



IN THE ARMY

Sons of Canadian and American soldiers in Germany put "little league" baseball on an international footing and the Canadian youths have walked away with all laurels.

Over the Labour Day weekend four teams of American and Canadian "little leaguers" traded visits to north and south Germany, and the Canadians, aged eight to thirteen, took both ends of the two game series.

In Soest, the headquarters site of the 2nd Canadian Infantry Brigade Group, a Canadian all-star team beat a visiting U.S. all-star team from Geissen, near Frankfurt, by a score of 10.3. Meanwhile, down in the American Zone the visiting Canadian team was busy doing the same thing, coming up with a 5-3 victory over their American hosts.

The series was arranged by youth organizations of both countries and involved a rollicking two-and-a-half day exchange visit featuring sight seeing tours. Ball-playing visitors to the Canadian sector were given a rousing welcome to the area, complete with a military police escort, parades, flying banners and flags. A lively two-hour show of fanfare preceded the game with shapely young Canadian cheerleaders, drum majorettes, precision-drill displays and military bands of the Royal Canadian Corps of Signals and the 1st Battalion, The Royal Canadian Regiment.

Brig. Roger Rowley, the Canadian commander, opened the game at Soest by tossing the first ball. Seven innings later the scoreboard read Canadians 10 — U.S. visitors 3.

IN THE AIR FORCE

Leading Aircraftman Lloyd F. Bailey, 36, of Nashwaaksis, N.B., holds two Norwegian Medals for service with the Royal Norwegian Navy during the Second World War.

A former member of Canada's sea and land forces and now a RCAF radio operator LAC Bailey looks back on a total of seven years full time and six years part time service in the armed forces of Canada.

Enlisting in the Royal Canadian Navy in June, 1940, he was attached to the Royal Norwegian Navy at Reykjavik, Iceland, upon completion of training as a radio operator. The only Canadian so attached LAC Bailey was with the Norwegian Navy more than two years, on minesweeping and escort duties in the North Atlantic, after ranging above the Arctic circle.

It was for services during this period that he was awarded the King Haakon VII Commemorative Medal and the Norwegian War Medal and also received a scroll bearing the signature of King Haakon of Norway.

Released from the Navy in 1945, he worked for the Department of National Health and Welfare at Fredericton, N.B., and in spare time attended parades of the 12th Field Regiment, Royal Canadian Artillery there.

Completing the circuit of the three services, he joined the Air Force on the 17th June, 1954. Upon completion of further training as a radio operator, LAC Bailey was attached to the communications centre at Air Transport Command Headquarters, Lachine, P.Q., his present position.

IN THE NAVY

Sound forethought in selection of medical equipment and personnel makes the practice of medicine on board HMCS Labrador during the Arctic summer little different from that elsewhere. The Navy's Arctic patrol ship, now operating in Foxe Basin area of the Far North, has been away from her home port of Halifax since July 3.

Medical facilities carried make her as independent as any small hospital ashore — a hydraulic pedestal type operating table, an adequate range of surgical instruments, the usual anaesthetic apparatus, a small but excellent laboratory, a new 200 M.A. X-Ray diagnostic unit and sterilizers indicate the degree of self-sufficiency.

The sick bay can accommodate four cot cases and during this cruise it has been never fully occupied. Health is generally good in the Arctic, colds and the usual minor illnesses tending to disappear once contact with civilization and its sources of infection are left behind.

Behind all this preparedness is a tried and proved air evacuation system. The ship's helicopters, used for northern survey and aerial freighting to DEW Line sites, are also fitted with special wire-basket stretchers. The helicopters carry patients off the ship to points where ordinary aircraft can airlift them back to major hospitals. A recent accident victim in the ship arrived at the naval hospital in Halifax in only 30 hours after injury.

A basic precaution taken before sailing northwards of course, is to weed out any suspect case of chronic disease that might later flare up and require prolonged treatment or evacuation to a naval hospital.

Medical supplies vary a bit from the usual carried in HMC Ships, since provision is made for drugs and instruments for women's afflictions. The Labrador occasionally gives medical aid to Eskimo women and children, and in some cases supplies for continued treatment must be left with them as the Labrador moves on to new areas of exploration. In her three northern cruises the ship in this way has supplied this service to various Eskimo settlements, sometimes thereby saving lives.

The medical complement includes a naval doctor and four qualified assistants from a petty officer to an able seaman.

VOL. XXVIII — No. 24

DRUMMONDVILLE. FRIDAY, SEPTEMBER 14th, 1956

The DRUMMONDVILLE S P O K E S

Journal Dedicated To Free Speech

Provincial Convention of Catholic Women's League Here

Who Will Finance Television Future?

Should Canadians be able to see more acrobats or more violinists on television? Should all broadcasting be supervised by the CBC or by some independent body? How much money does the CBC need and should it be provided by advertisers or by viewers? Should Canadian TV try to keep a Canadian accent?

These are a few of the questions being asked by a Canadian who until a year ago "couldn't care less about television or radio," David MacDonald writes in Maclean's Magazine.

When Prime Minister St. Laurent asked Robert MacLaren Fowler to become chairman of the Royal Commission on Broadcasting now holding hearings across Canada, the MacLean's article reveals, Fowler considered it a spectacular non sequitur.

"Why me?" he countered. "I don't know a thing about radio or television."

"That," said the Prime Minister, "is exactly what we need — an open mind on the subject."

Fowler, chairman of the Royal Commission on Broadcasting, and his fellow commissioners, James Stewart and Edmund Turcotte, "seem agreed" that viewers should pay for Canadian TV, which costs thirty million dollars a year and will probably cost more in the near future, the MacLean's article suggests.

The commission thinks a direct levy (license fee) on home receivers would be the most practical system even though it proved so unpopular with radio listeners that Ottawa abolished it in 1953.

Fowler himself feels Canadian TV should keep a Canadian accent, which could result in curbs on American-made programs, MacDonald writes. "On several occasions both he and James Stewart have cited the Massey Report's indictment of private radio for failing to originate Canadian material. But before stating the conviction that Canadian broadcasting should have the flavour of Canada the commissioners haven't indicated how they propose to guarantee it."

