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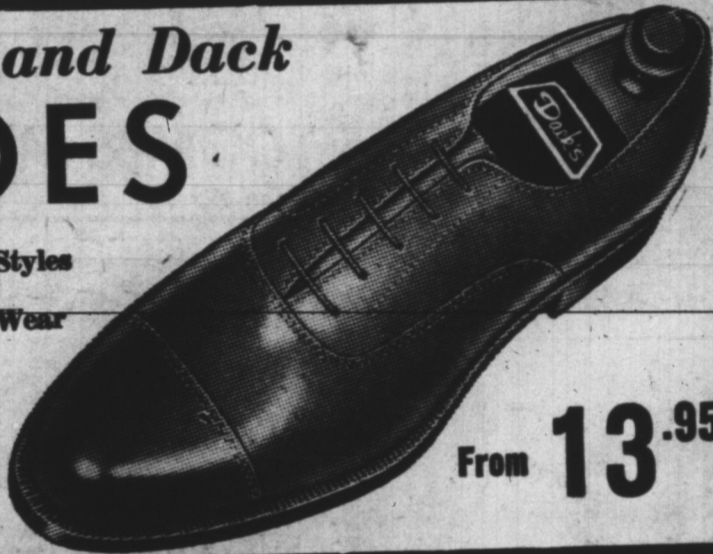
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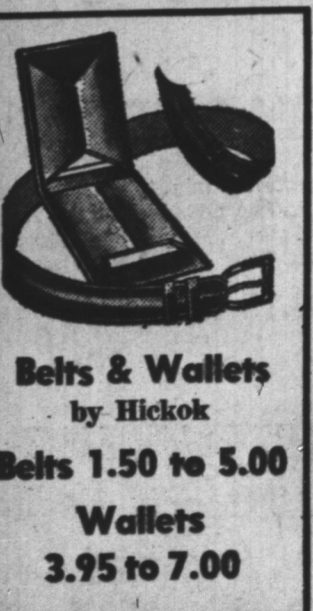
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Students Back  
Ban On Tests

By THE CANADIAN PRESS  
Students and faculty at Canadian universities are gradually getting behind the University of Toronto's 3,000-name petition calling for the end of testing and production of nuclear weapons. Most of the interest is centred in Ontario and Quebec where similar petitions are being circulated in three universities and drafted in two others. It talks off towards the east and west coasts. However, the University of Al-

berts has addressed a memorandum signed by nearly two-thirds of the faculty, including President Walter Johns, to External Affairs Minister Green. The cable urged Mr. Green, now in Paris for NATO meetings, to express Canadian opposition to French nuclear bomb tests to be held in the Sahara next spring. Goal of the so-called "egghead revolution" is massive pressure on Ottawa to urge confinement of the atomic bomb and its offshoots to nations that already have it. Dr. David Gauthier, professor of philosophy at University College and leader of the University of Toronto nuclear weapons committee, said his appearance in Ot-

The Guardian

"Covers Prince Edward Island Like The Dow"

SECOND SECTION

Charlottetown, Fri., Dec. 18, 1959.

PAGE 11



LADIES ...  
Did You Know?

Here we are with only 5 shopping days to go 'til Christmas. Hardly seems possible that another Christmas has rolled around.

We got all the holiday fixings you'll need... better do it this week before the real crush starts. You should see our turkeys—they're plump, fresh and meaty. See you this weekend.

