



**IN THE NAVY**

The shortest airlift in the history of aviation? This distinction may well rest in the aircraft carrier Magnificent while she was ferrying United Nations troops to Egypt. The length of the airlift was less than 400 feet.

During the Magnificent's passage to Egypt with Canadian troops on board for duty with the UN Emergency Force a portable power unit was required in the forward part of the ship. The power unit was 55,000 square feet of flight deck was closely packed with dozens of army vehicles with space between them for only a man to move.

Manhandling the unit was out of the question so the obvious was done. It was flown by helicopter over the army vehicles and landed gently in exactly the right spot.

To the helicopter's pilot, Lt. Cdr. William H. Frayn, 33, of Smiths Falls, Ont., and Dartmouth, N.S., the job was pretty much routine. It is used to the wide variety of work helicopters, both afloat and ashore are called on to perform.

Enroute to Egypt the helicopter was called on mostly for routine jobs — picking up and delivering mail while the carrier was lying offshore, demonstrating life-saving at sea to army personnel and ferrying personnel ashore and back on board.

However, since the navy acquired its first helicopters in 1951 they have run the gamut from life saving under all conditions to working on both the Irish Sweepstakes Warning Line from HMC's Labrador in the far north and the Mid Canada Line in the North to becoming submarine detectors in HS-50 Squadron, normally based in the Magnificent.

**IN THE RCAF**

Sergeant Douglas Fraser, of London, Ont., an armorer at the RCAF's No. 4 Fighter Wing, Baden-Soellingen, Germany, recently received a \$28,000 letter.

Like other Canadians serving in countries where lotteries and sweepstakes are legal, the airman bought a ticket on the Irish Sweepstakes.

Last month, the London sergeant picked up his mail which included a letter from the Irish Sweepstakes committee advising him that he had won \$10,000 sterling — more than \$28,000. They were at a loss to understand why he hadn't acknowledged their earlier telegrams such as are sent to big money winners.

The sergeant was at a loss to know why he hadn't received them.

Stationed at the RCAF base in Germany since 1954, Sgt Fraser and his wife, the former Mary Edna Boyer, of Belleville, Ontario, have two sons, Colin, David and Scott Andrew. The boys are both too young to realize their dad's good fortune or why he has been walking around in a slightly dazed condition.

Just to make sure it wasn't a hoax, an officer at the end of the luckiest airman did some checking and confirmed the whole thing was "really real."

**IN THE ARMY**

Streets at Fort Churchill, Man., the Army's northern experimental and training base, are all named for early Arctic explorers. But few of its permanent residents, including members of the armed forces of Canada and the United States, the Defence Research Board, the Department of Transport and the National Research Council, know the history behind the names of the streets they use daily.

Longest street in the camp is Hudson Drive which skirts the collection of 308 homes of service personnel serving three-year postings at Churchill. It was named, of course, for Henry Hudson, and even the school children know all about him.

But ask the average service man about the men who gave their names to Frobiush Ave., Franklin Rd., Baffin St., Davis St., Ross Ave., and MacKenzie Ave., and you'll draw a blank.

Hearne Ave. was named for Samuel Hearne, Arctic explorer and onetime commander of Fort Prince of Wales, the ruins of which still stand a few miles from Churchill. Hearne also made three famous journeys to the Northwest from Fort Churchill, one of them reaching the mouth of the Coppermine River on the Arctic coast.

But one of the best known names was named for the man who first sighted and landed two ships at Churchill during the summer of 1612 while looking for the Northwest Passage.

The first permanent settlement at Churchill — and the men responsible wouldn't believe it if they could see the place now — was established by a man called Knight in 1717. He also has a street named after him.

Other great names in Canadian history — most of them dealing with the search for the Northwest Passage — are Amundson, Cook, Simpson, Hayes and Peary.

Fort Churchill itself was named for Lord John Churchill, Governor of Hudson Bay Co. He later won fame as the Duke of Marlborough and is an ancestor of Sir Winston Churchill.

## Running Behind

Canada's trade deficit for the first 11 months of 1956 is \$858.7 million, more than double the \$356.1 million deficit in the corresponding 1955 period, says The Financial Post. November's deficit followed the year to date trend with import balance at \$100.9 million, double that in November '55. Deficit with the U.S. during November was \$131.6 million, but surplus of exports over imports with other countries brought over-all deficit down to \$100.9 million.

VOL. XXVII — No. 43

Journal Dedicated To Free Speech  
DRUMMONDVILLE, FRIDAY, JANUARY 25th, 1957

# The School Tax Fixed at 85¢ For next Year

## More Than Two Millions To Raise

Montreal, Jan. 24th — The Canadian Cancer Society's 1957 Crusade will open here in mid-April with the dual objective of saving more lives through education and service and of helping to carry on the unceasing fight to conquer that disease through medical research.

Mr. Hitchman made the announcement to a meeting of the Provincial Council of the society last night. He said the national goal was \$2,200,000 and that Quebec's quota had been set at \$400,000.

More than 25 delegates, representing most of the society's 13 sections in the province, attended the meeting where campaign plans were set in motion.

The money will be used throughout the nation for a million dollar expanded research program to find new cures for and discover the cause of cancer; intensified public education to double the number of those cured through early detection and prompt treatment; and to provide additional service for cancer patients.

Mr. Hitchman said every dollar raised here will help support the Canadian Cancer Society's three-fold program of research, education and welfare. This will include 49 cents which is automatically allocated to research.

"The balance goes to local and provincial programs of education and service," Mr. Hitchman explained. The Society maintains year-round information centers through out the province where worried and puzzled people can learn fundamental facts about cancer and safeguards against it.

"This is only one aspect of our service. We also spend money on such projects as providing surgical dressings, sickroom necessities, nursing equipment and even medicines for indigent cancer patients who need them."

Another share of the local Canadian Cancer Society budget will be spent on pamphlets, leaflets, motion picture films, posters and other educational material to teach the public to watch for Cancer's Seven Danger Signals and stress the value of periodic physical checkup in saving lives from it.

"More funds are vitally needed to broaden the scope of the research against cancer," Mr. Hitchman pointed out. "This is because of the continued rise of the overall cancer death rate in this country." Last year more than 20,000 Canadians died of that disease and in Montreal alone there were 1,760 cancer deaths.

"Yet there are encouraging developments in the national fight against cancer. Approximately 5,000 patients were saved from it last year because they had treatments early enough. Hundreds of women are being saved each year who would have died if so afflicted 10 years ago."

"The Fight must go on until man's cruellest enemy is finally conquered," Mr. Hitchman said.

**Atom Worth One Million Dollars**

Little metal pellets charged with "hot" atoms saved industry 250 million dollars last year and by 1961 annual savings will reach one billion dollars, Dr. Willard Libby, of the Atomic Energy Commission, predicted.

In an article in the February Reader's Digest examples are outlined of how dozens of firms are making substantial savings in time, dollars and materials.

For instance, tire companies found it impossible to measure exact thickness of rubber going into tires and consequently added unnecessary rubber to be on the safe side.

To overcome this, Industrial Nuclear Corp., Columbus, Ohio, developed a gauge with the appearance of a bird's beak with the jaws open. Sheets of rubber run between the jaws without touching. At the end of one jaw is a pellet of radioactive material; on the other jaw, a detector to measure radiation. The thicker the sheeting, the fewer rays get through. Variations from desired thickness are recorded on a spool of paper to guide the operator, or the detector can be hooked up to correct automatically any deviation in thickness.

