

# SARAH Is Proving Big Hit In Aviation Circles

MONTREAL (CP) — SARAH is proving a big hit in aviation circles but she has a sister who may prove just as popular.

SARAH is the electronics device which a downed pilot can flick into action to attract rescue planes. SARAH, which stands for search and rescue and homing, is being installed in RCAF search and rescue aircraft while "several hundred" of the pocket-sized transmitters have been sold commercially in Canada.

And, the distributors, say the crash position indicator which is in the process of being devised—here and elsewhere—to throw out automatically an electronics distress call as soon as the aircraft crashes.

Both devices are designed to reduce the time, cost and number

of aircraft involved in present-day search methods as well as increase efficiency of methods which now depend to some extent on the uncertainty of the human eye.

**SARAH POPULAR**

SARAH has proved popular with non-scheduled carriers, chiefly those operating on such northern routes as the radar construction lines. Canadian Aviation Electronics Limited, the distributors, say no scheduled commercial lines have used SARAH yet.

Canadian Pacific Air Lines says the tests are not complete but if they show SARAH will survive a crash then the company will "certainly go for it." It feels the cost, at \$285 for the 3½-pound transmitter and about \$2,000 for the 12-pound receiver, is "peanuts."

President Gordon R. McGregor

of Trans-Canada Air Lines says "we examine and assess any development in the aviation field. If they hold any promise of having merit, they are applied."

**NO REGULATION CHANGES**

Civil air officials of the transport department, with CPI in mind, say no regulation changes are contemplated at this time to make SARAH a mandatory piece of equipment but that the possibility remains the device may be recommended later for certain types of aircraft operating over certain types of terrain.

For example, it is held, a private craft flying between Montreal and Ottawa would not probably derive any benefit from SARAH. With CPI in the works, the matter is being kept open for the time being.

The big difference between the two is that SARAH operates only after a crash survivor lifts off a ring cap on the transmitter. CPI would be triggered by the crash itself.

Some airlines officials feel that this fact makes SARAH worthless to them. In their view there probably would be no survivors in crashes where SARAH could prove most useful.



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<b>REGULAR 200 PACK</b>	<b>Kleenex</b> 2 REG. SIZE <b>35c</b>	<b>TROPICAL BRAND—4 LB.</b>	<b>Marmalade</b> TIN <b>59c</b>
<b>FOAMS AS IT CLEANS—AJAX</b>	<b>Cleanser</b> 2 TINS FOR <b>27c</b>	<b>THE BETTER SHORTENING</b>	<b>Fluffo</b> LB. PKG. <b>27c</b>
<b>AYLMER CHOICE QUALITY</b>	<b>Peas</b> 2 TINS FOR <b>37c</b>	<b>SPECIAL—REG. 29c SIZE</b>	<b>Javex</b> BIG 32 OZ. <b>21c</b>

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**COD FILLETS SPECIAL** **19c LB.**

**Ruth Martin's MENU SECRETS**

from LOOK Magazine's Dream Kitchen

**GROUND BEEF CASSEOLE**

LOOK likes this ground beef creation—a casserole dish of beef and rice which is interestingly seasoned with curry powder and tomatoes. Cook ½ cup rice. Meanwhile, melt 1 tablespoon butter in skillet. Add, lightly browned, 2 chopped small-size onions, 1 pound ground beef. Stir into skillet: cooked rice, 2½ cups (1 pound, 12 ounce size) tomatoes, 1 tablespoon Worcestershire sauce, 1 teaspoon curry powder, 1 teaspoon salt, 3 tablespoons soy sauce, pinch pepper. Pour into 1½-quart casserole. Bake 30 minutes at 375°F. Serves 4-6. For news in food and meal planning, see the current issue of LOOK Magazine.

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## MUSIC FESTIVAL

To help all the busy mothers with children in the Festival we are featuring all kinds of quick cooking foods for hurry up meals—SHOP CO-OP IT PAYS!

## Conflicting Views Heard On Automobile Horsepower Race

By GERRY LA FONTAINE Canadian Press Staff Writer

QUEBEC (CP) — The post-war power race in automobiles was brought under attack from one quarter and staunchly defended from another Tuesday at the third annual Canadian highway safety conference.

Paul H. Blaisdell of New York said at a luncheon address that "technology has outstripped the human factor in highway usage."

Mr. Roy Haeussler of Detroit, a safety engineer for the Chrysler Corporation, said surveys have shown more power does not necessarily encourage a motorist to drive faster.

Mr. Blaisdell, director of the traffic safety division, accident prevention department, Association of Casualty and Surety Companies, told the 250 delegates to the two-day conference that "the human evolutionary process is somewhat slower than technological advancement."

**SAYS DRIVERS LAGGING**

"I ask you to consider the probability that we have already built a motor vehicle beyond the capability of the average of four drivers to operate safely—his reactions and his judgment cannot match the power and the speed potential of today's cars."

Speaking at an engineering committee session Mr. Haeussler said the most powerful automobiles, if

anything, are driven more slowly than those with less horsepower.

The United States Bureau of public roads conducted radar checks on high-speed highways in many parts of the country and found only a small rise in average speeds between 1946 and 1955.

Average speed in 1946 was 47 miles an hour, the report showed, while in 1955 the average was only 52 miles an hour.

Mr. Haeussler pointed out, began in earnest about 1950.