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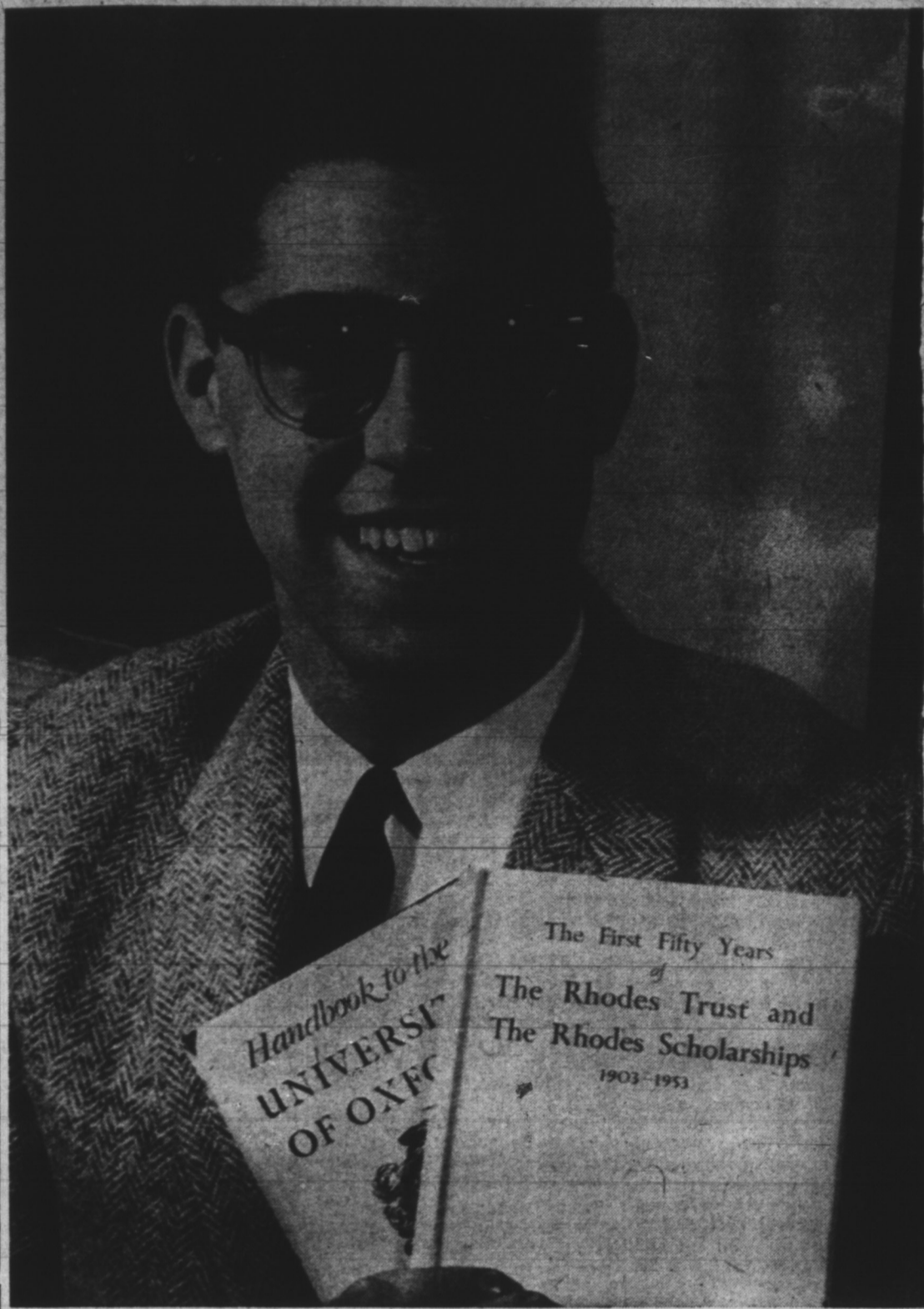
- 3 tins TOMATO JUICE, 20 oz. . . . . 39c
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RHODES SCHOLAR FROM B.C.

Michael Brown, 20, of Vancouver, fourth-year economics student of B.C., has been selected B.C.'s 1959 Rhodes scholar. Brown's father, William, also was a Rhodes scholar. He was selected in 1932 in his last year in economics at UBC. (CP Photo)

Railway's Cost Figures  
Said Underestimated

By ROBERT RICE  
Canadian Press Staff Writer  
OTTAWA (CP) — A United States transportation expert Wednesday told Canada's royal commission on transportation that the railways have "underestimated" their \$134,600,000 cost for hauling Prairie export grain.

Dr. Ford K. Edwards of Washington, a private consultant on transport problems, appeared before the commission as a railway witness to give his appraisal of the CPR and CNR grain cost studies.