The radioactive isotopes used are made by the AEC by placing bits of wire and pill-size normal metal pellets in an atomic reactor where they are bombarded by neutrons. The bits or radioactive metal resulting constitute the tiny power plants sold to industry.

In addition to use in rubber plants hot atoms measure value of oils by determining exact wear in pistons; measure soda biscuit dough to assure even thickness and uniform browning; regulate steel thickness of more than half the tin cans used in the nation; correct deviation in weights of cigarettes and perform other chores beyond human skill.

## Greatest Killer Of Our Time

QUEBEC 23 — The automobile, one of the finest inventions of our age, has acquired the sad reputation of being the greatest killer of our time, ranking immediately after heart diseases and cancer. The reason for this is that some drivers, particularly those with a bad temper or a heavy foot, fail to realize that driving requires not only skill but also normal reflexes. As soon as these are dulled by the use of alcohol or fatigue even the experienced driver becomes a public danger.

The increased hazards of night driving have been stressed once again by Hon. Antoine Rivard, provincial Minister of Transport, who is concurrently President of the Canadian Highway Safety Conference. The driver's vision being restricted to the space lit by his headlights, the danger zone is much greater.

The danger zone is much greater since stopping distances are considerably increased on slippery winter roads. It is therefore essential for the motorist never to exceed a speed that will allow him to come to a complete stop within the distance lit by his headlights. It is equally important to lower the beam when meeting another vehicle or when driving in foggy weather. Another danger, too often overlooked, is CARBON MONOXIDE, an odorless but deadly gas that may cause the driver to lose control over his car. It is advisable, at the first signs of discomfort or headache, to stop in order to get some fresh air. This precaution would avoid many fatal mishaps.

## Best Rules To Reduce Losses

Each year, as the first sustained cold waves strike various parts of the country, newspaper headlines reveal the tragic loss of life caused by fires in the home.

This loss of life can be avoided by eliminating all possible causes of fire in the home. But if fire should strike, the All Canada Insurance Federation, representing more than 200 Canadian fire, automobile and casualty insurance companies, offers these rules to help minimize property loss and prevent loss of life.

1. — Know the location of the nearest fire alarm box and learn how it is operated.
2. — Buy a fire extinguisher for your home (your local fire department will advise you as to the best type) and learn how to use it properly.
3. — Keep your fire department's telephone number by telephone at all times.
4. — Report any fire immediately.
5. — If a fire starts, have all occupants leave the house before you begin fire-fighting operations.
6. — Always leave baby sitters with complete instructions on what to do in case of fire.
7. — At first sign of fire close all doors and windows except those needed for escape.
8. — Do not wait to dress children; simply wrap them in blankets.
9. — Keep exits clear and unobstructed by boxes or furniture.

## Costs Up

Living costs edge up again between November and December, reports The Financial Post. Although the increase is smaller than in earlier months, in December the consumer price index reached 120.4, fractionally higher than the month before's 120.3 with a slight dip in food prices more than offset by higher shelter, clothing, household operation and other services. Index stands almost 3 per cent above year-earlier level.



Here appear the new members of the St. Simon municipal council. Signing the golden book is Mayor Lucien Morissette, who defeated out-going mayor Robert Roux. Others are (from left to right) Fernando Leblanc, Louis St. Onge, Leonty Semco and Ben Messier, Councillors. Me P.E. Bordeleau secretary-treasurer. Mr. Lucien E. Guay and Mr. Irene Lavoie, councillors.

## Pedestrian Killed Friday by Truck

### CEA Meeting In Quebec City

Five hundred delegates from various parts of Eastern Canada will hear all phases of Canada's electrical industry discussed at the Chateau Frontenac, Quebec City, between January 28 and 31 inclusive. The deliberations will take place during the annual meeting of the Eastern Zone of the Canadian Electrical Association.

The twenty-two sections of the association will meet and various problems relating to the generation, transmission and distribution of electrical energy; its uses in industry, in the home and on the farm; accident prevention and employee relations will be discussed.

The general chairman of the meeting will be the president of the association, Mr. A. C. Abbott of Montreal who is vice-president in charge of distribution of the Shawinigan Water and Power Company. Mr. Abbott will address the delegates at dinner on Tuesday, January 29, his topic being "The Role of the Canadian Electrical Association in Canada's Electrical Industry."

Other featured speakers on the program are:

- January 30 J. C. Arnell, Chairman of the Industrial Relations Committee, Edison Electric Institute, New York City, will speak on "Collective Bargaining."
- January 31 W. T. Rogers, Safety Director, Ebasco Services Incorporated, New York City, will deal with the subject "Electrical Accidents to the Public and Means of Preventing Them." Other items on the program are:
- January 29 Professor C. V. Christie of Montreal, former head of the department of electrical engineering, McGill University, will be presented with an honorary membership in the association by A. C. Abbott. This is being given to Prof. Christie for meritorious service to the electrical industry and to the Canadian Electrical Association.
- January 31 Presentation of the association's resuscitation medals to:
  - 1) Mr. L. Horton, Toronto Hydro System, on behalf of the L. Horton Line Gang. Miniature replicas are being presented to: J. Asling, P. Clark, H. Davis, L. Horton, L. La-douceur, E. Lee, F. Sauvé, W. Smith, L. Tennant, all of the Toronto Hydro Electric System for their assistance in the resuscitation.
  - 2) Mr. D. H. Sullivan, Toronto

### Hydro Electric System.

3) Mr. Wm. James McMahon, Gatineau Power Company, Lachute, Que.

These medals are awarded to employees of a public utility in Canada for a case of successful resuscitation from electrical shock by normal methods of resuscitation.

### Why So Many Babies Die?

The carelessness and irresponsibility of many Canadian women and the inadequate equipment for the care of premature babies in many Canadian hospitals is costing the nation thousands of future citizens each year. "With the world's second highest standard of living, Canada rates only thirteenth in the fight against infant mortality," says Frank Croft in February Chatelaine, "because far too many Canadian women fail in their obligations as mothers or mother-to-be."

More than half of Canada's expectant mothers do not consult a doctor until well advanced in pregnancy, and they do not take advantage of available pre-natal care. Hospitals report they could handle twice as many patients at their clinics as now attend. A comparison with women of other countries has shown up this neglect, which is proved by experience with New Canadians, who are regular and obedient patients, and attend clinics when available.

The loss of premature babies is the greatest single handicap in our infant mortality standing. At least half the premature could be saved with proper hospital care and equipment, but too often our hospitalized services are sadly inadequate.

In 1954 our infant mortality rate was 32.1 shown up every thousand live births as compared with 56.3 in 1944. Although some progress has been made, we still lag behind other nations of our size, and are needlessly losing more than 4,000 babies a year.

A drawback in the fight against infant mortality is the lack of detailed records of the causes of death. Countries who have this information have been able to pinpoint the most feasible targets in the fight to keep the death rate low.

### The Victim: Mrs. Roland Tessier, Wife of the City's Treasurer.

A tragedy occurred last Friday evening corner St. Jean and Brock streets when Mrs. Roland Tessier, 40, of Drummondville was killed by a heavy truck driven by Mr. Rosaire Beaulieu. The vehicle was the property of Mr. Francois Beaulieu, a local propane gas distributor. There was no witness but the tragedy apparently happened as following. Mrs. Tessier was coming back from shopping when she was struck and killed instantly. Mr. Beaulieu was driving his truck backward across the street in order to park it. Suddenly, going over the sidewalk, he felt something strange. He stopped and got out to see the victim under the wheels. As we go under press, inquest has not been held; it may well bring out to the light some important unknown information.

