



IN THE ARMY
The price of fish in New York City has interfered with the conduct of the build-up exercises which preceded the opening of Exercise "Morning Star", now underway at Camp Gagetown, N.B.

During the final practice exercise, "Matrix", orders from Maj.-Gen. John Rockingham's 1st Canadian Infantry Division Headquarters to fighting units in the field were often garbled or silenced by marine telephone conversations in and out of Boston, Mass.

Apparently the divisional commander's wireless link was using the same frequency as a Boston marine telephone company.

Several times just when the division was ordering artillery or armoured support for infantry attacks during "Matrix" or when Maj.-Gen. Rockingham was ordering an atomic attack against the enemy, he was interrupted by a wife talking to her fisherman husband at sea.

On one occasion, the female voice inquired if her husband's catch was large enough to let him come home. According to the operational eavesdropping, incidentally, it wasn't.

Another time a fisherman telephoned New York through the Boston exchange to dicker on how much he would get for his catch of cod when he came in from the Atlantic. While the war waited, the fisherman and New York burned the airwaves over the market difference of a cent a pound.

Lt.-Col. Paul E. Amyot, MBE, CD, of Ottawa, chief Signals Officer of the division, explained that the divisional wireless transmitters are not as strong as that of the Boston company and they probably didn't hear Maj.-Gen. Rockingham's comment. "Give him the extra cent and let me get on with my battle!"

IN THE AIR FORCE
The RCA Training Command Concert Band, on a tour of Western Europe, doubled in brass when they joined a pre-midnight parade of French bands down the famed Champs Elysees in Paris.

This happened at the request of the Canadian Embassy staff when it learned the Canadian musicians' appearance in Paris would coincide with the annual Festival of Stars at which international favorites of stage, screen, TV and radio sign autographs in return for donations to veterans' and other charitable organizations.

The tuneful parade, dampened only by a misty rain which wrapped the brightly-lit boulevards in an aura of fairyland, officially opened the Festival, continued the following day in the Etoiles Gardens.

As an estimated 300,000 excitedly waited the next day to get autographs of their favourites, the RCA F band played a concert.

Even bandmen weren't safe from autograph hunters on their heady, yearly spree.

Between groups of selections the airman left the band shell and as one flight sergeant shouldered his way through the seething mob, three French sailors held out books to be signed. The "Flight" was still being besieged for his signature when the musicians' call-back came and, as he tried to make a break for the bandstand, he indicated to a young French lad that he was sorry but he didn't have time to autograph his book.

With sophistication unknown to North American youngsters the lad turned to his chum and remarked, philosophically:

"I'll bet if I were 18 and a good-looking girl, he'd have time!"

IN THE NAVY
The actions of a Canadian sailor have raised to a new high the popularity of the Royal Canadian Navy in the city of Portland, Oregon.

Through its participation in the famous Rose Festival and other events, the RCN has always been warmly welcomed in Portland, but this year its stock jumped to new levels, as a result of a rescue effort by a Canadian seaman.

Wilfred T. Stanbrook, of Ottawa and Victoria, who serves in H.M.C.S. Oshawa (Albatross coastal escort), rescued the eight-year son of a hotel manager after the child had been overcome by smoke in a two-alarm fire in the small hours of a Saturday morning.

The petty officer was serving in the shore patrol landed from the 12th Canadian Escort Squadron. The sailors were in the vicinity of the hotel when the fire was discovered and Stanbrook went into the building and brought out the boy. He and other members of the patrol also helped Portland police and U.S. Navy patrol control the crowd. The boy and three firemen also overcame by smoke required oxygen treatment.

After the fire was put out and smoke cleared from the hotel, the boy was assisted back to his quarters by the Canadian shore patrol officer.

The squadron, composed of the coastal escorts Oshawa, Digby, Brockville and Cordova, paid a four-day visit to Portland during a cruise from Esquimalt, B.C.

Of their stay in the American city, J. D. Foote, Canadian Vice-Consul in Seattle, Washington, has written:

"The latest visit of Canadian ships to a foreign port has confirmed my opinion that the Canadian Navy is an 'Ambassador of Goodwill' in our relations with other countries. The conduct of the officers and men was of credit to the Naval Service and to Canada; also the fact that one of our Shore Patrol rescued a young boy from a fire during the visit... made the Canadian Navy very welcome to that city."

Protection

Medical science has developed methods of rendering children immune to certain contagious diseases. Some of these methods give protection for years while others are emergency measures for those who have been exposed to contagion. It is always advisable to take advantage of any form of immunization recommended by the doctor in order to protect children.