After studying more than four hundred briefs and questioning hundreds of witnesses, Fowler is still gathering facts before rendering his answers to the many questions about Canadian TV. He hopes to make his report by the end of the year or early in 1957.

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Diphtheria is a killing disease, which, while apt to attack all ages, is more likely to strike the young. Diphtheria toxoid will protect against this dread disease.

Tetanus is uncommon, but dangerous when it strikes. It usually follows a puncture of the skin from rusty nails or other causes. Continued protection is obtained by "booster" shots of the tetanus toxoid.

Triple protection can be obtained through a combined preparation, which immunizes against whooping cough, diphtheria, and tetanus.

Smallpox is almost wiped out through effective use of the smallpox vaccine, but anyone who is not vaccinated is open to its attack.

A basic precaution taken before sailing northwards of course, is to weed out any suspect case of chronic disease that might later flare up and require prolonged treatment or evacuation to a naval hospital.

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The medical complement includes a naval doctor and four qualified assistants from a petty officer to an able seaman.

2. Workers under 20 have the highest rate of absenteeism.

3. Those over 50 lose fewer days than any group.

4. Women are absent more frequently than men.

5. The day after payday, and Mondays, are "black" days.

School Days Can Be Safer Days

The Labour Day weekend, the last of four summer driving extravaganzas is behind us. Deaths over the holiday weekend totalled 46. Over the same period in 1955, 55 people were killed. This represents an improvement of sixteen percent, though we can scarcely refer to the killing of 46 people as an improvement.

Every province in Canada has stepped up its enforcement programme and has extended its road improvement programme. We are paying attention to Enforcement and Engineering, but we are neglecting to make the most of Education, which is the most important of the three "E's" of accident reduction.

Accidents are prevented through education. It is probably the strongest weapon we have. Education in our schools brings regimentation both for the children and for their families. Regimentation brings discipline. Discipline brings control, and control — self-control or group control — outlaws accidents.

Now that the children are back to school, weekend travel has lessened, holiday tracking is over and pleasure driving is reduced. We can look for fewer accidents because of less traffic density and fewer driver distractions. The classroom lessons in safe walking will infect child and parent alike. The children will be doing their share to remind us to drive and walk carefully. May we hope that as adults we will take a good look at our driving habits and try to drive with care and courtesy.

Accidents happen one at a time. They may be prevented one at a time. There are very few traffic accidents which would occur if the situation repeated itself. Few of us drive as well as we know how to do.

Days grow shorter. Night comes quickly. Roads are more slippery. Driving conditions in general become more difficult during the fall. The Canadian Highway Safety Conference urges that we pay attention to these things and by our watchfulness prove that September, October and November need not be serious accident months.

Money Not Brains Goes to College!

Only students who are intellectually and morally worthy of attending college work should be able to go to college. Dr. Sidney Smith, president of the University of Toronto, writes in Maclean's Magazine in an article that asks: "Is more money than brains going to college?"

"We are not now getting that whole group in the universities," Dr. Smith writes. "We are not getting many of those who have the urge and the brains but not the cash. Less than fifteen percent of Canadian university students get financial help; in Britain seventy-two percent are helped."

The fact that all men are born



Two new members were admitted to the Quarter Century Club of Southern Canada Power Co. Ltd. at the eleventh annual reunion held on Tuesday, September 11th, at the Manoir Drummond, Drummondville. This brings the Club's total membership to 135. From left: Q.C.C. president G. H. "Gerry" Lemay, and new members Roland Grenier, Bedford branch manager, and Carl W. Reed, supervisor in the Generation and Transmission department. Also on hand to welcome the new members is Mr. J. A. Pagé, president and general manager of the Company.

New Street Lighting in Dr'ville

Changes Undertaken in a Short While ?

Before 1953, Bodsworth points out, about one out of every ten hurricanes born in the West Indies and the Caribbean came as far north as Canada before dying out. And usually they were mere gales by the time they reached Canada. Since then one out of three southern hurricanes has reached this country, "many with a Sunday punch".

Scientists are turning up evidence, says the MacLean's article, that there is more than chance or accident involved in these developments.

"It's all part of a bigger picture in which North American weather is abandoning some of its traditional patterns. Northern hurricanes, milder winters and moderating climate may all be linked together and stem from the same source — a shifting of the upper altitude's globe-circling jet stream, which is causing more frequent invasions of tropical air into our Arctic-dominated Temperate Zone."

This jet stream — a river of fast moving air from five to eight miles up — acts on the "Bermuda high", a semi-permanent mound of high-pressure air that sits for long periods off the Atlantic coast, to change the habits of hurricanes, scientists believe.

In a ribbon twenty miles wide, the jet stream passes over the southern U.S. from west to east until it collides with the western rim of the "Bermuda high". And then it swings in a wide arc back inland. "Hurricanes born in the Caribbean are grabbed by the jet

stream's 20-mile-an-hour winds and literally dragged along by the scruff of the neck."

The Bermuda high has been moving in from the Atlantic, the MacLean's article points out, and now sits near the coast, so that hurricanes are moving farther inland.

Ontario, which once felt a hurricane about every seven years,

has been getting a severe one every second year for the past six years. And in that period eastern Canada has had ten hurricanes.

More Safety For The Traveller

A Fire Prevention Message by the President of the Hotel Association of Canada, A. G. Swinerton.

Canada's more than six thousand hotel operators are highly fire conscious.

This comes as no surprise to anyone who has studied the statistics of this great public service industry which has, perhaps, more to do with the human factor in everyday operation than any other industry in the nation.

Each day, for 365 days and nights a year, Canada's some 6,000 hotel cater to the human needs of some 150,000 people — for room accommodation, meals, functions large and small which require public space and service, and for all other requirements of the community.

Canada's hotel system represents

Delegates From Many Places Are Holding Sessions in Drummondville Today and Tomorrow. — Elections of New Officers.

The C. W. L. Ninth Annual Provincial Convention opens in Drummondville on September 14.

Delegates from Montreal, Quebec, Three Rivers, St. Hyacinthe, Sherbrooke, St. Johns, Valleyfield, Mont Laurier, St. Jerome, Chicoutimi and Nicolet, representing eleven dioceses meet in Drummondville, today, September 14, and tomorrow 15th, guests of the St. Theresa Subdivision, Nicolet Diocese.