Mrs. Tessier, born Lucille Metayer, was the wife of the City's treasurer. Besides her husband, the defendant is survived by four children: Denise, Monique, Real and Rene; her parents; Mr. and Mrs. Louis Metayer and many brothers and sisters.

The funeral service was held Monday in St. Frederic church; a great many people attended the ceremony.

## Unsound Benevolence

By Joseph Lister Rutledge

It seems stupid to be so generous to foreign manufacturers that they can take our own markets from us. Foreign competition arises generally from industries already firmly placed in their own markets, so much so that they could no doubt compete with Canadian manufacturers on even terms. But many of them also enjoy the competitive advantages of lower wage scales, longer hours and often governmental support.

This makes an unhappy situation for the Canadian manufacturer and the Canadian worker as the latter have amply proved. But that industry is not alone. Another that has faced ruinous competition from abroad is the rubber footwear industry of Canada. Once it operated successfully, when the competition of each manufacturer came from other Canadian manufacturers of similar products, operating under similar conditions of wages, work hours and employment facilities.

In the last five years that has changed. Competition from low-wage, long-hour industries abroad, supported by favorable tariff conditions, has had startling results. There is no possibility of even competition. If anybody doubts it there is the fact that roughly 60 per cent of Canada's canvas footwear market is now supplied from the low-wage, long-work-hour industries abroad. In giving employment to these foreign industries roughly half of the Canadian workers once employed in this industry have had to look for other jobs.

Imports of waterproof rubber footwear present a less serious situation, but its gravity is growing. In the past two years, imports of these commodities have doubled, so that at the moment 11.2 per cent of Canadian consumption of these products comes from abroad.

We can't hope to escape foreign competition. If we would sell abroad we must buy from abroad. But, in the main, we are buying finished products and selling raw materials and that is disastrous trading. It is becoming increasingly evident that with negligible tariff protection the cards are stacked against Canadian industry. We can't sell high-priced goods in low-price countries, we can't compete with low-priced goods in our own. What real benefit will we do any-

## The Diminution is Due to Capital Changes in the Municipal Evaluation.

The president of the School Board of Drummondville told this week the school tax has been set at 85 cents for every \$100 in evaluation. That means roughly a 50 per cent cut since last year's rate was \$1.70. This drastic decrease in lower brackets was provoked by transformation of our evaluation system, the property value having doubled in the municipal field. A few months ago, the school wardens began to

think of a sharp increase of the rate but the above-mentioned measure in the last roll permitted the said reduction. Nevertheless we must add that fat subsidies from provincial government and the future application of a 2 p. 100 sales tax contributed largely to the decision taken by the Board. Apparently this new tax will be in force by February 1st.

## Credit Squeeze

Montreal. — How has "tight money" been brought about and how effective has it been? These questions are discussed in an informative appraisal by the Bank of Montreal in its January Business Review, just released.

Under the title, "The Influence of Monetary Policy," the B of M review discusses, in plain terms, what has happened to monetary conditions during the past year-and-a-half. It adds that, in contrast to 1951, the responsibility of combating inflation has been left largely to the Bank of Canada without any supplementary legislation by Parliament.

The B of M points out that the major method used by the central bank to regulate credit and currency, is through its purchases and sales of securities to control the level of the chartered banks' cash reserves. In this way, the Bank of Canada exerts indirect but none the less effective control over the chartered banks' aggregate assets and liabilities.

The degree of monetary restraint in Canada has steadily increased over the past 18 months, as shown by the progressive slowing-down in the rate of growth permitted in bank deposits. In fact, the review continues, there was actually a net decrease of \$32 million in bank deposits in the second half of 1956.

As the year 1956 progressed, states the B of M, "the cost of obtaining funds — either from the banks or from the securities markets — rose, and the objective of the central bank, to make credit more difficult and more expensive to obtain, was achieved."

The review points out, however, that the effectiveness of a restrictive monetary policy, as currently practiced, has limitations. Some borrowers have turned to sources other than banks for additional working capital. The heavy inflow of direct investment capital into Canada from abroad has not been affected by Canadian monetary stringency.

"A further problem faced by the Bank of Canada," notes the B of M, "is that while it can exert an effective influence over the activity of the chartered banks, it has no control over other types of institutions, some of which are of considerable importance in the financial structure."

## PUBLIC RESPONSE IMPORTANT

Apart from technical limitations, a fundamental factor in public response, "to a considerable extent, the effectiveness of monetary policy depends upon a general awareness of what the policy is endeavoring to do and upon a general confidence that the policy will bring about long-term stability of prices," the review states.

"In so far as this awareness and confidence are lacking, there is likely to be a pressing desire on the part of governments, corporations and individuals to undertake expenditure at the moment in the belief that, despite the prevailing level of interest rates, it is more economical to spend now than in the future. On the other hand, given public confidence that prices and costs will not necessarily follow a long-term upward trend, and that present conditions of tight money will not last indefinitely, there would be a greater readiness to postpone expenditures until some future time when supplies of manpower and materials are more abundant and the ank of Canada can reasonably be expected to ease the availability and bring about a lowering in the cost of credit."

"With such a public appreciation of, and sensitive response to, monetary policy," concludes the review, "the central bank would be better able to carry out its assigned task 'to mitigate by its influential fluctuations in the general level of production, trade, prices and employment.'"

## Girl Writes About Life

Hundreds of thousands of boys and girls in the upper elementary grades of Catholic schools throughout the country will learn about the life of a French school girl from an article appearing in the October 26th issue of the Young Catholic Messenger, national current affairs weekly issued by Geo. A. Pflaum, Publisher, Inc., Dayton, Ohio.

Thirteen-year old Brigitte Douriez who lives in a Paris suburb and attends the Lycee de St. Cloud wrote the article in English herself. She has studied the language for only two years.

In the two-page article — "Life's Much the Same in France" — Brigitte describes her daily life as a school girl.

"Every morning we have three or four hours of lessons, and in the afternoon two or three hours. We, therefore, start lessons at 8 o'clock and come out at 11 or 12. We come back at two o'clock and stay until four or five.

"Each Wednesday we have two hours in the open air" we go for walks and play different sorts of ball games under the supervision of monitors; we can also choose to go to a swimming pool, accompanied by a swimming master, who makes us practice and perfect the different strokes. Thursday is a whole holiday, and on Saturday we go to school only in the morning."

"Of special interest to American pupils is the French system of grading — classes are numbered the opposite of American grades. Brigitte describes in particular the subjects studied in her own grade.

"In the fourth class, which corresponds to your eighth grade, we study Latin and English, which we started in the sixth class; Spanish, which I started this year instead of Italian or German as my language of second choice; algebra and geometry, French music, geography and civics. The Catholic pupils have in addition, catechism lessons under the instruction of an almoner, who is a priest who specializes in instructing the children after their First Communion."

Brigitte's article was sent to the Young Catholic Messenger by an American teacher, Miss Ethel Campbell — who met the girl and her family in England. Miss Campbell was impressed by the "charm and childlike sincerity" of Brigitte's writing. Though not ordinarily accepting student-written material, the Young Catholic Messenger made this exception because of the article's high interest appeal for its readers.