VOL. XXVIII — No. 18

The DRUMMONDVILLE Spokesman

Journal Dedicated To Free Speech
DRUMMONDVILLE FRIDAY, AUGUST 3rd, 1956

Violent Road Crash Near St. Cyrille; Ten Injured

Killed by A Truck

Serge Mageau, 6 years, son of Mr. and Mrs. Fernand Mageau, 174, 13th Avenue, Drummondville, who was celebrating his birthday Wednesday, was killed by a truck driven by his father in the home yard. Mr. Mageau was getting back in the vehicle when his son fell under the rear wheels. Death was instantaneous. The unfortunate father, suffering a nervous shock, was led to the hospital.

Long Remember

By Joseph Lister Rutledge
It is almost sixty years ago that Sir William Osler, then surgeon in chief of Johns Hopkins hospital in Baltimore, preparing an address for the graduating class of the University unintentionally created a legend.

Dr. Osler was making the quite natural point, considering the occasion, that youth must perform much of the vital creative work of the world. "When a man or woman honey can bring home, he should, in the interests of an institution, be dissolved from the hive to give more laborers room... to keep his mind receptive, plastic and impressionable he must travel with the men who are doing the work of the world." As a light aside he referred to a novel by Anthony Trollope in which men of office are tired to a colony for a year of meditation before peaceful departure by chloroform.

Dr. Osler made no great point of the reference, and certainly claimed no sympathy with the views expressed. But, probably, news was scarce that day. More than one eager reporter forgot the address to focus on the fictional address of someone else and announce that Osler had said that all men should be chloroformed at sixty. The doctor was deeply embarrassed. He issued an immediate denial that this was, or ever, had been his view, but nobody listened.

Fifty years ago he became regius professor of medicine at Oxford, and many recalled his supposed views on what should be done with men still a long way from their old-age pensions.

In 1911, when he himself had passed the fateful age of sixty, he was made a baronet and the world press gave the old canon a fine refurbishing for a new generation. Eight years and a thousand denials later, in the year 1919, at the age of seventy, the great doctor died. But the word didn't die with him. Amid the general sorrow there was still the muffled chuckle over how he had escaped the fate he had proposed for others.

All this, it proves anything, proves at least that we may not have very good memories, but we have very long and tenacious ones and it behooves us to watch our words, and our acts. That is something that legislators and others might well remember.

Reported Lost

Claude Munger, 23, of Drummondville, was reported lost in the vicinity of Newfoundland. He was working on a tug when, last Friday, the other members of the crew looked vainly for him. He is presumed to have drowned. Young Munger is survived by his mother, brothers and sisters.

Preparing For Aug. Exhibition

Entries are now arriving each day for the Sherbrooke Exhibition. The first entry received was from Mrs. E. Morgan, Sherbrooke, entering 3 horses in the light horse division. The second was from B. A. Ryan, West Bromie with 12 head of Jersey cattle and 5 horses. The third was from Mrs. L. Mosher, Lennoxville, with 1 horse, and the fourth from Roger Hamel, Sherbrooke, with one horse. Douglas Johnston of Stanstead always mails his entries early, so, his arrived next with 18 head of Ayrshire cattle. Next to be received was from J. B. Pangman of Owansville with 22 head of Jersey cattle. Entries have also been received from the following: Mrs. B. Bishop, Sherbrooke, with 2 entries in the Ladies Department, Mrs. A. J. E. Mathieu, Wickham West, with 14 entries in the Ladies Department, Tom Ride and Son of Hatley, with 17 entries

Featuring Trio Of O. Peterson
The jazz broadcasts from Stratford terminate August 8th with a program featuring the music of the Oscar Peterson Trio and the Modern Jazz Quartet. Once again Canadian and American groups are featured together on the same program. The commentator will be John Hammond, American writer and jazz impresario.

The Modern Jazz Quartet was formed late in 1952 and rapidly became well-known in the U.S. for its originality. The group is said to be unique, since more than 60 per cent of its music is composed by two of its members, John Lewis and Milt Jackson. The others are Percy Heath, bass, and Connie Kay, drums. Lewis is the chief arranger and composer, and it is to him that the other members look for musical guidance.

Freight-Firemen
It seems to me the labor union bosses are acting pretty much like old-fashioned reactionaries these days.

I've been watching the fuss the railroad firemen are making because the CPR doesn't want to pay wages to firemen to sit in diesel-powered engines and read comic books. Apparently a skilled fireman is about as useful on a diesel locomotive as a jeweller in a blacksmith shop.

Yet the Brotherhood of Locomotive Firemen and Enginemen are fighting against any change in employment. The railroad claims that by re-employing displaced locomotive firemen in other useful railway work, it could reduce costs by five million dollars a year now, and by almost eleven millions when all locomotives are diesel-powered. This saving does not seem to impress the union leaders at all.