Provincial President, Mrs. Ross Alexander of Upper Melbourne, is presiding at all business sessions. His Excellency Most Reverend L. P. Whelan, D.D., Provincial Director, attends.

"A Catholic Magazine or Publication in Every Home" is the theme of the Convention which opened with Mass at St. Theresa's Parish Church. A civic reception at the City Hall follow the morning sessions.

A luncheon will be given at Manoir Drummondville at which Mrs. Roland Brady, President of hostess subdivision, will preside and Mr. H. J. L'Heureux, United States Consul General will be guest speaker.

Election of Officers will take place at afternoon session which will close with Solemn Benediction at St. Theresa's Church.

Mrs. C. Gravett of St. Theresa Subdivision, is General Convenor for Convention arrangements.



Mayor Marcel Marier and Councillor Antonio Baril have been delegated by the city of Drummondville to the annual convention of the Municipalities association which is holding its sessions at Bretton Woods, N.H.

an investment of well over one and one-half billion dollars serving better than one per cent of the nation's population each day of the year.

The safety of these 150,000 daily guests is the hotel operator's problem. And one of the great hazards is fire.

Need of awareness

Hotel men and their staffs are well aware of this. The records available for the past five year period bear out their awareness.

Actual property loss from hotel fires in that five year span was only \$9,742,000 — that is only .55 per cent for the five years or 11 per cent per annum, less than one-ninth of one percent.

During the five year period under review there were only 18 lives lost through hotel fires out of the guests representing almost 750 million room days. That is less than the average of highway deaths over a modern Canadian weekend.

This is a record of which the members of the Hotel Association of Canada may well be proud.

But the record by no means makes us complacent. The hazard is growing because our hotel industry is growing, serving each year more and more people as Canada marches forward in population and industry.

Thanks to progress, builders and manufacturers of hotel equipment are making our physical structures more and more safe against the fire hazard. Fire-proof construction, fire-resistant service materials and furnishings are coming more and more into the picture. Seldom nowadays does one see the fire-rope hanging from the hotel bedroom window, or the rooms equipped with flammable carpeting and curtains. Impractical fire escapes are giving way to the practical and safe walking habits into their children by their own alertness and safe behaviour in traffic.

By knowing and obeying all the rules of safety themselves, they should make sure that their teachings are consistent with the safety lessons the child is getting at school and during the rallies organized by the Department of Transport and Communications for the benefit of school children. It is well to remember that the responsibility for the safety of children rests largely on the shoulders of grown-ups.

Always Be Careful

In connection with the hazard of careless smoking, our Association is pleased to report that attractive "Always Be Careful" billowing cards are now displayed prominently in practically every hotel room in the nation. This educational medium, we feel, of very great value.

Elevator shafts and ventilation ducts are hazards, as are also cleaning fluids, oily rags, and any other collections of waste material. In these days as the number of elec-



These pretty candidates are looking after the title of Miss Drummondville 1956. The winner will be known the last day of the

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DRUMMONDVILLE, FRIDAY, SEPTEMBER 14, 1956

Canada Needs Mechanics

With Canada's automotive population expected to double itself in the next ten years, officials in the industry anticipate a need for at least another 65,000 full-fledged mechanics to augment its present force of roughly the same number.

This represents a major challenge to the industry who estimate that Canada's motor vehicle population will be pushing the 6,500,000 mark by 1966.

Their job is not one of merely recruiting 65,000 bodies. In this highly-skilled field, one which is getting more complex each year, it means training men as well. It takes five years for a full-fledged mechanic to get his papers.

The term "grease-monkey" is finding its way into obsolescence. It is strictly a misnomer when applied today to the automotive mechanic who can in his technical world sound as astute as a medical doctor or an advanced Greek scholar.

In its efforts to recruit apprentices, the industry has received strong support from the Federal and Provincial Departments of Labour. At this year's CNE, the Ontario Department of Labour staged an exhibit of the mechanic's skills in conjunction with General Motors, Ford and Chrysler. And throughout the country individual dealers of the various companies are co-operating with vocational and trade

schools in an effort to enroll and train prospects for the trade.

In the trade itself, things are being made more attractive for the mechanics and incoming apprentices.

The day of the "alley garage" with its "blacksmith mechanic" — who also sold cars — is practically over. The alley garages have been replaced by modern dealerships and independent service stations equipped with the latest tools and testing devices which create the atmosphere of a scientific laboratory. Other working conditions are constantly being improved as well, so that the automobile mechanic's job is steadily becoming easier, cleaner and more efficient.

With the recent development of power equipment, automatic transmission and other such modern and complex devices, the mechanic's job today offers more challenge and variation. This alone offers lure for the boy with the mechanical mind and inclination.

The one-time "grease-monkey" has with the mechanical development of the automobile many specialized channels to follow in the trade. The automatic transmission specialist, the air-conditioning expert, the specialists in front-end and steering are among the many high-skilled mechanics who share the job of keeping Canada on wheels.

Much like the medical doctor, whose job is human repair and maintenance, the automotive doctor, is in a business of never-ending changes. There is no such thing as a "finished" automobile mechanic. With automotive changes and improvements made each year his education is a continuing one. And it will be so as long as the public demand better and improved automobiles.

No longer a luxury item, but an essential tool in the everyday life of millions of Canadians, the automobile has for the mechanic created stable and steady employment. There is but in Canada a handful of unemployed automobile mechanics, and these few are unemployed by their own volition.

"Make sure doors are locked... particularly to protect the children... and do keep the children from opening the door handles or push buttons."

"Children get tired and apt to distract the driver by their noise... try to distract them with games for the car or stories related to the trip. Sometimes a cold, sweet drink from a thermos will help the situation."

"Keep the front and back windows free of dangling ornaments and parcels interfering with rear vision mirrors."

"Take frequent breaks every two hours at least; and walk around for a little while."

"Psychologists tell us that an angry person is accident prone. For safety's sake keep the conversation pleasant and witty."