Brigitte's description of French fashion for school girls proves especially interesting.

"This year, girls in our age group wear their hair long and straight in a pony tail, or very short, un-waved in a windswept cut. In summer we wear pastel cotton dresses with very wide skirts, no sleeves, with a stand-up collar. In winter we prefer woolen skirts, pleated, single-colored or tartan blouses, and woolen pullovers or cardigans."

## You Are Not A Race Driver

Actually studies indicate that you can save only about two minutes in an hour's driving by taking chances, jockeying the lights, and sneaking through traffic. Thus, the driver is only kidding himself that he's saving a lot of time by unsafe driving practices. The Province of Quebec Safety League says that a good driver has sane and sensible methods of saving time. He thinks ahead, planning his stops in the most time-saving sequence, and avoiding whenever he can the more congested streets and intersections. Never try to make up time with traffic. It doesn't pay.



A group of delegates to the Provincial Council meeting of the Canadian Cancer Society held in Montreal this week, are shown with George C. Hitchman (centre), president of the Quebec Division of the Society, as they mapped plans for the annual fund-raising campaign. Left to right: Mrs. J. Saindon, Drummondville; Mrs. J. J. Fortin, Chicouimi; Roland Page, Arvida; Mrs. Hitchman; Mrs. L. J. Garneau, Trois-



John Clark is the host every week on CBC-TV's "Junior Magazine", a one-hour program on which he produces live and filmed entertainment.



# The DRUMMONDVILLE Spokesman

"A Journal Dedicated to Free Speech" — FOUNDED 1926 —  
The Drummondville Spokesman is Printed and Published Every Friday at 460 Heriot Street, Drummondville, Quebec, by La Parole Limited.  
SUBSCRIPTION RATES  
Canada, one year... \$2.50 (Canada, six months \$1.50)  
Foreign, one year... \$3.50 (Foreign, six months \$2.00)  
Authorized as second class matter by the Post Office Department, Ottawa.  
DRUMMONDVILLE, FRIDAY, JANUARY 25th, 1957

## Foreign Control in Canada

Development of Canadian-owned enterprise was recently advocated by a leading industrialist as the answer to growing concern over foreign control of Canadian industry.

H. Roy Crabtree said in the presidential report to the annual meeting of the Cotton Institute of Canada that there was need for foreign investment to help develop Canadian industry but saw grave danger in "the extent to which residents of other countries exercise control over the policies and conduct of Canadian industry and workers."

"Development of this industry and others like it is insurance against a dangerous imbalance in a very vulnerable section of our economy. . . . An excess of absentee ownership is inevitably detrimental if only for the reason that it cannot be expected to know what is sound or even efficient operation within the Canadian economy," he said.

"Canada is at the moment a prosperous, progressive nation and the prosperity is soundly based and the progress will continue. But it must continue on all fronts. . . . The progress of Canadian-owned industrial enterprise supplying the direct needs of the Canadian people and offering a wide variety of permanent job opportunities is just as important as the sometimes more spectacular developments in industries based on the extraction and processing of raw materials."

That the Canadian cotton textile industry was 95 p. 100 Canadian-owned, as against less than 50 p. 100 for all Canadian industry, was one reason why that

industry should be encouraged to grow, Mr. Crabtree said.  
The industry's 48 mills and 22,500 workers added important strength directly to the Canadian economy. "The industry is Canadian-owned and its annual wage bill is a substantial social and economic asset. Products of the industry are sold in Canada and its development and progress are closely related to the income level and buying habits of the Canadian people."

During 1956 cotton mills continued to experience better business than during the 1951-54 recession, he said, but added that they were continuing to mount.

Fabric production by Canadian cotton mills was about the same in 1956 as 1955, Mr. Crabtree reported, but volume of imports again increased, leaving the domestic industry with only 52 p. 100 of the home market, a 1 p. 100 reduction during the 12-month period.

Bulk of the imports came from the U. S., he added, noting that the U. S. industry had the advantage of lower unit costs through mass-production, an export subsidy, the high premium on the Canadian dollar, and the opportunity to unload surplus, distress merchandise on the Canadian market.

Total volume of imports from low-wage, low-cost countries such as Japan and India, was not large in comparison with volume from the U.S. but was substantial and increasing, Mr. Crabtree said.

He descended as "a pretence at voluntary export control" and "beyond all reason" recently announced quotas of Japanese exports to Canada this year, which allowed for more than 2,000,000 pillow cases, 3,500,000 jackets and trousers, almost 5,000,000 T-shirts and more than 4,000,000 shirts and blouses.

"They will be sold on the basis of low-wage costs, a form of competition noted in the preliminary report of the Gordon Commission in these words: "With respect to imports from overseas countries the principal disadvantage faced by Canadian producers is not small-scale operations but higher wages. . . . They are much higher than in all overseas countries."

Mr. Crabtree added that: "It is obvious that these conditions act to inhibit the normal development of the Canadian cotton textile industry. And it is equally obvious that Canada, at this time, cannot ignore this fact."

## Waste, Waste!

By Joseph Lister Rutledge  
Canada began the year facing the near tragedy of a strike from which no possible benefit could result. In the enforced tie-up of one of the country's major transportation systems only hardship could result. Millions of dol-

lars of wages have been lost by the striking workers and the other railway workers who became unemployed because of the strike. More millions have been lost by the great industry involved in the number of firms needed would not result in any single employee being forced out of a job, or of being compelled to accept a lower wage. The worst that could face anyone was the small inconvenience of having

justify such loss, when the remedy of outstanding grievances may justify heroic measures. There was company had guaranteed that the industry involved in the number of firms needed would not result in any single employee being forced out of a job, or of being compelled to accept a lower wage. The worst that could face anyone was the small inconvenience of having

innocent bystander

By Joseph Lister Rutledge  
There is a tendency to let sympathies get curiously involved when we consider action by organized labor. The tendency if it isn't sympathy, is at least a rationalizing of the indefensible position that demanding someone implies some sort of virtue in the demand.

We are patient with inconveniences because we assume we are thereby benefitting a small group of workers. We assume that the demands are just, not on any basis of logic, but because the demands are being made, and that men are ready to go to considerable lengths to secure them. We overlook the fact that there are groups of innocent bystanders in all such disputes, and that the suffering of these is just as important as the suffering of any strikers, even if these strikers actually have suffered any injustice and are not just seeking a promising opportunity to get more, counting on the known tendency of the public to yield rather than face the realities or assess the merits of the controversy.

It isn't often that somebody in high political position is ready to take an outright stand on these controversial issues. Perhaps it will be argued that in the case in point there is more hope of gain than fear of loss. That is frankly untrue. In Manitoba 60 per cent of the province's wealth comes from manufacturing, which employs some 15,000 workers. They are facts with political implications.

Calgary Builder Solved Problem Of Extracting Oil

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

**SAVE MONEY ON THESE "BARGAIN-COUNTER" OFFERS**

**THIS NEWSPAPER FOR ONE FULL YEAR WITH . . .**

<b>OFFER No. 1</b> 2 MAGAZINES FROM GROUP A <b>\$3.95</b>	<b>OFFER No. 2</b> 3 MAGAZINES FROM GROUP A <b>\$4.60</b>
<b>OFFER No. 3</b> 2 MAGAZINES FROM GROUP B 1 MAGAZINE FROM GROUP A <b>\$4.95</b>	<b>OFFER No. 4</b> 4 MAGAZINES FROM GROUP A <b>\$5.25</b>

Mark an "X" before magazine desired and enclose list with order.