But a saving of millions without any loss of efficiency is certainly going to impress somebody who has to pay freight charges. And it will likely impress other railway workers who must earn their pay the hard way. It seems ridiculous that a fireman on a diesel, where there is no firing to do, can earn up to \$40 a day more than railroad agents who have really responsible jobs.



This photo was taken Wednesday on highway 20 near St. Cyrille de Wendover after a violent collision between a panel truck and a passenger car. As a result, ten persons were injured and brought to St. Croix Hospital in Drummondville. Henry Roy, of St. Perpetue, the driver of the panel, was the most seriously injured.

in the Ayrshire cattle section and J. Jutra, Sherbrooke, with 11 entries in the poultry sections. The management of the Exhibition are pleased that entries are coming forward at this early date, as it facilitates the work in the office. All cattle entries should be mailed by Aug. 10th. All other entries should be mailed by Aug. 17th. The earlier, the better.

Tickets
The advance sale of admission tickets commenced on July 23rd, and will continue to Aug. 24th. The public are reminded that there will be a drawing each evening from Sunday to Thursday evening. The drawing will be on the tickets bought in the advance sale. The prizes each evening will be \$100.00, \$25.00, \$25.00. Buy your ticket now, three for the price of two. These tickets are good for either person or car. The advance sale of grand stand tickets will commence on Thursday afternoon, Aug. 8th at one o'clock in Levesque's Furniture Store, Sherbrooke, Wellington St. Buy your grand stand tickets now when good seats are available.

Grand Stand Attractions
The grand stand Star Revue of 1956 may be seen each evening from Aug. 26 to Aug. 30th. This review will include the "Broadway Rockettes". The Rockettes will appear several times during the program in different costumes. There will be ten vaudeville acts. These will include acrobatic and animal acts. Geo Hamid and Sons of New York, who are furnishing the Star Revue, have promised that the 1956 attractions will be of a very high order. A description of these acts will be given in the near future. Remember, there will be two complete Shows on Wednesday and Thursday evenings. One at 7, and the other at 9.15.

Are We Doomed?
The telephone operator was doomed. Or so it was believed. Her obituary appeared in newspapers all over the continent. The dial, they said, has done away with the need for operators.

On New Year's Day, 1924, the year the dial telephone was introduced in our system, there were 12,740 employees — 4,178 men and 8,562 women. Today with some 85 per cent of all our telephones dial operated, there are some 37,300 employees — 14,400 men and 22,900 women.

And the telephone operator is still very much alive. On January 1, 1924, we had 7,750 women in the Traffic Department; now we have 13,500.

The introduction of dial was described as an advance of technology. Today more marvelous machines are becoming part of the telephone system, such as 4A Cross-bar and automatic message accounting, but instead of describing them as an advance of technology we use another big word, "Automation."

By making possible more economical operations, technology or automation has also made for higher wages, shorter hours, a larger number of skilled jobs, and better working conditions. In the process of change, as improvements have been introduced, great care has been taken to avoid human hardship, and no less care will be exercised in the future.

To many people, however, automation means that some industries of the future will run automatically with one or two persons controlling the operation would doubt.

Certainly there is nothing like that around the corner for the telephone industry. Statements of the President, the brief to the Royal Commission on Canada's Economic Prospects and other evidence indicates that though many improvements are yet to come, this telephone industry will continue to be operated by large numbers of employees.

In addressing the Toronto Canadian Club a few months ago President Thomas W. Eadie said: "Whether do people, men and women, fit into the telephone industry of the future? If you order a telephone, can you expect your order to be taken down by one robot and the instrument to be installed in your house by another? I would doubt it very much. We are mechanizing certain telephone operations because that is the only way we can provide service of the extent and quality that the future of our country will require. These developments have to be planned many years in advance but that is the basic philosophy behind all of them."

"When we have mechanized telephone operations in the past we have found that the technical advance helped bring about a rise in demand for our services which notably increased the opportunities of telephone employment together with the interest of telephone work. I see the same thing happening as we move forward in this electronic era."

After Wednesday's Crash on Road 20

Most Seriously Injured: Henri Roy, of St. Perpetue.

Ten persons were injured in a three-vehicle crash Wednesday around 10:00 a.m., on Route 20 between St. Cyrille and Notre Dame du Bon Conseil, some 10 miles from Drummondville.

The collision occurred between a panel truck and a private car just as the panel truck was passing a truck parked on the edge of the highway.

Most seriously injured was Henri Roy, 45, of St. Perpetue de Nicolet, driver of the panel truck. He was listed as in grave condition in St. Croix Hospital in Drummondville, with multiple fractures and internal injuries.

The driver of the car, Rodolphe Guevremont, of Val d'Or, received cuts and a fractured nose, police said.

