

Gives Glowing Account Of British Economic Comeback

By STEWART MacLEOD
Canadian Press Staff Writer
LONDON (CP)—Derrick Heathcoat Amory, chancellor of the exchequer, Wednesday gave a predominantly glowing account of Britain's economic comeback and predicted that things will continue to get better.

"Confidence seems fully restored in sterling throughout the world," he told a luncheon meeting of the Canadian Chamber of Commerce in London.

"Reserves are up £4,500,000 over last year. Britain is continuing a very high rate of investment within the Commonwealth. The cost of living has not increased for 11 months."

SEES UPSWING
Employment, production and exports had not kept pace, but he would be "very disappointed" if there was not an upswing within the next few months.

"The biggest danger has been inflation," he said, "and at the moment I think we are squeezing it out."

"The greatest economic indicator of them all is personal savings, and they are at record levels."

He told the chamber, comprised of Canadians living in London and Englishmen with interests in

Canada, that while there has been a pause in the rate of production, exports to Canada have been beating all records.

BOOMING MARKET
They now total £60,000,000 a month compared with £11,000,000 a month in 1955 and he suggested that English manufacturers "keep developing this market with the greatest possible energy."

Britain still bought about two-thirds more from Canada than she sold in return, and Heathcoat Amory said this is "rather more out of balance than we would like."

Much of the increase in Anglo-Canadian business was due to Canada's "high-powered trade mission that came over last year and did a most thorough job."

The rest was up to businessmen. He suggested that British exporters make a personal survey of the Canadian market before shipping goods over because con-

Heartbreak Takes Toll At Springhill

SPRINGHILL, N. S. — (CP) — As the waiting, hoping and praying went into its fourth day at No. 2 colliery here, heartbreak began taking its toll.

Hysteria in stricken homes and among crowds at the pit-head was rising.

"The intensity of each case is increasing a bit," said J. Stuart Russell, New Brunswick superintendent of the St. John's Ambulance Brigade.

By 7 p.m. AST Sunday 33 persons had entered the "panic control centre" operated by the brigade at the armory. Beside the centre is an emergency hospital and morgue.

"Actually it's harder on the men," said Russell "they're trying to keep a stiff upper lip. The conditions and tastes differ sharply, and 'ignorance in this case will cost money."

best thing in a situation like this is a damned good cry."

Three teams of two psychia trists each from Halifax are manning the centre on a 24-hour basis. An ambulance at the pit-head cares for persons who become disturbed at the mine. If their nerves can be soothed there they are taken home. If not, the control centre takes over.

Paratroopers Leave Jordan
AMMAN, Jordan (Reuters)—The RAF Saturday began an airlift operation to withdraw 2,000 British paratroopers from Jordan by Wednesday.

The operation will remove the main body of soldiers sent here three months ago following the coup in neighboring Iraq. Advance parties already have left.

Five transport planes arrived this morning and quickly began the lift to Cyprus, first stopping plaie for the men on their way back to Britain.



ENDS MALE MONOPOLY

Baroness Swansborough Stella, daughter of the Earl of Reading, arrives at England's House of Lords Tuesday afternoon to become the first woman ever to become a member of the world's most exclusive men's debating society. The new baroness, like other life peers created under an act of Parliament approved this

year, was awarded a place in the House of Lords in recognition of long public service. She and Baroness Wootton, sworn in after her, were appointed to strengthen the House which in recent years has suffered from an aging membership and widespread apathy.

(AP Wirephoto via radio from London)

Transportation

(Continued from Page 3)
...capitalized to yield the amount that would be balanced against the cost of a causeway."

STIMULUS
The second economic factor involved is the stimulus to the economy of Prince Edward Island, and to some extent, New Brunswick.

"Undoubtedly, the tourist trade would be increased and though the Island would benefit most, tourists coming to and leaving P.E.I. would probably spend almost as much time in New Brunswick or Nova Scotia."

"As the causeway would cut transportation costs, imports to the Island could be cheaper."

"It could also be expected that goods, being shipped faster and at lower rates, would provide producers with a more equitable return on their products."

POWER LINE
Then there is the chance that the causeway could be utilized for transmission line to bring cheap electrical power to P.E.I. that, of course, if we do not have nuclear power before any causeway could be built.