**GROUP A**

Maclean's Magazine [13 issues]	6 Mos.
Canadian Home Journal	1 Yr.
Liberty Magazine	2 Yrs.
Family Herald & Weekly Star	1 Yr.
Free Press Weekly Prairie Farmer	1 Yr.
Saturday Night [bi-weekly]	1 Yr.
Country Guide	2 Yrs.
Chateaufort	1 Yr.
Farmers' Magazine	2 Yrs.
Canadian Poultry Review	2 Yrs.
Le Reve Populaire	1 Yr.
Road & Gun in Canada	1 Yr.
Modern Screen	1 Yr.

Mark an "X" before magazines desired and enclose list with order.

**GROUP B**

Redbook Magazine	1 Yr.
Coronet	1 Yr.
Maclean's Magazine	1 Yr.
McCall's Magazine	1 Yr.
Canadian Homes & Gardens	1 Yr.
Sports Illustrated	1 Yr.
Photoplay	1 Yr.
Parents' Magazine	1 Yr.
American Home	1 Yr.
The Ensign	1 Yr.
American Girl	1 Yr.
Christian Life [For Conservative Christian Leaders]	1 Yr.
Hunting & Fishing in Canada	1 Yr.
Outdoor Life	1 Yr.

ALL OFFERS ARE GUARANTEED

**FILL IN AND MAIL TODAY!**

Please allow 4 to 6 Weeks for 1st Copy to Arrive

**CHECK MAGAZINES DESIRED AND ENCLOSE WITH COUPON**

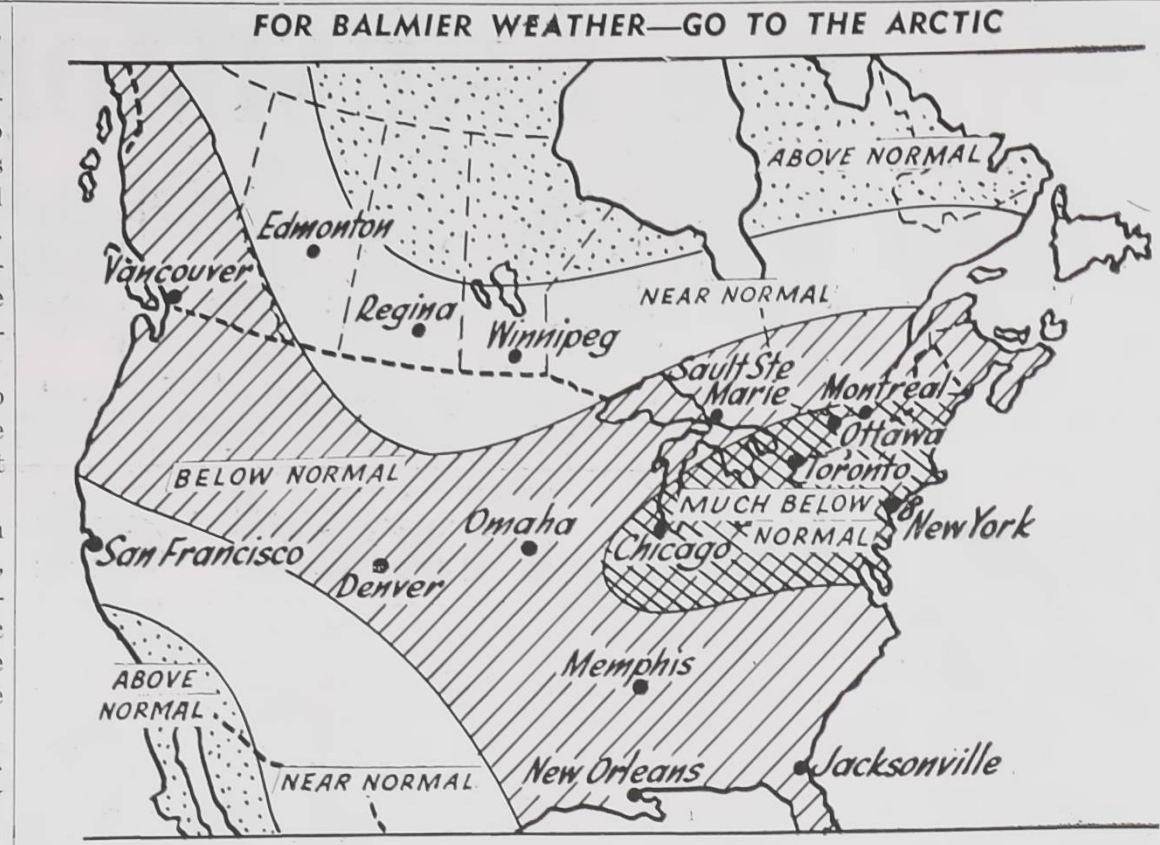
Gentlemen: I enclose \$ . . . Please send me the offer checked, with a year's subscription to your newspaper.

Name \_\_\_\_\_

Street or R.R. \_\_\_\_\_

Post Office \_\_\_\_\_

1957



Northern areas may be warmer than the south for the next 30 more than their share of Jack Frost's treatment for the past the same thing. The prairies, however, will be relatively warm.

to adapt himself to a new job. The issue is clear. It is whether a useless job should be perpetuated at a cost that must ultimately be born by the public at large, in order that there should be no reduction in the number of men employed in a certain category, owing allegiance to a certain employer, whose policy is determined in the United States. There was no other issue, no last pay for anyone, no refusal to meet the proposed increase in wages approved by the conciliation board, no hardship for any family. The one excuse for this work stoppage was that the railroad company refused to employ men who are useless. It refused to agree to employ new workers in occupations that, through no fault of the worker, had ceased to have any value or meaning.

Every day newspapers are reporting the words of competent officials that the threat to our continuing prosperity is the lack of manpower in many industries. Now the union proposal was to employ needed men who are useless. It refused to agree to employ new workers in occupations that, through no fault of the worker, had ceased to have any value or meaning.

innocent bystander

By Joseph Lister Rutledge  
There is a tendency to let sympathies get curiously involved when we consider action by organized labor. The tendency if it isn't sympathy, is at least a rationalizing of the indefensible position that demanding someone implies some sort of virtue in the demand.

We are patient with inconveniences because we assume we are thereby benefitting a small group of workers. We assume that the demands are just, not on any basis of logic, but because the demands are being made, and that men are ready to go to considerable lengths to secure them. We overlook the fact that there are groups of innocent bystanders in all such disputes, and that the suffering of these is just as important as the suffering of any strikers, even if these strikers actually have suffered any injustice and are not just seeking a promising opportunity to get more, counting on the known tendency of the public to yield rather than face the realities or assess the merits of the controversy.

It isn't often that somebody in high political position is ready to take an outright stand on these controversial issues. Perhaps it will be argued that in the case in point there is more hope of gain than fear of loss. That is frankly untrue. In Manitoba 60 per cent of the province's wealth comes from manufacturing, which employs some 15,000 workers. They are facts with political implications.