Others injured were: Mrs. Rodolphe Guevremont and her children, Pierre, 3, and Ruth, 1; Mr. and Mrs. Germain Guevremont and Hermas Guevremont, all of Val d'Or; and Sister St. Louis de Gonzague, of Hot Springs, Arkansas, and Sister St. Leon, of Dallas, Texas, both members of the order of the Sisters of Notre Dame de la Charite.

Driver of the parked truck, Armand Gregoire, of St. Cyrille, was not injured. Both the panel truck and the car were almost completely demolished.

Use Of Force Now Last Resort For Allied World

Nevertheless a Hostile Act by Egypt Would Bring Immediate Reaction from Britain and France.

The foreign ministers of Britain, France and the United States agreed to call an international meeting — including Egypt and Russia — to establish international control of the Suez Canal.

The agreement was disclosed by a U.S. informant who said "the possibility of forceful action" has been ruled out.

He said that during U. S. State Secretary Dulles' meetings with ministers Eden and the British and French foreign ministers the possible use of force to ensure international control of the canal appeared to have been accepted as "a last resort."

Presumably only a hostile act by Egypt against British or French ships would bring military action by those countries.

In Alexandria, President Gamal Nasser, whose decree nationalizing the canal angered and alarmed both Britain and France, said Egypt would "repel the pirates" threatening his country "if they violate Egyptian rights in the canal dispute or an Egyptian soil."

Nasser told a Boy Scout meeting that Egypt would defend the canal to assure freedom of navigation.

He spoke shortly after reports were received from London saying Britain was determined to use force to prevent Egyptian interference with canal shipping. This report was based on a statement by an authoritative British source who said Britain would act alone if necessary in case Egypt rejects an internationally negotiated control system.

The possibilities of telecommunication are immense, and it will take many men and women of ever-increasing skill and insight to develop them to their full extent. The personal nature of telephone service has always been an object of proud protection for us in the telephone industry, and you can be sure we will hold fast to this tradition."

The Trans-Canada Telephone System's brief has this same confident note. One paragraph lifted from it reads:

"The total telephone force of the future will follow past trends; it will be smaller, relative to the volume of service provided, but it will grow in actual numbers. In 25 years it may double. It will consist of a greater proportion of highly skilled, highly paid people. Overall, it will contribute to a higher standard of living."

In her book *People at Work*, published during the Depression of the thirties, Frances Perkins, Secretary of Labour in Franklin D. Roosevelt's cabinet, dealt at some length with the introduction of dial telephone service replacing manual operations. Miss Perkins said: "The human problem of the displaced worker when the cut-off was made from the manual to the dial system telephone exchange is an almost perfect example of technological change made with a minimum of disaster."

The telephone people who handled this the most important technological change in our business handled it well. We would expect that other important changes would be handled just as well in the future. We still have a pretty good team.

(The Blue Bell)

Prayer to St. Christopher

"St. Christopher, who for having once carried a very precious ourden, the Child Jesus, art now rightly honoured and inxoked as the Heavenly Patron, and Minister of Transport, kindly deign to bless my car, truck or bicycle. Guide my hand, foot and eye, watch my brakes and my tires, steer my wheel, save me from skids, bursting tires, blind corners, stray dogs, thoughtless or obstinate pedestrians. Make me courteous to drivers, gentle to policemen, merciful and watchful at pedestrian crossings and coloured lights and sober withal, so that I may drive straight and safe, though not before my time, to the Heavenly Garage, where after parking my car for good among the stars I may bless God's name and my Patron's guiding hand for ever. Amen."

The publication of this leaflet by the Province of Quebec Safety League is sponsored by "Lauzon Driving School" (RE. 1-1112) in the interest of safer and happier motoring.

Conference Likely Within Month

The projected international conference is expected to be held within one month, possibly by mid-August. The U. S. source said it has not yet been settled who will convene the meeting.

Soviet Communist Party Chief Nikita Khrushchev Tuesday backed Egyptian seizure of the canal as completely legal, and urged moderation in the British and French governments. The restrained tone of his speech suggested to Western diplomats that the Soviet Union is anxious to prevent military conflict in the Middle East and is just as interested as the West in freedom of the Suez Canal.

The American opinion is that any international conference should strive for a satisfactory settlement through sincere negotiations.

Britain and France, in the other hand, have been pressing for two conferences.

The first, between like-minded states, would be to draft rules for the future operation of the canal. These then would be presented to a wider conference including the Russians and the Egyptians.

Whether the rules were found to be generally acceptable or not, the British and French were reported prepared to enforce them.

Nasser has promised formally to all the nations of the world that he will respect the right of free passage through Suez despite his government's seizure of the internationally constituted company which has been running the canal on a concession basis since 1869.

