Street building on June 26, 1876. When the Institut was opened on Oct. 24 of the succeeding year the Bishop, together with the Governor-General, the Earl of Dufferin, were present. Although the names are similar, the Institut Canadien-Francais d'Ottawa, which exists today, never took part in the politico-religious struggles with the Bishop of Montreal in which the other Institut Canadien engaged.

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### At The Town Pump

## Low Rental Home Units

By Patrick Best

City Council last night virtually turned back the clock on the perennial question of a new covered rink for Ottawa and nearly did so on the vital issue of low-rental housing.

Through it all, council members succeeded in vindicating the practice of "ward politics" and in talking so long that a huge delegation had to leave before hearing the end of the discussion that had brought it to City Hall. A session that began in a bel-

ter of dramatics ended about 1.15 a.m. with its principals on the ropes.

It was inevitable that the subject of low rental housing would generate the most steam. An ill-timed announcement by Mayor Whitton on April 6 relating to proposals for public housing projects here resulted in some 150 residents of five West End communities vying for gallery space and brought a round of criticism within the council chamber.

### Survey

Long-delayed efforts to obtain a new start on a federal-provincial low-rental housing project nearly came to grief on the rocks when Ald. Ken Fogarty sponsored a measure that would have brought about still another survey of the demand and need for public housing projects in Ottawa.

Ald. Fogarty's motion took the form of an amendment to one put forward in a detailed report of the mayor's—one calling upon council to invite officials of the provincial housing branch to Ottawa to review reports of recent Board of Control housing conferences and "to review the projects and sites under examination..." Fortunately the amendment was defeated by a 2-1 margin, after which the mayor's proposal was adopted.

Ald. Fogarty could be excused for being a bit vague about it all. For he was not on City Council when public housing was the subject of study and controversy. (The term "subsidized housing" was used then.)

And what Ald. Fogarty heard last night was not too illuminating. Mayor Whitton got the debate off to an inauspicious start by declaring the subject could best be discussed on its merits, with no reference to the question of sites. Practically in the same breath she stated that consideration of two proposed sites for low-rental housing projects—Station Boulevard in Riverview Park and Lees Avenue in East Ottawa—had been deferred because of lack of plans with regard to roadways.

"This is not so," interjected Controller Paul Tardif with regard to the mayor's remarks on the Station Boulevard site. Controller Francis said that the mayor had made a "gross misstatement" with regard to this site, pointing out that it had been a top choice in a report prepared by civic officials.

### Centre Town

It is significant that several members of council felt that any low rental projects should be placed near transportation services in the centre town area. Charles St. Germain reiterated his proposal that such housing units be placed on Hurdman's Road and on Mann Avenue, near the Viscount Alexander Public School. Others, Controller Francis and Ald. Ellen Webber among them, suggested that one way out of the present difficulties would be to rent apartment buildings and dwellings for those in need of improved housing facilities.

Council made it quite clear that there was nothing sinister about an alderman arguing strongly on a ward matter dear to his heart. This came when Ald. Murray Heit described as "ward politics" Ald. Claude Bennett's forceful and well-documented case for building the next covered rink in the centre town area rather than on a proposed Walkley Road site in the south of the city. After a two-hour debate the matter was referred back to board of control.

Mayor Whitton said that if all went well approval of the first low-rental housing project could come in June. This could possibly happen. But much less hope is held out for the rink project now that it has gone back to committee stage.

## THE BIBLE MESSAGE

(From the King James Version)

But they that wait upon the Lord shall renew their strength; they shall mount up with wings as eagles; they shall run, and not be weary; and they shall walk, and not faint. (Isaiah 40: 31.)