Calgary Builder Solved Problem Of Extracting Oil

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over a century, the problem of separating oil from the Athabasca river tar sands puzzled geologists. In 1920, the Alberta government started an investigation into the problem which led to a series of experiments with water as the separating agent. Then came Gordon Coulson, above, a Calgary builder. He first put a sample of the tar sands in his wife's washing machine and the results confirmed his belief that the oil could be separated by a centrifuge. Now a company will use this method to start on the job of extracting what may prove to be 100 to 200 billion barrels of oil from the sand.

For over





### Combined Appeals Attacked

Quebec. — The impersonal nature of contributing to charity through a united appeal came under attack today at the mid-winter conference of the Community Chests and Councils of Canada.

Mr. Jenkins said he felt difficult about attacking "virtue, charity and success," particularly success. He described it as "the sacred cow of our society." He asked whether the undoubted success of united campaigns was M. Wallace McCutcheon of Toronto, president of the Canadian Welfare Council and honorary chairman of the United Appeal of Metropolitan Toronto.

### A Little Bit Like Ireland

By Ambrose Mills  
Petty criticism of the USA always gets my back hair up. Can't you see how the little boy kicking a bigger brother in the

### the Snapshot Guild



Last minute snapshot before beginning of the plane trip, with the camera going along for interesting shots to be made from the air.

### Up in the Air With Your Camera

The other day we spotted this item in a winter vacation booklet put out by one of the nation's leading commercial airlines: "There's room beneath your seat for briefcase, vanity, or camera." But we're willing to wager that if you're aloft with your camera, you won't leave it idling "beneath your seat" for long! There's just too much excellent picture material around that no self-respecting snapshotter will want to miss. Rivers, mountains, massive cloud formations, dams, bridges, harbors, farmsteads—an ever-changing kaleidoscope of views and patterns invites your camera to action as you cruise the sky.

### Value Down

Plight of people on fixed income and threat to all savings are revealed in arresting manner in table comparing interest rates and sinking purchasing power of money, published in December issue of Monthly Letter of First National City Bank of N.Y.

### School For Labor Leaders

In the long run it would probably be a good thing if more union leaders were elected to public office, commented the Financial Post.

### Arab Bloc Cracks Widen

By Harry B. Ellis  
Already the new American plan for the Middle East appears to be loosening President Nasser's monolithic hold over the policies and pronouncements of other Arab states.

### HERE'S HEALTH

WHENEVER YOU HAVE A REAL BAD PAIN, IT'S BETTER NOT TO WAIT, HAVE YOUR DOCTOR CHECK THE CAUSE, BEFORE IT IS TOO LATE.



Blood donor who has set what might be a world record is San Proctor, 63, of Brantford, Ont. In the last 11 years he has donated blood 85 times, which adds up to 12 gallons or eight times the volume in the average body. Here he assures Margaret Mann that he is not through yet. He has never accepted payment for his blood.

er interest rates must get them the hard way — by curtailing government expenditures and income tax rates, stopping the upward price drift, and letting the loan capital of the people grow.

### THE AMERICAN WAY



### Comes the Day of Reckoning

Earlier, among Arab leaders, only Iraqi Premier Nuri es-Said had dared or dared publicly to oppose the anti-Western and sometimes pro-Soviet line of Colonel Nasser of Egypt.

### For all your banking...

Did you ever stop to consider all the things a chartered bank can do for you? It is more than a convenient place to make a deposit, cash a cheque or see about a loan.

### Wrong Emphasis

Within ten years Canada will be short of cattle according to W. J. Watson, manager of Public Stock yards at St. Boniface, Man. There is little doubt about that, says The Financial Post.

### Public Notice

NOTICE is hereby given that Georges Henri Durocher, Insurance Broker, residing in the City of St. Hyacinthe, District of the By-roy, in the Province of Quebec, the lawful husband of Marie Irene Giesle Allard, School teacher of the City of Montreal, District of Montreal, County of Hochelaga, in the Province of Quebec, will apply to the Parliament of Canada, at the present or next session thereof, for a Bill of Divorce from his wife, Marie Irene Giesle Allard, on the ground of adultery.

### Bigger Movies

You'd be seeing more of those four-to-five-hour movies, says The Financial Post. Some of the smaller studios are almost entirely devoted to TV film-making. However, the big studios have found a specialty that TV can't touch — super-colossal like Ten Commandments, War and Peace. Now everybody's happy making money again.

### Arab Bloc Cracks Widen

Earlier, among Arab leaders, only Iraqi Premier Nuri es-Said had dared or dared publicly to oppose the anti-Western and sometimes pro-Soviet line of Colonel Nasser of Egypt.

### HERE'S HEALTH

WHENEVER YOU HAVE A REAL BAD PAIN, IT'S BETTER NOT TO WAIT, HAVE YOUR DOCTOR CHECK THE CAUSE, BEFORE IT IS TOO LATE.

### For all your banking...

Did you ever stop to consider all the things a chartered bank can do for you? It is more than a convenient place to make a deposit, cash a cheque or see about a loan.

### Cancer And Environment

The discussions about the relationship between smoking and cancer of the lung have focused attention on an important aspect of a much larger problem. In a recent report by The American Cancer Society it was stated that in addition to the increased incidence of lung cancer among men with a history of regular cigarette smoking there was a suggestion that even for men with the same smoking habits the death rates from this disease tended to be somewhat higher in rural areas than in urban areas.

### Public Notice

NOTICE is hereby given that Georges Henri Durocher, Insurance Broker, residing in the City of St. Hyacinthe, District of the By-roy, in the Province of Quebec, the lawful husband of Marie Irene Giesle Allard, School teacher of the City of Montreal, District of Montreal, County of Hochelaga, in the Province of Quebec, will apply to the Parliament of Canada, at the present or next session thereof, for a Bill of Divorce from his wife, Marie Irene Giesle Allard, on the ground of adultery.

### Bigger Movies

You'd be seeing more of those four-to-five-hour movies, says The Financial Post. Some of the smaller studios are almost entirely devoted to TV film-making. However, the big studios have found a specialty that TV can't touch — super-colossal like Ten Commandments, War and Peace. Now everybody's happy making money again.

### Arab Bloc Cracks Widen

Earlier, among Arab leaders, only Iraqi Premier Nuri es-Said had dared or dared publicly to oppose the anti-Western and sometimes pro-Soviet line of Colonel Nasser of Egypt.

### HERE'S HEALTH

WHENEVER YOU HAVE A REAL BAD PAIN, IT'S BETTER NOT TO WAIT, HAVE YOUR DOCTOR CHECK THE CAUSE, BEFORE IT IS TOO LATE.

### For all your banking...

Did you ever stop to consider all the things a chartered bank can do for you? It is more than a convenient place to make a deposit, cash a cheque or see about a loan.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### High Speed Death In Slow Motion

What happens to flesh and blood, to glass and steel in those last split seconds when a human being is hurled into eternity as his automobile strikes a tree?

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.

### When Driving Be Careful Not to Hit Children They Might Be Yours

Physicians, safety engineers, and court experts who have crash-tested hundreds of cars and minutely examined bodies of scores of accident victims have vividly brought to life a story in an article, "Slow Motion Picture of a High Speed Death," in the February Reader's Digest.



# Atom And Agriculture

At a recent meeting of the Macdonald College Branch of the Agricultural Institute of Canada, Prof. F. Oliver of the Department of Physics, and Prof. R. Brawn of the Department of Agronomy discussed the hazards of atomic warfare in relation to agriculture.