"We fear accidents which all too frequently spoil a happy holiday but let us do one of these simple things which will help to remove some of the dangers of driving in heavy holiday traffic."

Highway Safety Still Possible**HIGHWAY SAFETY**

Still Possible

In a radio address to the Canadian people, Prime Minister Macmillan said: "Every family looks forward with pleasure to a vacation of motoring together. Let it be a good memory through the team work for safety," said Mrs. Rex Eaton, O.B.E., President of the National Council of Women of Canada, representing more than half a million Canadian women.

"It is important to remember that women on long trips but the one who is not driving has a large part to play in safety," she adds.

In a statement on highway safety, to be read by the Executive Secretary of the National Safety Council, which are based on studies of factors causing accidents and which make sense, be followed:

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"In a radio address to the Canadian people, Prime Minister Macmillan said: "Every family looks forward with pleasure to a vacation of motoring together. Let it be a good memory through the team work for safety," said Mrs. Rex Eaton, O.B.E., President of the

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About J. Clark

some facts about *Junior Magazine*. I was born in London, England, in 1932, and quite by accident began this career as a schoolboy of 11. When I was asked by comedian St. Michael's College, set in the confines of a clausum which the BBC used as a hide-out during the war. The Will Hay program proved to be very popular, and it wasn't until our troupe was summoned to appear as part of a Commando performance on the last day of the war that I realized I was a fully fledged actor and would be foolish to give up so soon.

When the BBC wanted a young lad with a high-pitched voice, they usually sent me, and I guess the big chance came when they were looking for someone to play the comical "all-able" in the schoolboy schools — "William" in a radio series of Richmal Crompton's well-known books. Just William became a family favorite and surprised everyone by running for three years. It toured as a play and some films were made of it too.

For me, the end came when my voice broke, and I entered the most depressing period for a young actor, when I was told I was neither a man nor a boy. People don't find them very interesting at that age, certainly not playwrights. I was brought back to earth and normally again by being told that I had better catch up with my education, which had been sadly neglected. This meant that I had to study until the next articulation exam. I worked in theaters intermittently, and then came the next catch to a young man's life, the draft. But I thought I'd be smart so I joined the Merchant Navy.

To be swept away from home for the first time seemed no crisis to a young country boy with enthusiasm in his smart blue uniform, particularly when he was dispatched to his first ship by luxury liner and streamlined train — to Los Angeles and Hollywood. When you gels, with stopovers in New York, set foot on board a workmanlike tramp to scrub decks, paint, polish and spit with the prospect of no let-up and leave for four years, things aren't quite the same. But it's an interesting and sometimes exciting life, and not many have the opportunity to circle the globe three times and be paid for doing it. And it was to pay dividends later.

A tramp looking for cargo is like a rat looking for food, and it wasn't long before the S.S. Silverwulnut nosed into Halifax and I got my first glimpse of Canada. It wasn't under the best of circumstances for me as I had the day before broken an arm while hurrying up a ladder with the captain's tea. I was admitted ashore to a very large modern hospital run by a religious order who took care of us all. I began to like Canada. The people were very friendly and if someone had a great-uncle living in England it was on excuse to be asked to their house. A short haul to Montreal, a beautiful city by any standard, as was seen, then back to the Far East.

A few months later, and we hit the Canadian coast from the other direction — to Vancouver. We were received by a very active Flying



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is the time to
SAVE

From September 15th next, savings deposits at Canada's First Bank will earn interest at the rate of

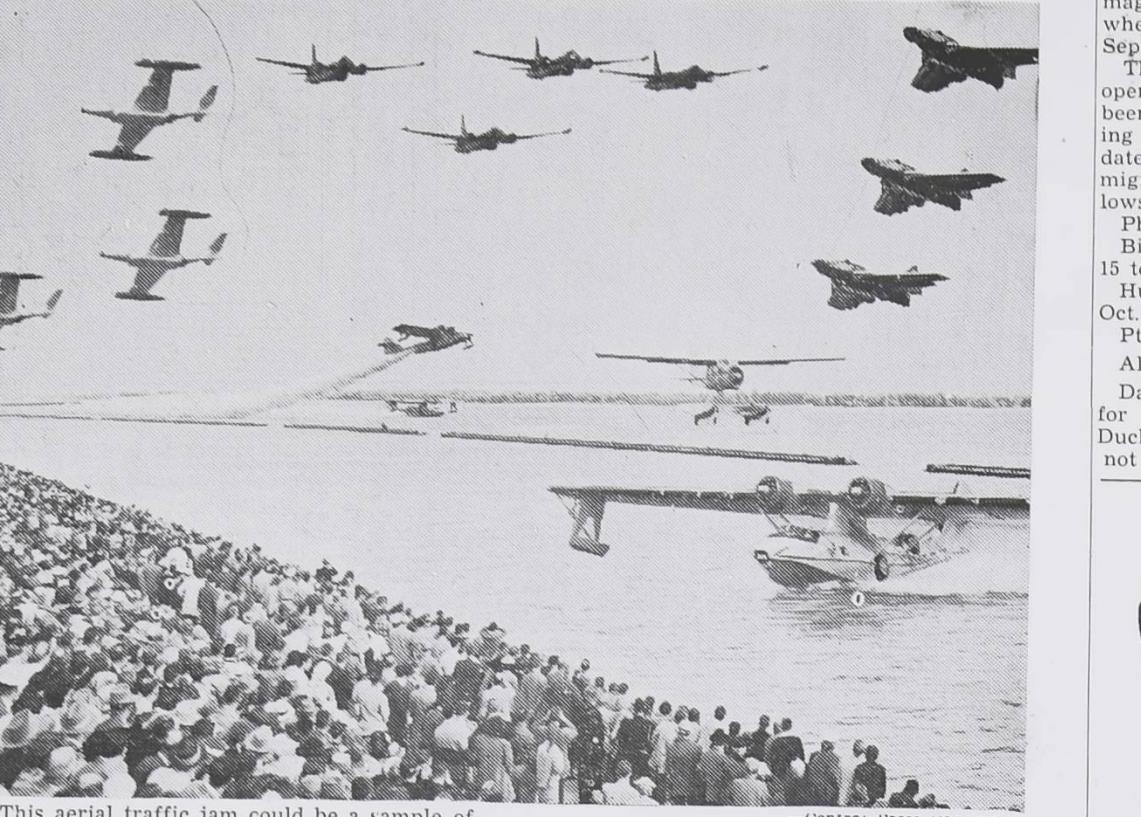
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Take advantage of this new, higher rate by opening a B of M savings account today... and save regularly at the bank with the largest savings deposits of any bank in Canada, serving more than two million customers.