Calcium And Riboflavin

When milk is used every day it can provide a large proportion of our needs for calcium, riboflavin and good quality protein. Canada's Food Rules recommend at least one pint of milk for children, one-and-a-half pints for adolescents and at least half a pint for adults. Canned, evaporated or dried milk will provide the same nutrients as whole milk, with the exception of butterfat.

Killed in U.S.A.

Former agent of Canadian Pacific Railway at Drummondville, Mr. R. D. Farley, has just passed away, the result of an accident which happened in the U.S.A. where he was living. He was 73 of age.

A TOUGH ENEMY



Troops of the 1st Canadian Infantry Division are facing a tough enemy during "Exercise Morning Star" at Camp Gagetown, N.B. The 11,000 man divisional manoeuvre ends Aug. 3rd. Commanding enemy forces is Field Marshal G. C. Corbould of New Westminster, B.C., who holds that high rank for the exercise purpose. His actual rank is lieutenant-colonel. Here holdings a "Morning Star" club, an ancient European weapon, he surveys the countryside protected by bearded bodyguards Sgt. Joe York of Toronto, left, and Cpl. Manford Stevens of North Bay. (National Defence Photo)

'56 Alpine Rally

Take five Triumphs with speed, roadholding, endurance and reliability, add a dash of good driving and throw the whole mixture round 2,500 miles of the worst roads in Europe through dust, rain and scouring grit — that might be the Standard Motor Company's recipe for giving Britain her greatest ever Alpine Rally victory.

For that is just what happened when the TR3's of Maurice Gatsionides, Pat Hopkirk, Les Griffiths, Joseph Kat and Tommy Widom won five Alpine Cups, a silver cup, the manufacturers' team prize, the foreigners' team prize and took first, second, third, fourth, and fifth places in their class on July 13th when this world famous mountain trial ended at Marseille.

Not only that, but by sheer dependability and faultless reliability Dr. Dudley Barker's privately entered Standard Ten won its class as well. His car was the only one of 11 cars of up to 1,000 c.c. capacity to survive this punishing test of man and machine.

But this is really the Triumphs' story, for they won the Alpine cups and earned the factory in Coventry the coveted manufacturers' team award. Of the 15 spick and span cars — Triumphs and A.C.'s from Britain and Italian-made Alfa Romeos — in the 1600-2000 c.c. class which left Marseille as the sun set on July 6th, only six returned there seven days later. And of those six, five were Triumphs. They returned victorious in their class, placed 1, 2, 3, 4 and 5.

The manufacturers' team prize was a more closely fought battle — but one with a similar ending. Com-

petition for this award came from the top car makers of Britain, Italy, France and Germany.

A full team of rear-engined Renault Dauphines was thrown into the battle against the liquid cooled Triumphs, MG's, Sunbeams, Peugeot's, Alfa Romeos, Salmsons, Fords and Aston Martins — all seeking the team prize. Yet not one Dauphine finished the course. Their air-cooled engines choked with face-powder-fine dust, they struggled gamely but eventually succumbed to severe internal injuries. Another blow to the rear-engined car's claim to reliability was the retirement of several German Porsches with the same trouble.

This struggle for supremacy was fought on the toughest of European car "battlegrounds" with the weapons of car reliability, toughness, speed and drivers' skill. It was a battle which reached its zenith almost within sight of the final control.

At the halfway stage — the end of the Zagreb-Cortina stage — the Ford team was out of the running for the team prize, the result of coil trouble of Ann Hall's Zephyr. When the crews left for Megeve on July 11th for the penultimate section, only 27 cars of the 79 which started were free of penalties; 13 were British — five of them Triumphs.

Disaster then struck the three remaining penalty-free Sunbeams. One struck a tunnel wall on the Passe di Stelvio and the other two did not go fast enough on a timed section. Still the Triumphs remained "clean".

At just after 7 P.M. on July 12th — six days, almost, to the hour since the Rally began — the final stage started. The three remaining teams — Triumphs, MG's and Peugeot's left Megeve for Marseille.

All but the Triumphs came to grief. The MG team's hopes were dashed when Jack Sears crashed, and the Peugeot equip's bid ended when Madame Terray's car fell by the wayside. Triumph were triumphant.

No one who has tasted the throat searing dust of the Falzarego, sampled the 147 hairpins of the Ferclaz at speed or snaked tortuously up the 7,800 ft. Galibier and down the treacherous stelve can deny the weight of this victory.

One false flick of the wheel or a locking brake could have meant a death drop of thousands of feet. Yet the five Triumph won through to take five Coupes des Alpes — the most ever won by any manufacturer since the Alpine Rally began a silver cup, the manufacturer's team award, the foreigners' team award and the first five places in the class — all against the stiffest of international competition.