They stated that an H-bomb blast might well result in sufficient settling of radioactive particles from the air to present real danger of immediate injury to man and other animal life for a distance of 200 to 300 miles downwind. With some preparation in advance and given one to several hours warning, humans and animals could find adequate shelter for a day or two while removal to uncontaminated areas was being effected.

It must be remembered, however, that after an atomic blast radioactive particles become distributed throughout the whole atmosphere of the world, and fall-out is world wide over a period of months or even years. The intensity of radiation from such fall-out may present no immediate danger, but in the event of an atomic war there would be a real danger of food contamination endangering the health of survivors. Active particles can be washed from the surface of food, but some of the material falling on the ground will be taken up by plants. Animals feeding on these plants or drinking contaminated water will acquire active molecules which become built into their tissues, bones especially. Humans will eventually acquire these active particles in their bodies. The radiations from these materials may cause anything from slight nausea, to anaemia, leukemia, sterility and death. Such precautions as the deboning of meat and special treatment of milk should be used to reduce the hazard. Most of the activity in eggs would be in the shell.

The danger of direct injury from contaminated water supply, (for humans) exists also but it is not so marked.

One of the most serious problems arising from radiation is the possible effect on future generations. Radiation at all levels produces changes in things called genes inside living cells. It is on these genes that heredity depends. The changes produced in them are called mutations and most mutations are harmful. Fortunately genes occur in pairs and mutations practically never occur in both members of a pair at the same time. Moreover, the effects of the mutant gene on its possessor are usually overridden by its mate. We say the mutation is recessive. The real danger arises from the fact that each individual gets only one gene of a pair from each parent. If each parent contributes a mutant gene the offspring has two "bad" genes and the result is bad. Now even

though radioactivity may cause a very large number of mutations, the same mutation is not likely to occur in many individuals. It will, therefore, require many generations before a new mutation is sufficiently widespread throughout a population that mating is likely to occur between two individuals each of whom carry it. Thus low levels of radiation received now, even though apparently harmless to the individuals receiving them, may be expected to cause harmful effects in future generations. This applies not only to man, with his relatively long life cycle, but also to plants and animals and may well have a pronounced effect on the maintenance of pure bred lines of plants and animals.

# The New Concept of Furniture

An entirely new concept of furniture construction has been designed in Canada which promises to revolutionize the furniture industry both in this country and the United States.

This was revealed with the announcement of the winner of the second annual furniture design competition sponsored by the National Industrial Design Council in co-operation with Courtauld's (Canada) Limited.

The winning design was a "Futurama I D" wing chair with a traditional look, but of special construction, patents of which are pending both in the U.S. and Canada. The chair frame is welded wrought iron with wire-mesh backing over which foam rubber is moulded—a new development to enable chairs, Chesterfields and settees to be comfortably upholstered while retaining slim and elegant lines.

The chair was designed by Max Sefkind, president of the Union Upholstering Co. of Montreal. Mr. Sefkind was presented with a \$500 cheque and a certificate of merit by Drummond Giles, president of Courtauld's, at a ceremony held at the Toronto Furniture Mart Show where the prize-winning chair is on exhibition.

Designer of the tangerine-colored, 100 per cent viscose fabric in which the chair is upholstered was Lucien Forestier, president of Aux Tissages Francais of Montreal, who was represented by Percy Bell, sales manager of the company.

Mr. Giles remarked that the annual award to encourage the design and production in Canada of upholstered furniture in which good design in the form, finish and construction is combined with good design in the fabrics used. The prize-winning of furniture represents an entirely new approach in furniture construction and has been developed by Mr. Sefkind and his group of designers. The metal frame is bolted to a solid birch base. The legs are solid



The above photos were taken recently at Ladora Hotel at a reception given for newly-arrived Hungarian refugees in Drummondville. In the upper photo, Mgr. Albertus Martin, bishop of Nicolet diocese, is welcoming the group.

willow and are available in any finish. The frame is entirely covered with foam rubber of two-inch thickness.

The chair is just part of an exciting new range of "Futurama I D" upholstered pieces, all of which have the wire mesh foam rubber style and all of which are simple in design. On the market a short time, the furniture is now being sold in Canada.

The judges who are among the country's leading designers, interior decorators, architects, selected the wing chair because of its form, appearance, functional qualities, and the originality of its design. Suggested retail price of the chair is \$275.00.

Judges were: John Ensor, O.C.I.D. Toronto; Mrs. Ramsay Fraser, interior decorator, Toronto; R.J. Henderson, T. Eaton Company, Toronto; Mrs. M. Humphries, textile adviser of the Association of Canadian Consumers, Toronto; Hart Massey, architect, Ottawa; Mrs. Eva Prager, interior designer, Montreal.

ation—and of indestructible logic. On a family journey in France, Poppy wanted to know, "Does the dog bark in French?" "I've been giving her question a lot of thought," writes Wechsberg. "I have come to the conclusion that dogs in France do indeed bark in French."

To the attentive adult, children contribute a lot in logic and lucidity of expression. Poppy has made the Wechsbergs wary of clichés. They no longer say that their old neighbor has a foot in the grave, because Poppy has just seen him with both feet in the garden. "Monsieur Duval didn't leave town under a cloud—he left in his car."

The writer tells the story of the five-year-old refugee boy whose foster parents took him to see the wonders of a toy department in a large store. The child's eyes were wide with enchantment, but after a little while he began to search under tables and behind counters.

"But where is the Child?" he at last asked his foster parents.

"Only children and sages enjoy the best things in life," says the writer. "The small ones that come free: the funny shape of a cloud, the mysterious sounds in a seashell, a new shoot on the rubber tree. Did you ever look in a small girl's purse?"

# New Look Of Spring 1957

The big news in spring coats and suits this season is the return of the cape, says Vivian Wilcox in a preview of fashion in February's *Reader's Digest*. In this spring's collections the cape is being shown alone in place of a coat; as part of a suit, replacing the jacket, or worn over the jacket; and teamed with

addresses as a cape-and-dress costume. Some capes are little more than collars, while others reach to the ground for evening wear.

Suits this season feature the short jacket reaching just to the hips—semititoe or boxy—the fitted jacket that ends at the waistline, and the slightly longer jacket belted and bloused at the waistline. Suit skirts remain slim, but unpressed pleats at the waistline give the softness and roundness of Dior's Dutch Boy or petgot looks.

The paper-on-the-wall fit of the sheath has given way to an easier, relaxed line. Dresses are softer, often bloused and belted, with soft unpressed pleats that round out the waistline while retaining the slim look. The willow look of floating chiffon is in, and this year's party dresses may reach to just above the ankles. The trend in hemlines is definitely downwards.

Spring fashion news is not only in length and line but in color. The blue-green-and-mauve combinations, usually in print, with one shade used as an accent color in coat, belt or shoes, are very much 1957.

# Here and There

Gilbert Stuart, North America's greatest portrait painter of his generation, produced more than 1000 pictures, regarded today in England, Ireland and the United States as treasures. They are valuable historically as well as artistically, reports *Reader's Digest*, because they are such remarkably accurate resemblances.

Erika K. Leuchtag, a woman physiotherapist called to treat the Queen of Nepal, changed the history of that country by putting the king, then a virtual prisoner, in touch with the outside world. A report in *Reader's Digest* states that she set in motion forces that freed the king and broke the shackles of a down-trodden people.