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HUBERT BELANGER, Manager
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MY BANK
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80 PLANES FILL THE SKIES AT CANADIAN AIR SHOW

This aerial traffic jam could be a sample of the next century when travel on the heavenly highways may be as hectic as on today's motorways. Instead, it's a photo montage giving an artist's impression of the variety of aircraft in the Canadian International Air Show at Toronto. Over 80 planes from five NATO countries thrilled packed crowds at Canada's largest air show.

Angel (Seamen's Mission) Club, and guests brought in. Now it was there that I met a lady who do have been shooting short films. I take various trips to places of interest, the camera recording an impression that can be shown on the screen, the idea being to stimulate children to do the same. Weekly outings to a park, a market, a port or an airport — the possibilities are endless. Children naturally like sports, and Douglas Maxwell, sports-caster with a keen interest in physical training, has helped to put the finishing touches to the film about camping activities and games.

Judging by the letters received our efforts are appreciated by parents as well as children. Many of us, for suggestions which we incorporate if we can. Some letters are unintentionally amusing, perhaps the best yet being from a girl in Winnipeg who wanted us to put on a film about astronomy. She had helped build a six-inch telescope with which to study the heavens. "In fact," she wrote, "your whole family is astronomical."

In its format, *Junior Magazine* is simple and straightforward, and in a way, original — a large part of the battle for any new show. It's a TV magazine, tailored for children, educational in intent, entertaining in presentation, the latter important principle in the medium of television where children are concerned; whereas he may have to listen to lessons at school, in the living room he has only to switch channels!

The movies we embrace all subjects that might interest children, particularly travel, with the accent on family life in foreign countries. The insight gained on my own travels I find very helpful. Short, 10-minute films are the order, for a child's attention can be elusive. The films are gathered from many sources, mostly from the States. *Junior Magazine*, although Canada is now making a limited contribution in this field. Choosing films that fit the exacting demands of young viewers is a specialized job, done by David Cleo who also writes the continuity. It is also the result of the teamwork of people such as producer Bruce Aridge, script assistant Joy Powell, and supervisor Fred Rainbird of the CBC's Children's department.

Through the months, *Junior Magazine* has enlarged its scope. More segments have been introduced.

ARGOS RELY ON EX-B.C. PIVOTMAN



Plagued by injuries to first-string quarterback Tom Dublin, and with the services of Gerry Doucette, Argos now are relying on passing whiz Arnie Gillard, the B.C.'s signal caller last year. A former All-American, Gillard also played with New York Giants and San Francisco 49ers. As a specialist he quarterbacked Argos in their last two games including the 51-28 upset win over Montreal.

GARAGE MONTPLAISIR LIMITED
269 LINDSAY STREET DRUMMONDVILLE QUE. TEL. 2-3388



The lead delivered! George's GMC W-9900 is a stand-out performer, helping to push this dock out into the lake. In every way, GMC trucks out 'em all!

of Orleans and the coast off Beauport, except the islands off Montmagny, into the Northern zone with a possession limit, 20 in the aggregate, and a possession limit, 10 in the aggregate, of which not more than 10 of species other than Snipe. Season: Sept. 15 to April 15. Daily bag limit: Snipe, 25 in the aggregate; Snipe, 8 daily; Woodcock, 8 daily; Phoebe, 10 daily, season limit 9; Partridge, 10 daily, season limit 9; Hungarian Partridge, 5 daily possession 15; Hungarian Partridge, 8 daily, possession 16; Ptarmigan, no limit.

Pheasant, Oct. 15 to Oct. 31; Hungarian Partridge: Sept. 15 to Nov. 18; Ptarmigan: Sept. 15 to Oct. 10.

Hunting license: Nov. 1 to Jan. 31. All dates shown are inclusive.

Duck bag and possession limits for game birds are as follows:

Ducks, 8 in the aggregate which con-

cerns American and Red-breasted Mergansers not counted in the day's bag Possession limit, 16 in the aggregate. Geese, 10 daily, season limit, 20 in the aggregate, of which not more than 10 of species other than Snipe. Geese, 10 daily, season limit 10; Mallard, 10 daily, season limit 10; Gaggle, 25 in the aggregate; Snipe, 8 daily; Woodcock, 8 daily; Phoebe, 10 daily, season limit 9; Ptarmigan, 10 daily, season limit 10; Ptarmigan, 8 daily, possession 16; Ptarmigan, no limit.

Passion, any migratory game bird after March 3, 1957, is prohibited. The time limit for possession of partridges in Jan. 6, 1957.

Bird hunters are requested to get copies of hunting laws which contain district and zone maps, when

most not one wood duck. A-

buying their licenses.

the No. 74 bus of which she is conductor calls her because she is so cheerful. Like many of her 11,000 female colleagues employed by London Transport (along with 79,000 men) Mrs. Hammond combines a mixture of jolly banter and firmness to get her passengers aboard and off through the one entryway of the bus, gives starting and stopping signals to the driver, collects fares, decides how many seats are available, and dispenses detailed information on where her vehicle does and does not go.

Friday is her day off, and recently she took a buswoman's holiday, riding a bus dressed in her best civvies and reading a book. "Suddenly," she confided to a reporter, said St. George's Hospital and called out " Hyde Park Corner." Was my name?"

Fortunately, there are quite a few pleasant conductors and conductresses. But many a London resident and visitor has clung grimly to anything nearby when a bus has started up rapidly in response to a go-ahead from a conductor working far forward on the upper deck. (This go-ahead signal sometimes is given by the conductor stamping his or her foot on or near the ceiling of the diver's compartment.)

By contrast, the actions of a conductor from Jamaica attracted press notice. At Kipling station, until everyone was inside, then announced to his tight-packed human cargo: "We are about to leave". And forthwith he pulled the cord — and they did leave.

