ACROSS THE ISLAND

Big Canadian Match Is Here Next Week

By NEIL A. MATHESON
Provincial-Farm Editor

THE CANADIAN Championship Plowing contest to be held next Wednesday at Brudenell Park is a must for just about everyone who has even the slightest interest in plowing competition.

This is a first-ever match for Prince Edward Island, and it may be many years before the Canadian title match returns to this, Canada's smallest province.

The match would not have come here this year had it not been for the fact that Prince Edward Island has been observing the Centennial anniversary of the original conference. And Alex McKinney, council president, and his fellow directors kindly consented to come here this year as a part of the overall Centennial program.

This year's competitions have a special appeal to Islanders. Last year for the first time in history, an Island man, Stanley Willis, Cornwall, won the Canadian championship, and he leaves the morning of September 17 for Vienna to represent Canada in the world match there. With him will go Bill Hostrawser, Malton, Ontario, who finished second in the Canadian championship last year. The Malton man will watch the 1964 Canadian match and leave next morning with Mr. Willis for the world match in Austria.

Unique Father-Son Combination

It's interesting to recall once again that in Stanley Willis and his son Carl, who is a research scientist with the Canada department of agriculture, this province has a unique combination.

They are the only father-son combination that have competed in world matches. I have been told by Mr. McKinney. Stanley competed at Peebles, Ohio, in 1957 where he finished 11th. Carl competed in the world match in 1959 in Northern Ireland and placed third.

This performance stamps Carl—he has the degree of doctor of philosophy in plant pathology—as one of the favorites in next Wednesday's match at Brudenell, and he is so regarded by some of the top men in the plowing council.

IT WOULD be really something if Carl should win the Canadian title this year. That would make a father-son combination Canadian champions in successive years.

That must be regarded as a remote possibility, though. It's an interesting thought—but many outstanding plowmen are coming.

Entries have been received from British Columbia, Saskatchewan, Manitoba, Ontario, Quebec, New Brunswick and Nova Scotia in addition to Prince Edward Island.

Incidentally, Edwin Mills, Bay Fortune, may very well provide some of the main opposition in this year's championship competition. Edwin placed seventh in the Canadian match last year and he should improve that position materially in this year's match.

Edwin won the Kings County championship again yesterday and he'll be one of the favorites in the provincial match at Dundas this afternoon. Another man to watch is Barry Wilson, Cornwall who won three matches at Pownal Saturday, including the Queens County title. And don't forget Arthur Hudson, Cascumpec. This man has taken the Prince County championship four times. He might go all the way this afternoon.

Local Committees Are Busy

THERE'S A great deal of organizational work needed for such a match and local committees have been busy. Ed Downe, Montague, told me late last week, for example, that a plow had arrived from Chilliwack British Columbia, apparently the first piece of equipment on the scene. Both of the British Columbia competitors this year give Chilliwack as their home address. Their names are Jack Andrews, a 57-year-old farmer, and Thomas Gilbert Hickman, a 44-year-old dairy farmer. Andrews operates a poultry farm with some 10,000 hens. Both of them arrived yesterday.

New Approach To Safety Problem

A NEW approach in this province to the problem of highway traffic safety wil be shaped here next Wednesday evening at a meeting called for the Basilica Recreation Centre on Richmond Street at 8 o'clock. I have learned from Philip Barlow, recently named safety officer for the province.

The idea is to have representation from as many rural communities as possible. The members of the council executive want to get the thinking of the people in the local districts on their safety problems, and their suggested solutions. Nobody knows the problems so well as the people in the community who have to live with them, Mr. Barlow emphasizes.

When reports and suggestions have been received from all of the communities, they will be arranged in the form of briefs so that the concise information available can be passed on to the government for study and appropriate action.

THE SAFETY council is interested in all types of safety, but the main interest now is in highway and traffic safety because of the tremendous slaughter that has developed on the highways in the past year or two.

Mr. Barlow and those closely associated with him on the council realize that there is much more to the problem of highway deaths and property damage than the local physical hazards with which the present drive is concerned. But this is one phase of the problem they believe can be tackled effectively, and that's the idea they have in mind at the present time.

Borrowers In Alberta Found Slow To Repay

EDMONTON (CP) — Alberta borrowers are slower paying their debts than their counterparts in British Columbia and Ontario, and some credit grantors call the province a debtors' paradise.

In a comparison of debt-paying habits in the three provinces, the Associated Credit Bureaus of Canada found 40 per cent of Alberta borrowers slow in paying, against only 25 per cent in B.C., and 20 per cent in Ontario.

Nearly a quarter of all Alberta borrowers have to be pursued by a collection agency, while in B.C. and Ontario only eight or nine per cent need such "assistance." The others either pay on schedule or are what the bureaus call "slow but reliable" payers, the survey showed.

Adam Kibsey, president of the Edmonton Credit Granters' Association, puts much of the blame for Albertans' sloppy paying habits on the provincial government.

"The debtor is more protected by law here than anywhere else in Canada," he said in an interview. "Alberta is a debtors' paradise."

LAWS DIFFER

Alberta seizure laws differ from those of other provinces, the ECGA says. In Alberta only provincial bailiffs can seize goods legally, and a seizure order must be issued by the sheriff's office. Elsewhere, the creditor himself can seize with a court order, and even hire his own bailiff.

Mr. Kibsey also thinks the province's prosperity, and the consequent keen business competition among credit grants, has led to credit often being given to more questionable risks than it would otherwise.

Comparative credit reports from 130 Canadian centres are to be released later by the Associated Credit Bureaus. Meanwhile, Alberta credit granters don't consider the present situation alarming.

Mr. Kibsey thinks the best answer lies in debtor education. The ECGA sponsors lectures on credit for adult groups, and is trying to get school courses on credit buying introduced.

Plea Is Made For Building Safer Cars

TORONTO (CP)—Automobile makers should show a greater sense of responsibility and build safer cars rather than promote faster vehicles, J. B. Humphrey, president of the All Canada Insurance Federation, said here.

He told a service club luncheon that many new-car manufacturers "give the impression that they are building cars which are designed for violent driving."

Mr. Humphrey criticized the auto firms for their advertising campaigns and specified one manufacturer who promotes a car with the slogan "drive it like you hate it."

"If this advertising campaign successfully promotes an automobile on this basis, and people with repressed hostility start to buy it, I leave it to you to be the judges of what the accident record of that group will be."

Manufacturers were "reasonably pious" about their reasons for making more powerful cars, giving them exciting names and entering them in speed races.

"They are in business to sell cars and many of them have found out or appear to believe that you don't sell cars by emphasizing safety.

"But I do suggest that automobile manufacturers should have a greater sense of responsibility; that they should build safer cars rather than promote faster cars; that they should encourage safe driving by building and marketing automobiles in such a way that people are encouraged to drive prudently."

He listed car names such as Mustang, Barracuda, Sting-Ray, Wildcat and Fury as giving the impression they are designed for violence.

"I would not be at all surprised if, in a few years, the insurance companies took a hard look at insurance for certain types of automobiles or, at least, charged heavier premiums for these automobiles."

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