Doris Marshall, high school drama teacher, casts "troublesome" students in roles that bring out their better selves. And reports the February *Reader's Digest*, bullies become enemies of injustice; wall flowers blossom; dunces turn into scholars. "I have the perfect

medium," says Mrs. Marshall, "for dealing with the child really a brat—the young egotist. If a youngster is accustomed to raising Cain in geometry class, on the stage he finds a chance to show off constructively!"

Flying alone, 65-year old Mrs. Marion Rice Hart of New York recently piloted her own airplane over the Andes Mountains in South America, reports the February *Reader's Digest*. She was the first woman to be graduated from Massachusetts Institute of Technology as a chemical engineer and was earlier interested in sailing and art before taking up flying at age 54.

# Turning Back The Clock

By Joseph Lister Rutledge

One of the curious arguments used to support the union case in the argument between the Canadian Pacific Railway and its striking firemen was that the company purpose was to destroy the union.

It seems improbable that any employer in these days could destroy a useful union, or would wish to do so. The situation was not a union in conflict with a selfish and obdurate industry, but a union in conflict with progress. It was in reality a danger to the industry of life to which it resolutely closed its eyes.

Wherever one's sympathies may lie, one thing should still be clear: that there is no obligation on anyone to keep any union in being if doing so would mean flying in the face of reality. That is not a challenge to unionism. It would be equally true for any industry if it ceased to render a sound public service. If either adequately serves its own clientele and warrants their support there is not her support needed, and no challenge to be feared.

The only threat a union need fear would be if it failed to render a real service to its members, or if the membership became too small to support this service. In either ca-

se the end would be obvious and there would be no need to look outside enemies. Inevitably developments in the industrial situation in the future must change situations just as they have in the past.

The spinning jenny brought revolution in the textile industry but didn't curtail jobs or spell the end of organization. The linotype revolutionized the printing industry, but didn't limit printing employment. Instead such employment increased beyond all believing. It would have increased if the unions had been successful in defeating the linotype and assuring the hand-setting of all type? Who would have benefited? Not the unions, not the workers, not the public.—No one.

When Bishop Fulton J. Sheen registered at a Minneapolis hotel, he filled out a card at the desk under the word "Representing," with the words "Good Lord and Company."

—The Reader's Digest

**Could You Use**

**\$1091.70?**

Just one example of our loans is \$1250. (sometimes higher). The amount has an even dollar payment plan... 30 months at \$45.00

**NIAGARA LOANS**

Largest All-Canadian Loan Company

217, HERIOT ST. TEL. GR 2-5424 DRUMMONDVILLE

An All-Canadian Company

In Over 65 Cities

Branches in Trois-Rivieres and Sherbrooke

# Texas Girl...

(Continued from page 3) through the following procedure: They follow their normal pace of life for a few days, so as not to arouse any suspicion (resuming office work, etc.) and then suddenly, without saying good-by even to their closest friends or neighbors, and without taking a single thing with them—and this applies even to any extra clothing (they don't dare wear even an extra jacket, so as not to attract attention on the street)—they go out for a stroll, which ends up at the Bahnhof.

There they get on the train and ride out of Budapest as far as the trains can take them. There is so much disorganization in Budapest that the Russians couldn't possibly put guards at the railway station, and since everybody—ticket sellers, porters, engineers, brakemen—was a collaborator, the Russians would have to replace them all before there could be any checking of the exodus. I asked if there was a big black market on train tickets, and again I was surprised by the answer. No, on the contrary, no one even had to buy tickets. Everyone just got on the trains until there was no more standing or holding-on room, and then the trains pulled out.

(Christian Science Monitor)

# Daughter Aids Imagination

Joseph Wechsberg, writing in the January issue of *The Reader's Digest*, acknowledges his literary debt to his little girl, Poppy. Poppy has given him some valuable tips on the rewards of curiosity and imagi-

## The Story of the Man Who Bought a DINOSAUR

- Once upon a time, there was a man who bought a great, big dinosaur. That's what he called it. Actually, it was a great, big...
- automobile. It was so big it wouldn't fit into his garage. So he had to rebuild the garage so the car would fit.
- When the man drove the car on the road, it guzzled gas like an intercontinental bomber. He was known as the gas station's best friend.
- And when his wife went to the grocery store, or the drug store, or the beauty parlor, she spent half her time trying to park that big, long juggernaut of a car.
- Finally, the man and his wife flipped their lids. "We've had enough of this nonsense" they said. "Let's get an economical European car." So they looked at one—but it wouldn't hold all their family.
- So then they looked at the only car that has big-car roominess and comfort, plus European-car maneuverability and economy. It was a Rambler. It was as pretty as a speckled pup. It fitted in their garage and left room for them to go in and out, too.
- When they loaded up the family, there was room for five kids and three dogs, and them, too. And they had more fun on trips, with beds to nap the kids.
- And when they drove up to the gas station, their old friend the manager gave them sour looks. "You're only usin' half as much gas," he grouched. "What are you gettin', 30 miles to the gallon?"
- Recently, the man and his wife decided to trade their '56 Rambler in on the new 1957 Economy 6 model. They found that Rambler has the highest trade-in value of all low-priced cars. So they started figuring...
- They found their Rambler had cost less than half as much to own as their old "dinosaur". Now they could afford to own two Ramblers. Were they happy! So they bought a new 1957 Rambler 6 and a new Rambler V-8, too.
- They got lowest-priced All-Season Air Conditioning that adds so much to resale value it may repay its full cost when you trade again. And they got Airliner Reclining Seats that make Twin Travel Beds.
- If you're tired of feeding a dinosaur, try Rambler. Prove to yourself you can own two smarter new Ramblers for the cost of one big gas-guzzler. And Rambler's lots more fun to drive.

TEST-DRIVE THE DISTINCTIVE NEW **Rambler** V-8 or 6

See for yourself why this car will fit your motoring needs better than any other car built today!

Garage Fréchette & Guilbault  
501 St. Pierre Street Tel. GR 2-5243

Garage PARENT Enr.  
142 St. Damien Street Tel. GR 2-5521

For the basic facts you should consider before buying a car, mail this coupon today. This free booklet may save you thousands of dollars.

R. J. ORR, Vice President, American Motors Sales of Canada Limited, 2951 Danforth Ave., Toronto, Ontario.

Please mail free booklet to me.

NAME.....

ADDRESS.....

CITY..... PROV.....

**GO CNR AND RELAX**

**Montreal**

LOW FARES EVERY SATURDAY\*

To and including April 13.

Let the engineer do your driving, while you sit back and enjoy the sights... unmindful of crowded highways. By CNR, you arrive in the heart of Montreal, handy to all points of interest.

You have a full day to do as you like, no worries about parking or "beating the crowd" home. Treat yourself right—go CNR!

A full day for sightseeing—Lv. DRUMMONDVILLE 7:11 a.m. L. MONTREAL 8:45 p.m. DRUMMONDVILLE to MONTREAL and return (one-day limit) only **\$2.45**

**CNR**

## Have you checked it lately

ON THE FIRST PAGE OF YOUR SPOKESMAN, ON THE UPPER RIGHT HAND SIDE, APPEARS THE EXPIRATION DATE OF YOUR SUBSCRIPTION.

PLEASE CHECK, AND IF NOT UP-TO-DATE KINDLY SEND IN YOUR REMITTANCE OR CALL **2-5451**

and our representative will call at your house

**The Drummondville Spokesman**