From time to time there also are complaints of buses erratically timed or running in bunches, with the first one full and three or four behind.

Each bus is divided into three districts into which the province is divided for migratory

travelers as follows:

1. Disease 2. Avoid 3. Spread grass 4. Coin 5. Ostrich 6. Gull 7. Organs 8. Jam-filled 9. Royal 10. Stamps 11. Cuts of meat 12. Discharge through pores 13. Disease 14. Marry 15. Property 16. Presiding 17. A canvas shoe 18. Resort 19. Bird 20. Dairy product 21. Butterworld god 22. Dairy product 23. Butter 24. Birds as pets 25. Flow 26. Confront 27. Through 28. Thrush 29. Fish 30. Pastry dessert 31. Fish 32. Perch 33. To cut 34. Emblem 35. Marsh bird 36. French river 37. Male singing 38. Embroidery 39. Snipe 40. Unshod 41. Down 42. Female fox

With special services held across Canada Sunday, September 16, the Royal Canadian Air Force joins other Commonwealth Air Forces in commemorating the 15th anniversary of the Battle of Britain, as well as the memory of 47 Canadian flyers who gave their lives in the air battle which decided not only the fate of the British Isles, but the destiny of free men. The battle which is generally acknowledged to have been won by the Royal Canadian Air Force, has special significance for the RCAF in that it was the Force's baptism of fire. Here, a scene on history can fighters to intercept an invading force of enemy aircraft.

"NEVER IN THE FIELD OF HUMAN CONFLICT WAS SO MUCH OWED BY SO MANY TO SO FEW"
Winston Churchill

bated routes, buses indicated their served for a number of years with a Toronto financial publication and — following the war was associated with the Canadian International Trade Fair and the Ontario Government travel department in public relations and advertising activities. He is a former director of the Toronto Men's Press Club and during World War II was awarded the D.F.C. as an R.C.A.F. navigator.

True wisdom is to know what is best worth knowing, and to do what is best worth doing.

During London bus week this summer, "Ole Bill", the city's first standardized motorbus with solid tires and open top, which went to France as a troop carrier in World War I, was cranked up for a parade run around Regent's Park. Included in the review, which included the 100th anniversary of London road passenger transportation, were everything from horse buses of the 1860's to the latest 1956 model.

Youth thinks intelligence a good substitute for experience, and his editors think experience a substitute for intelligence.

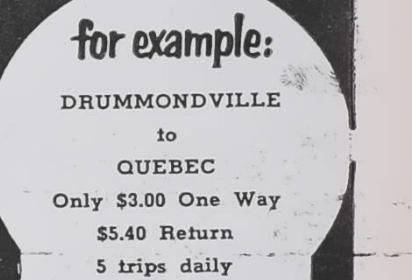


**Relations Agent
For Chrysler Corp.**

Windsor, Ont., Sept. 1 — Appointment of Don Tucker, 39, former Toronto newspaperman, to the position of Relations Agent for Chrysler Corporation of Canada, Limited.

The position, which was created by the expansion of Chrysler of Canada's overall activities, is newly created one made necessary by the expansion of Chrysler of Canada's overall activities.

Born in Oshawa, Ont., Tucker



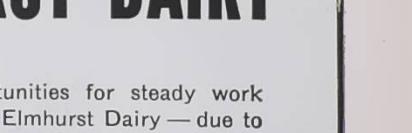
for Economy



Sometimes, Jean Fairless, who resents her television career when she is away, returns to the Canadian airwaves

Monday, September 24.

**MEN! GOOD JOBS
AT ELMHURST DAIRY**



You will find opportunities for steady work as route salesmen at Elmhurst Dairy — due to the growing volume of our business.

You do not need experience to work here. But you must have a Chauffeur's License. Ability to speak both languages would help you — but it is not essential.

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Apply to: Mr. Moore

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grows even faster
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Your savings will grow even faster at this higher rate — a strong inducement to build up your account by making regular, systematic deposits every pay day.

Real savers profit most. Each month, set aside a fixed amount, earmarked for your Royal Bank Savings Account, and leave it there to earn 2½% interest.

There is nothing quite like money in the bank.

THE ROYAL BANK OF CANADA

Drummondville Branch W. A. GOSSLINE, Manager

London's Buses

By Henry S. Hayward

Chief of the London News Bureau

of The Christian Science Monitor

Mrs. Anna Hammond of the Winds-

worth section of London is known

as "the Countess of 74's". That is what "regulars" on

the No. 74 bus of which she is

conductress call her because she is

so cheerful. Like many of her

11,000 female colleagues employed

by London Transport (along with

79,000 men) Mrs. Hammond

combines a mixture of jolly banter

and firmness to get her passengers

aboard and off through the one

entryway of the bus, gives starting

and stopping signals to the driver,

collects fares, decides how many

seats are available, and dispenses

detailed information on where her

vehicle does and does not go.

Friday is her day off, and recently

she took a buswoman's holiday,

riding a bus dressed in her best

civvies and reading a book. "Suddenly," she confided to a reporter, said St. George's Hospital and called out " Hyde Park Corner." Was my name?"

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and visitor has clung grimly to

anything nearby when a bus

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to a conductor working far

forward on the upper deck.

(This go-ahead signal sometimes

is given by the conductor



Let's Eat

BY

IDA BAILEY ALL

"Almost any vegetable may be used in making fritters," pronounced the Chef.

"Corn fritters are a prime favorite, but other kinds are equally good."

"For example, sliced cucumber or zucchini or half-green tomato fritters; cauliflower fritters made by dunking half-cooked cauliflower into batter; diced raw celery or mixed vegetable fritters made by stirring into batter just as you do corn kernels."

Use Deep Skillet

"To save time, a chef generally deep-fries fritters in vegetable fat at 370 deg. F. But deep-frying is not always convenient for the home. So I suggest frying vegetable fritters in shallow hot fat in a deep skillet."

Fritters from Sliced Raw Vegetables: Dip in savory fritter batter. Fry on one side, then the other.

Fritters from Diced Raw Vegetables: Stir 1½ c. diced raw vegetables into 1 recipe fritter batter. Drop by tablespoons into shallow hot fat. Fry until browned on each side. Drain on crumpled absorbent paper.