**LITTLE DIFFERENCE**

Another survey, this one undertaken by the Yale University traffic study group in 1954, proved even more conclusively that power does not mean speed, he said.

The Yale study was carried out on a 55-mile-an-hour stretch of highway in Connecticut. The section, Mr. Haeussler said, was straight and considered high speed.

The test took into account not only the speeds driven but the make and model of the automobiles—thus allowing a comparison between power and speed. Cars were grouped in four categories according to horsepower — those under 100, those between 100-137, between 130-170 and those over 170.

Mr. Haeussler said the average speed for the 100-130 class was 66.6 while the over 170 group average was only 57.3.

## See Crackdown Best Speed Curb

QUEBEC (CP) — Safety expert Paul H. Blaisdell of New York, says he is convinced drivers won't slow down unless they face a "rough-and-tough crackdown."

In an address Tuesday to the Canadian Highway Safety conference here, he suggested such a crackdown should be designed to "remove from the road permanently those who have no regard for the welfare of others."

Mr. Blaisdell, who heads the National Association of State Safety Co-ordinators, urged the 10 provinces to participate in a safety campaign from May 30 to Labor Day.

"There is an urgent need for this campaign against speed," he said. "For a few years the United States could boast of a declining traffic fatality rate, but now even that statistical solace has been swept away by the steady increase in traffic accidents, the sharp increase in traffic injuries and the upswing in the numerical total of traffic deaths."

He said "the five violations which account for the great majority of our traffic accidents are: excessive speed, speed too fast for conditions, improper passing, following too closely and failing to yield the right-of-way."

## Three Party stalwarts Scramble For Nomination In Carleton

OTTAWA (CP) — One of the most interesting nomination fights for the June 10 federal election will be decided tonight when three party stalwarts scramble for the Progressive Conservative standard in historic Carleton.

This former seat of two prime ministers and Hon. George Drew, considered one of the "safest" in the country for Conservatives, is sought by former Ottawa mayor Charlotte Whitton and lawyers R. A. (Dick) Bell and G. Russell Boucher.

A brisk telephone and doorbell battle for voting delegates had been under way for some two months between the two male aspirants when Miss Whitton entered her bid only a few hours before last Wednesday's deadline for nominations. For months there had been speculation as to which Ottawa-area seat she might contest.

One of the biggest Conservative plums in the country is at stake. Carleton, taking on some 90,000 persons in Carleton county and the southwest suburbs of Ottawa, has returned an unbroken line of Conservatives in the 22 general elections and six by-elections fought there since Confederation.

The 1,000 to 1,200 voting delegates who are to decide were chosen Tuesday night at meetings of the 200-odd polling areas in the constituency which in the past has been represented by Sir John A. Macdonald and Sir Robert Borden.

Its last representative was Mr. Drew, former Opposition leader, who resigned the seat and the Conservative leadership because of ill health. In the 1953 general election, Mr. Drew piled up 20,137 votes to 14,676 for his Liberal opponent, while the CCF and Social Credit candidates got only 1,075 and 562, respectively.

It was Mr. Drew's retirement that induced Mr. Boucher, 57, to attempt to regain the seat he had won in a 1940 by-election and retained in the 1945 general vote. He vacated the seat in Mr. Drew's favor in 1948 when the former Ontario premier succeeded Hon. John Bracken as national leader.

Mr. Bell, 43, was co-chairman of the national Conservative convention in December which named John Diefenbaker as Mr. Drew's successor. He ran the detailed machinery of the party's two previous leadership conventions and was the Conservatives' national director from 1942 to 1948.

## Doctor Sees Possibility That Cancer Is Infectious Disease

MONTREAL (CP) — Dr. Armand Frappier of the University of Montreal, said Tuesday current experiments being carried out among mice at the university's institute of microbiology may show human cancer to be an infectious disease.

Some experiments with animals have already shown that a virus-type cancer can be transmitted from one to another, Dr. Frappier said. Although so far there is no evidence to show human cancer is caused by a virus, Dr. Frappier said he believes the tests with mice may lend new weight to the theory.

With funds supplied by the Canadian Cancer Society, Dr. Frappier said he and his associates are developing two strains of mice, one of which invariably develops leukemia, or blood cancer, another which does not. They will then try to determine if the cancer-free mice can be infected by the others.

Dr. Frappier's statement was contained in a press release issued by the society in connection with its current fund-raising drive.

**EARLIER WORK CITED**

Later in an interview, he said the University of Montreal's latest results with infectious cancer are not original but backed up the findings made two years ago by Dr. L. Gross, a U.S. scientist.

Leukemia can be produced in mice by a virus, and is therefore infectious in the animal, Dr. Frappier said. The university would go on to study the mechanisms by which the cancer was induced.

"The university believes the work so important that it has directed one-third of its virus department's study to it," he said.

"We believe certain types of hormones, among other factors, are responsible for the virus production in leukemia in mice. Our big

problem will be to find analogies between mice and humans through which we may be able to tell if viruses cause human cancers as well. The results of the mice are encouraging because they are the first mammals among which the experiments have been successful."

**DAM DESIGNER DIED**

NAIN, Scotland (Reuters)—Sir Murdoch MacDonald, leading British consulting civil engineer who designed the original Aswan dam in Egypt, died here Wednesday. He was 91.

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