He went over the railways' cost analyses point by point and then concluded: "Over-all, it is obvious from the procedures followed by the railways in the cost studies, a deliberate course was adopted so as to be conservative in determining both the variable and constant costs chargeable to the movement of grain and grain products to export positions in Western Canada."

The CPR-CNR cost studies—highly detailed analyses aimed at isolating grain shipment costs from all other aspects of rail operations—are a basis for the railways' bid for a government subsidy on grain movement.

The railways claim they are losing \$70,500,000 a year in handling export grain at a freight rate fixed by law at pre-1900 levels.

Spokesmen for the Prairies and grain interests, determined to protect the low levels as a vital factor in Western Canada's farm economy, want more time to look into the rail cost methods.

The commission ruled that it would meet here again Jan. 11 to complete the railways' case for government aid under the Crownstest Pass grain rate structure.

But it also bowed to Prairie pressure to defer cross-examination on the cost techniques until after the commission has toured the western provinces, starting in Winnipeg Feb. 8.

However, commission counsel Gordon Cooper of Halifax said the commission wants experts representing the railways and the west to get together on the cost dispute before the January session.

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VOTE OF CONFIDENCE  
JERUSALEM (AP) — Premier David Ben-Gurion's new five-party coalition government won a vote of confidence Thursday, 78 to 32. Immediately after the vote, the new Israeli cabinet, in which each member is pledged to support decisions of the majority, was sworn into office.

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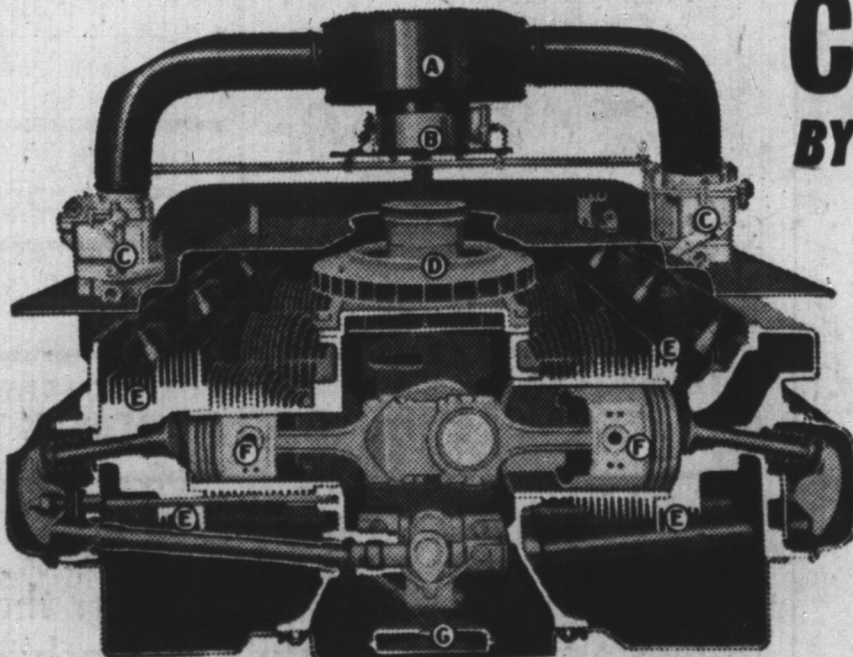
Corvair's rear engine  
is way  
out front!

There's nothing like a new car and no new compact car like the Corvair. This is the standard model.



If it weren't for that compact rear engine you see pictured below, there would be no such thing as a Corvair. Chevrolet, of course, could have scaled a conventional model down to compact-car size. But it wouldn't have been anything like this Corvair. And it wouldn't have shown anything like Corvair's astonishing stability and traction and nimble handling. A Corvair is different from other compact cars... and it takes a radically different power plant to make it that way. Look at the engine again. You'll notice that the six cylinders lie horizontally, three opposed to three. That's called a "pancake" design. It takes up less space, it leaves more room for passenger comfort. It's an unusually light engine, made almost entirely of aluminum. As a result, Corvair weight distribution is excellent; just about 50/50 front and rear under the hardest braking. You stop quickly and you stop in a straight line.

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