Savory Fritter Batter: Sift together 1 c. already-sifted enriched flour, 1 tsp. baking powder, ¼ tsp. salt and ½ tsp. thyme, marjoram or poultry seasoning.

Beat 2 eggs light. Add 2-3 c. milk and 2 tbsp. melted shortening.

Beat the liquid slowly into the flour. Use as directed.

Tomorrow's Dinner

Cucumber Cream Soup
Panned Cold Cuts
Cold Sauce Creole
Vegetable Fritters
Orange Fruit Cup
Coffee Tea Milk

All measurements are level; recipes proportioned to serve 4 to 6.

Cucumber Cream Soup: Peel and cut 3 large green cucumbers in ¼" slices. Slow-sauté 10 min. in 3 tbsp. butter.

Stir in 3 tbsp. flour. Slow-cook 3 minutes.

Gradually stir in 3 c. veal or chicken stock (or boiling water and 2 chicken bouillon cubes). Rub through a sieve or food mill. Reheat.

Add salt, pepper and a few grains nutmeg to taste.

Beat 1 egg yolk until light. Add ½ c. light cream or undiluted evaporated milk.

Stir into the soup. Cook and stir ½ min. Garnish of minced parsley.

Separate the sections with thin slices of purple plums. Drop a scoop of lemon or lime sherbet in each. Top with a mint leaf.

Cold Sauce Creole From the Chef

Combine ½ c. tomato ketchup, 1½ c. mayonnaise, 3-tbsp. horseradish, 2 tbsp. minced olives and 4 drops Tabasco.

Beat 2 eggs light. Add 2-3 c. milk and 2 tbsp. melted shortening.

Beat the liquid slowly into the flour. Use as directed.



Bill McNeil and Maria Barrett discuss the first script of ASSIGNMENT, the hour-long weekly show which will be heard Monday through Friday on the CBC Dominion Radio Network starting October 1. Maria and Bill have been signed as hostess and host of the show, which will couple the "magazine" concept of radio with the finest in actuality coverage.

SHORT ORDER COOK, ESKIMO STYLE



A polar-burger is prepared by Eskimo "short-order" cook Mary Hatuk, who dishes up Arctic delicacies for visitors to the Eskimo exhibit at the CNE. The "kitchen" is located in a real igloo, authentic down to the last detail except for the artificial snow. Inside, the visitor can see the cooking vessels, the stone kudiks or seal oil lamps, the caribou skins piled on the sleeping bench. Outside the igloo is a typical tundra setting with gray-green reindeer moss blown in from the Arctic underfoot.

10 Weeks of Tulips

Some people are inclined to sniff a little about tulips. "Yes," they say, "we grant you that they are indeed surpassingly beautiful, and even good-looking — but the trouble is, they are all over in a week or two!"

Now this is not true. Even if it were true, the tulip would still be more than worth it. But in point of fact, when the weather is reasonable (as it sometimes is), it is an easy feat to choose your species in such a way that you can have tulips in bloom in your garden for as much as ten weeks. And with hardly any cheating at all.

The secret of the whole thing is very early tulips. These are so different from the ordinary Darwins and Breeders and so forth that dealers go to ridiculous lengths to try to find a name for them. They are often called the "species" tulips — as though the others weren't. An even more frantic attempt is to call these early sorts "botanical" tulips — as if all other sorts weren't equally botanical.

The dealers would love to call them "wild" tulips — and they are in fact closer to the old originals — but these really early ones have been tinkered with as much as anybody. So "wild" is out.

It doesn't matter what you call them. Most bulb dealers carry a few kinds of them, and all really good bulb dealers have a very wide range, usually under the name "species" tulips.

They look a little different, too. Most of them open flat, like a water-lily, instead of looking like an egg with the top cut off. And all of them are charming, but in different ways.

The earliest of the lot is called Kaufmanniana, or the water-lily tulip. If you cheat a little, by putting it a few inches away from your south foundation, it will bloom about the first day of April in Ottawa. This is about three days ahead of the crocus, off somewhere in a flowerbed. The Kaufmanniana is white inside and quite indescribably beautiful outside.

Naturally, the Kaufmanniana has been tinkered with. At my last count there were about twenty K. hybrids available in Canada, all of them later than the old original. About the nicest of the lot, for my money (about 25¢ each) is a marvellous yellow with red markings called Solanus. Malak, the famous photographer, has photographed a bed of fifty Solanus (they cost me \$11.). But the Vivaldi and Shakespeare hybrids are by no means to be sneezed at.

These hybrids will take you through the first three weeks. Then you have Eichler, a marvellous

thing in red, of moderate proportions, or Fosteriana Red Emperor, the biggest tulip in the world. I have grown them ten inches across, and have envied others who have grown them an even foot from wing-tip! Or, if you prefer, a few days later you can have Biflora, the smallest I have seen, one half-inch across in poor soil. Pamper them, and they become gross at a full inch or thereabouts. Two or three whitish blooms to the stem.

Then comes Tarda, a small, white, and many-flowered thing, followed by a few exotics such as the yellow Batalini. You can have a great deal of fun experimenting with tiny groups of these till you find which appeal to you most.

Then comes Praestens Fusilier takes over. This is a strange and lovely flower, as many as five blooms on a single stem, and an orange read that seems to glow from within like the billboard paint of the same colour.

And there you are, with ten weeks of tulips, Q.E.D. If you really like tulips, why not have them for two months and a half?

(The Letter Review).

These take you well into May, when it is possible to have a formidable display of Single Early tulips (keizerkroon, for instance). In spite of their name, they actually are early, compared with the kinds that most people think of as "regular" tulips. They bridge the gap to the Doubles, Cottages, Breeders, and Darwins, which take you into June. Some Parrots are later still, such as Blue Parrot.

If you choose some very late Darwins, such as Garden Love, the tree may see you into the middle of June before they fade.

And there you are, with ten weeks of tulips, Q.E.D. If you really like tulips, why not have them for two months and a half?

(The Letter Review).