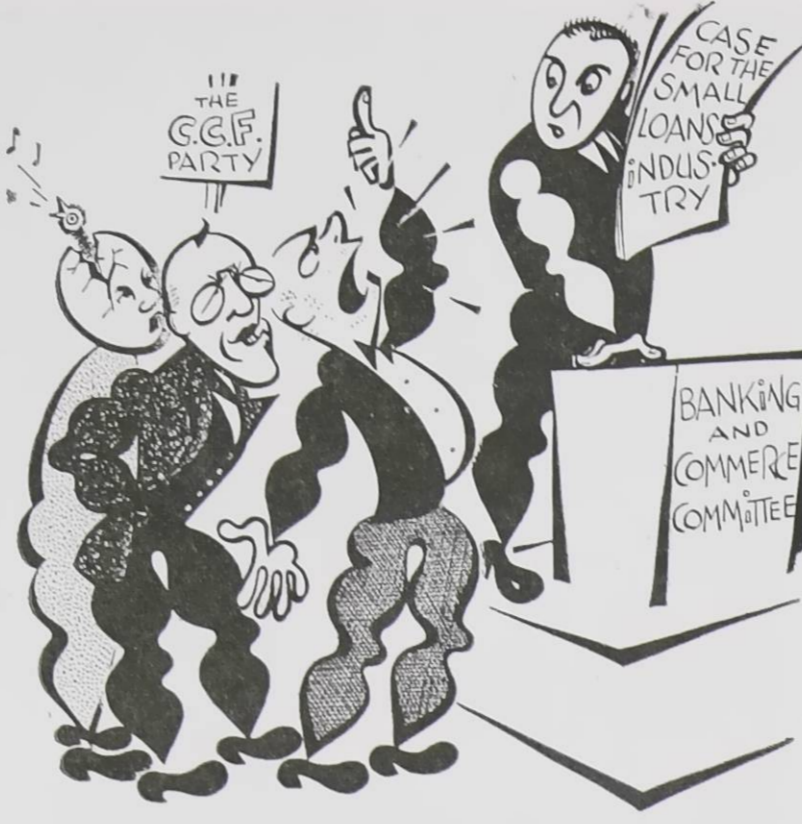
Commenting afterwards on the amazing performance of the British-made Triumphs a French newspaper columnist wrote — "It was a name predestined..."

To Maurice Gatsionides must go full credit for his silver cup win — the result of three faultless Alpine Rally drives, two in Triumphs. But his American navigator Ed. Pennybaker shares fully in his Coupes des Alpes win.

So, too with Paddy Hopkirk and Bill Cave; Joseph and Phil Kat; Leslie Griffiths and Normand Blockley, Tom Wisdom and daughter Ann — it was true teamwork which brought the best out of the Triumphs.

Of the other British competitors, Nancy Mitchell achieved the double — a Coupe des Dames and a Coupe des Alpes with her M.G.,

WE KNOW EVERYTHING!



The CCF effort on July 24th to close off the parliamentary study of small loans legislation before the case for the industry affected could be heard, wound up instead in a temporary breakdown in hearings and a technical hassle over procedures. These were the circumstances. New Federal legislation on small loans is before the Banking & Commerce Committee of the House. It is highly complicated controversial and contentious legislation. Over a period of weeks, the Federal Department of Insurance, which regulates licensed family-loan lenders, has been presenting its case. The industry affected, whose spokesman is Charles Cawker of Belleville, Ontario, president of the Canadian Consumer Loan Association, was on the stand and finishing page one of the Association brief. Roy Knight, (CCF-Saskatoon), moved to end the hearing of evidence and send the bill back to the House for passage. Committee chairman J. W. G. Hunter (Lib.-Parkdale) ruled the motion out of order on the grounds that no bill could be referred back without the assent of the next of the proposed legislation. Erhart Regier (CCF-Burnaby-Coquitlam) appealed the ruling which forced adjournment till the Speaker of the House could rule on the matter. After a day's delay, hearings resumed as did the wrangle over basic differences in attitude. The CCF position is that no hearing of witnesses from the banks or the loan companies affected is necessary. Private members. Liberal and Conservative, have been insisting on detailed examination of small loans problems. The chairman takes the position that the committee cannot make a report without hearing both sides of the case.

Count Charles de Salis, a British Guards officer, won a Coupe des Alpes with his Aston Martin as did Tom Harrison (Ford) and Denis Scott (Ford). Thirty-four cars completed the rally; 17 were British. Seventeen Coupes des Alpes were awarded — nine of them to British made cars. Five were Triumphs — a triumph indeed!