The final factor in our economic study is the real costs of a causeway in place plus operating and maintenance costs.

Before the Provincial Government went to the Federal Government regarding the causeway, they employed Mr. O.J. McCullough, consulting engineer of Montreal, to make a preliminary estimate of the costs involved.

FIRST SURVEY
Mr. McCullough, who designed the Canso Causeway, estimated the cost at 50 million dollars: 10 million for rock; 3½ million for a lock; 1½ million for lock gates and swing span; 3¼ million for highway, roadway, lighting, guard rails and buildings.

To this 50 million dollars must be added operational and maintenance costs even if these may not be large. From these costs must be deducted any toll charge that might be levied. In this way, the real costs of the causeway can be tentatively derived.

It now remains to be seen if the real costs of the causeway are low enough to its site to keep the costs within reasonable limits. Therefore, the first thing that had to be done was to search the nearby areas for rock.

Borings were commenced in New Brunswick two years ago and the results were none too favorable. However, last year new borings nearer the coast were inaugurated and the supply of good rock, near the surface, was found to be much more promising.

At the beginning of this year, the Federal Government decided to make a complete study of the causeway and asked the department of Public Works to undertake a full scale investigation.

DETAILED SURVEY
This investigation was set up as follows:

The Consultant engineers, Canadian-British joint venture, Dr. Golder.

The Hydrographic Survey Branch of the Department of Mines and Technical Surveys, under Dr. Cross and Commander

of the Geographical Survey Branch of the Department of Mines and Technical Surveys, under Dr. Ford.

Also involved is the Department of Public Works.

Other agencies will probably be called in - almost certainly the Department of Fisheries or the Fisheries Research Board.

METHODS
The consultants will be responsible for the design and location of the causeway, methods that will be adopted for its construction, the estimate of quantities and their final cost when placed in the work.

To determine the best and most economical location, it is necessary to select a number of promising sites and after a preliminary study, investigate more fully

the quantity of rock that will be required can be calculated and it then becomes necessary to make sure by further borings that such a quantity of rock can be blocked out in nearby quarries.

LOCK AND GATES
There is also the lock to be designed and the lock gates. There is also the lock to be designed and the lock gates. Methods of construction are an important factor in estimating the cost of a causeway for a large number of variables enter into the problem.

One of these is the time of completion. For instance, if it is decided to build it as quickly as possible you would not only have large 35 ton trucks dumping material from the causeway proper, but in addition, one or possibly more loading points where material could be shunted into scows—these in turn being towed to the site of the causeway. Thus, the cost of equipment, and this will be one of the principal costs, will influence our overall estimate.

CURRENTS
The method of closing the causeway and the location of this closure also requires study and an estimate of the current velocities through the closure opening.

On this current depends the size of rock that will have to be used for the closure.

In addition to this, there is a lot of investigation that must be carried out as to the actual location of the lock. There is also a swing bridge to be provided and necessary operational buildings, highway, railroad and lighting.

So you see our causeway is not just the dumping of rock into water until it reaches from shore to shore.

TIDE CHANCES
The Hydrographic survey group have as their responsibility, a study of the tides that can be expected if a carrier is constructed across Northumberland Strait.

This is a highly complex problem and requires not only an analysis of existing tidal behaviour, but long tedious research and computation.

To ascertain the present tidal pattern, automatic tide gauges have been set up along Northumberland Strait.

At these points in addition to

the tidal readings current meters recorded the flow velocities at various localities."

In conclusion Mr. Currie spoke of the many factors involved in relation to currents, waves, wind sand and ice.

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those that appear the most favourable.

This is done by taking rock borings and core samples of the underlying strata to make sure the foundation is adequate.

The next step is to determine the cross section of the causeway itself. Its width on top, its height above highwater and the shape and slope of its sides. This is not a simple task for the determination of the causeway cross section depends on wind, wave and ice conditions.

CROSS-SECTION
For your information, Mr. McCullough's original cross section was 80-feet wide on top, 16-feet above high water spring tide, and had side slopes of 2 horizontal to 1 vertical.

When the cross section of the causeway has been decided upon

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