Feud In China

Creeping Communism in Red China is being speeded up to a gallop. In Soviet Union liquidation of private enterprise, with exception of agriculture, where collectivism is still resisted, was swift, sudden and complete.

Chinese temperament, it seems, does not lend itself so readily to political robbery. Red Government at Peking has had to go slow in process of nationalizing private business and industry because of deep-rooted individualism of population and because economy would have collapsed had private ownership been destroyed at a stroke.

Instead of outright nationalization, Peking communist regime adopted policy of piecemeal rather than wholesale robbery, forced "capitalists" into "partnership" with the State, and allowed private shareholders to draw 25 per cent of the net profits.

Now nationalization is being stepped up, and "private partners" in State enterprise are to receive only 5 per cent "on the value of their

Normal Pace

Activity in Canadian cotton textile mills during August showed reasonable recovery from the annual mid-summer slump, as measured by the flow of traffic and irritate other drivers into impatient and ill-advised actions. You force others to pass unnecessarily, when by a courteous speed-up you would enable everyone to drive at a safe, reasonable speed with less passing.

Be Courteous

Is slow driving ever discourteous? Certainly yes, says the Province of Quebec Safety League. By driving too slowly you may block the flow of traffic and irritate other drivers into impatient and ill-advised actions. You force others to pass unnecessarily, when by a courteous speed-up you would enable everyone to drive at a safe, reasonable speed with less passing.

"Dollars and Sense"

How can YOU benefit from having a Current Account?

You'll find it much easier to keep an accurate record of your current expenses when you have a Current Account.

When you pay all bills by cheque on your Current Account, you receive back, at the end of each month, all your cancelled cheques as well as a bank statement showing every withdrawal and every deposit you have made. Furthermore, they are much easier to file away than receipts and take less room to store. With them and your bank statements, you'll find it far easier to get an exact picture of how you spend your money.

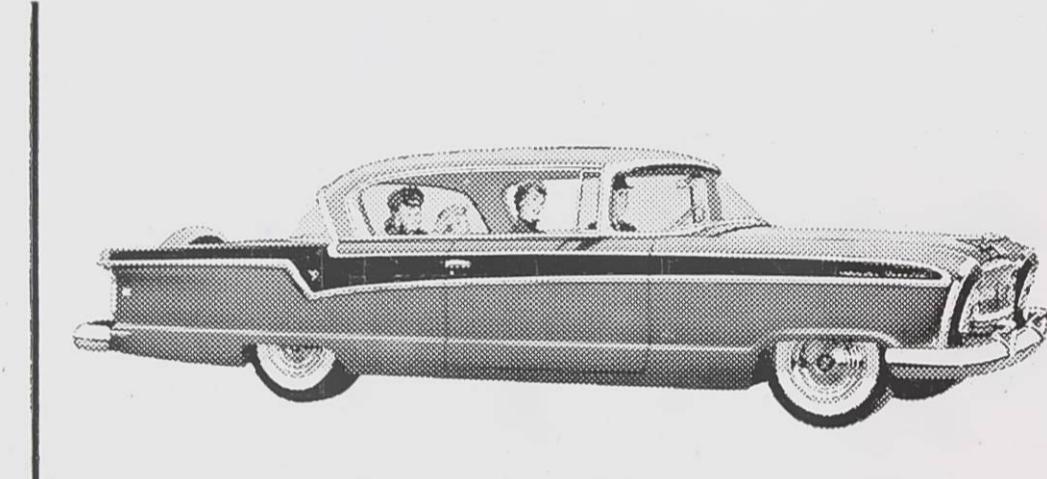
So it's a good move to use a Current Account for paying all current bills—and keep your Savings Account for actual savings.

THE CANADIAN BANK OF COMMERCE

I. C. Watson, Manager



Major L. R. Dufresne of Drummondville, just getting out of a C ARC aircraft which brought him back from Indochina with 23 other members of the Canadian Armed Forces. They all served according to the International Truce Agreement of Indochina.



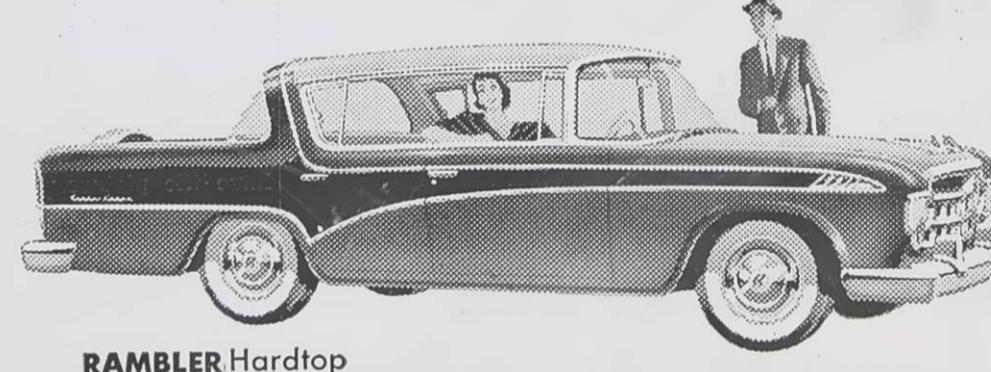
AMBASSADOR Custom Country Club



STATESMAN 4-Door Sedan



RAMBLER Cross Country



RAMBLER Hardtop



RAMBLER 4-Door Sedan



METROPOLITAN Hardtop

Nash
presents
THE WORLD'S SAFEST TRAVEL CARS ALL FEATURING DOUBLE-SAFE ALL-WELDED CONSTRUCTION

1956

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- NEW, UNMATCHED ECONOMY

These truly beautiful cars feature Nash Double-Safe, All-Welded construction, recognized throughout the world as the safest, strongest method of building a car. These cars have new power . . . new, larger brakes . . . new, luxurious color-keyed interiors. From the economy priced Metropolitan through to the ultra-luxurious Ambassador Country Club, the accent is on safety . . . your safety as a motorist. Before buying any car hear the complete story behind the world's safest Travel cars. When you've heard that story . . . get behind the wheel of the Nash of your choice for a test-drive. Do it now! We have the complete line of 1956 Nash Double-Safe, All-Welded construction cars on display.

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