Yes Something Must Be Done

In spite of the poor result obtained during the Safe Driving Day campaign on July 25th, Mr. Camille Archambault, President General of the Province of Quebec Safety League, hopes that the sad and shameful accidents which have occurred will demonstrate that something must be done to improve the situation.

"I do not want to give the impression that the situation is desperate," said Mr. Archambault. "We have done a great deal to reduce the number of accidents and the Province of Quebec Safety League is grateful to the religious, civic and police authorities, to the many organizations and more particularly to the newspapers, radio and T.V. who have greatly cooperated with the League in its first Safe-Driving Day campaign organized in the province on July 25th, feast of St. Christopher, patron saint of travellers."

"For more than forty years, the Quebec Safety League has accepted its responsibility of promoting safety education — "but cannot do the job alone". We need the help of every individual who drives, rides or walks — this is essential. The situation can only improve with the cooperation of the general public."

In order to reduce the number of highway accidents in the next ten years, the Province of Quebec Safety League suggests the following:

- 1—People must be convinced that the only real answer to the traffic problems is for every individual not only to drive and walk sensibly and safely, but to support our safety campaigns.
- 2—Make driver education — in class and behind the wheel — a required course for every student of driving age in every high school.
- 3—Make it so tough to get a driver's license that only a person who is physically, mentally and emotionally qualified to drive in modern traffic can get one.
- 4—Take the license away from any driver as soon as he shows inability to drive as decent,

- 5—Back traffic courts to the limit in showing errant drivers and walkers that it just isn't smart or healthy to behave selfishly or dangerously in traffic.
- 6—Cut through red tape, apathy and inertia to obtain uniform traffic laws and give the driver a set of simple understandable traffic rules and laws that he can follow.
- 7—Build as many miles of safe, modern, resistant highways as possible taking into account the annual increase of motor-vehicles on the road.

The fulfilment of these suggestions, said Mr. Camille Archambault, President General of the Province of Quebec Safety League, will undoubtedly reduce by 50 p. 100 the accident rate on our roads during the next ten years.

"Otherwise, why should anyone declare war, when casualties inflicted on us would be paltry compared with what could be achieved by leaving us at peace with our cars."

The 1957 Cars

Cars of 1957, says The Financial Post, will be longer, lower and flashier.

The variety of color, chrome treatment and body style will be even greater than in the past. The

long, low look is more in vogue than ever.

Prices probably will be a little higher.

The buyer trend to more extras and slightly more expensive cars will continue. So will the boom in four-door hardtops.

Black will continue its comeback as a popular color. More cars will have gold grilles.

Most 1957s will have 14-in. tires instead of 15. The new tires will be slightly wider, take lower air pressure. They'll lower a car's centre of gravity, adding to safety and lending themselves to the new look.

At least one car is expected to offer a fuel injection system involving direct delivery of fuel into the cylinder, eliminating the carburetor.

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BEAUTIFUL HOUSE — to rent, near river, \$28. per month, 5 rooms, new house, mully installed, 2042 Fradet, St-Simon, evening only 6-9.

TCA Stewardess is "MISS CANADA" Chaperon



Miss Lou George, Trans-Canada Air Lines stewardess, was selected as official chaperon to "Miss Canada," Montreal's Dorothee Moreau. Miss George, a veteran of nearly 200 trans-Atlantic crossings, accompanied the pretty red-headed beauty queen to England where Miss Moreau was given a screen test by the J. Arthur Rank Organization.

LAST WEEK ANSWER

ACROSS	43. Species of pier (Pl.)	19. Polynesian drink (poss.)
1. Talk	44. Age from 13 to 19	20. Obtain
6. More dexterous	DOWN	21. Art
11. An Indian of the Greater Antilles (now extinct)	1. Blemishes	2. Brightly-colored bird
12. Serious	3. Ireland	23. Dry
13. Tapestry	4. Mother of Irish gods	24. Canvas shelter
14. A star in Orion	5. Measure of distance (India)	26. Larva of the eye-thread-worm
15. Anger	6. Harmonize	27. City (W. Tex.)
16. Our most modern plane	7. Young of the herring	28. Chaff
17. Nickel (sym.)	8. Litter	30. Per. to the Andes
18. Drama (Jap.)	9. Leveled	31. Ropes with knots
19. Chills and fever	10. Trusts	33. Bottoms of shoes
21. Bill of an anchor	16. Rightfulness	36. Roman garment
22. Strips of a cask	31. Ropes with knots	37. Poker stake
24. Spreads grass to dry	33. Bottoms of shoes	39. Poem
25. Snake	36. Roman garment	40. Club
27. Sashes (Jap.)	37. Poker stake	41. Single unit
29. Sea between SE. Italy and W. Greece	39. Poem	
32. Father (affectionate term)	40. Club	
33. Begone!	41. Single unit	
34. Negative reply		
35. Half an em		
36. Digit		
37. Fuss		
38. Backless seat		
40. Removes, skeleton of fish		
42. Grasslike plant		

YOUNG MEN



of the Canadian Army will be at the Drill Hall, 250 St. Louis St., Drummondville, Tel. 2-2714, Monday to Friday of every week, from 9 a.h. to 6 p.m. Young men are cordially invited to inquire into the opportunities available in the Canadian Army.

PUBLIC NOTICE

PROVINCE OF QUEBEC SCHOOL MUNICIPALITY OF WENDOVER & SIMPSON
Public notice is hereby given to all proprietors of real estate and resident householders of this municipality that the collection roll of school taxes, as established by the school trustees of this municipality, has been made and completed and that it now is and will remain in my possession for inspection by parties interested, during the thirty days from this notice, during which time it may be amended; any ratepayer may, during the said delay, complain of such roll, which will be taken into consideration and homologated, with or without amendment, at the meeting of the trustees to take place on the twentieth day of August, 1956 at the Drummondville High School at the hour of eight o'clock in the evening; but such delay expired, it shall come into force and every person interested, after having taken cognizance thereof, if he so desires, shall pay the amount of his taxes to the undersigned, at his office within twenty days following the said delay of thirty days, without further notice.
Given at Drummondville this twentieth day of July, 1956.
Wendover & Simpson school trust
H. E. FRENCH
Secretary-Treasurer
Wendover & Simpson School Trustees

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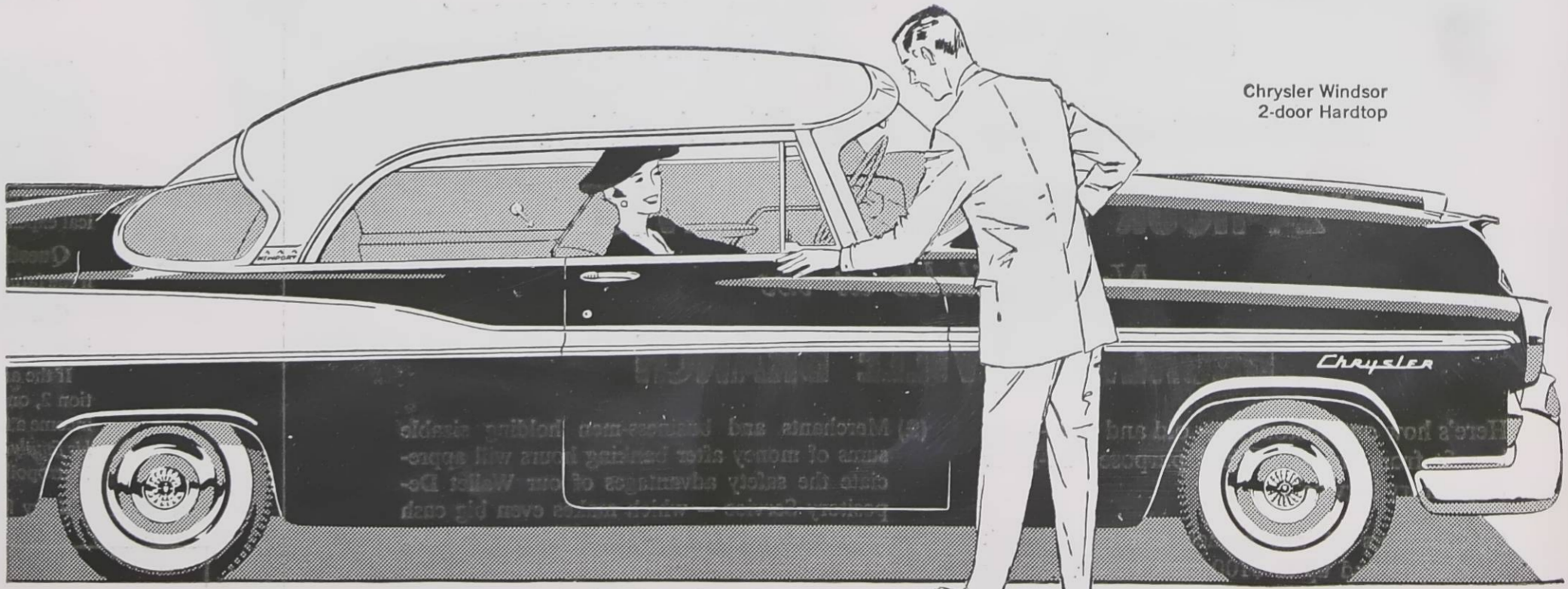
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