

Good Roads Ass'n Plans Road Research Institute

OTTAWA, Jan. 17 — (CP) — The Canadian Good Roads Association announced Tuesday plans for the establishment of a national road research institute to contribute to improvement in the fields of road engineering, construction, traffic control and highway safety.

Robert M. Hardy, 44, dean of engineering at the University of Alberta and one of Canada's top highway research engineers, will head a pilot study to be started at once by Association headquarters here.

This study will involve investigation of projects now being carried out in the United States, the United Kingdom and elsewhere. The Association hopes to have a blueprint of operation available for its annual conference early in November.

The Association plans to get the institute in operation by the beginning of 1952. It said various branches of industry interested in more and better roads have indicated "generous support" will be

New Manager For Fisheries Council

OTTAWA, Jan. 17—The Fisheries Council of Canada announced Tuesday the appointment of C. Gordon O'Brien of Ottawa as its new manager, with headquarters in Ottawa.

Well known throughout Canada, as General Secretary of the Agricultural Institute of Canada since 1939, Mr. O'Brien comes to this position with an extensive background in national organizational work. He is also well known in the editorial advertising field, as a result of his responsibility for the production of two agricultural journals issued by the Agricultural Institute.

His background includes experience with the Experimental Farm Service, and several years prior to 1939 as Technical Agricultural Director of the North American Cyanamid Limited, Toronto. A graduate of Macdonald College of McGill University, he is a Fellow of the American Association for the Advancement of Science, and a member of the National Advisory Committee of Agricultural Services. During the recent war, he was granted leave of absence from his position, and served four years with the Royal Canadian Corps of Signals, three of which were spent overseas.

In announcing this appointment, President J. H. MacKichan of Halifax, said that Mr. O'Brien's extensive experience in the administrative, public relations, editorial and organizational fields would be of definite value in this position, which has been filled to replace Mr. Olive Planta, recently appointed Deputy Minister of Fisheries for Newfoundland. "Mr. O'Brien," he added, "will assume this post on February 1st on a half time basis, becoming full time March 1st."

available for a continuance of the work.

C. W. Gilchrist, association managing director, said the institute's services will be available to all governments and to anyone who might need information and guidance.

Dean Hardy, it is expected, will be assisted by a committee of experts—construction engineers, traffic authorities, economists and others. Even the medical side of the picture, particularly psychiatry as it relates to driver behavior and accident-proneness, will enter the study.

The committee will look into these specific problems:

1. Improvement of road layout and design towards promoting safe and efficient traffic flow and reducing the operating costs of road transport.
2. Examination of materials and methods of construction to produce safer and more durable road surfaces and reduce construction and maintenance costs.
3. Parking, which involves community planning and allied problems.
4. Road safety, including layout and design, vehicle design, driver behavior and accident proneness.
5. Weather, embracing studies of driving conditions in winter, ice and snow, rain, fog and flooding.
6. Encouragement and promotion of driver training instruction in high schools.

The total of family allowance payments up to last March 31 was \$1,249,361,666.

The report, covering the fiscal year ended last March, said that about \$156,983 of the overpayments is automatically recoverable from active family allowance accounts. It is anticipated another \$250,326 will be recovered from parents even though their family allowance accounts have terminated.

Annual Report Of Family Allowances

OTTAWA, Jan. 17—(CP)—The Federal Treasury probably will recover all but \$42,863 of the \$451,174 overpaid in family allowances from the time they were started in 1945 to March 31, 1950, the Health Department said today in its annual report.

The remainder—\$42,863, or 9.3 per cent of the total—is "considered uncollectable."

In giving the figures, the Department explained why it could not accept suggestions of the auditor general—Watson Sellar — to prevent overpayments.

Mr. Sellar said last year in his report that most of the overpayments were in Quebec. The Department said these overpayments were mainly due to delay in obtaining Provincial birth records in Quebec. This difficulty now has been overcome.

Juvenile employment helped to keep the proportion of overpayments in Quebec high in comparison with other Provinces. In Quebec, children are obliged to attend school only until they are 14. In other Provinces the compulsory age is 16.

One safeguard against overpayments proposed by Mr. Sellar was that proof of the birth date accompany applications for family allowances.

The Department said such documentation would put parents to considerable inconvenience and to some cost. It would inevitably delay payments of allowances.

Mr. Sellar also suggested that parents be required to furnish an annual declaration to the effect that the child is eligible for allowances, is being maintained by them, and if of school age, attending school.

"While the burden on any one family would not be onerous, the work resulting from the receipt of 2,000,000 extra forms in the family allowances offices would be extremely heavy," the Department said.

The report showed 26 prosecutions were completed under the Family Allowances Act in the last fiscal year. Twenty-four of the 26 prosecutions were successful.



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New CNR Box Cars For Newfoundland

MONTREAL, Jan. 17—The Canadian National Railways has ordered forty steel framed box cars from the Eastern Car Company for use on the Newfoundland lines of the railway. This contract brings the total cost of new equipment on order by the railway to \$56,000,000 said E. A. Bromley, vice president, purchases and stores, in announcing the new order last night.

The cars will have a capacity of 30 tons and 2181 cubic feet. An unusual feature is the extra wide side doors which measure seven and a half feet as compared with the standard six feet, and are supported from the bottom instead of hanging by the top rollers. The extra width has been adopted to facilitate loading and unloading.

The cars are equipped with metal running boards and the cast steel trucks have brake beam safety ledges that are cast integral as an added safety feature. The new equipment will be painted standard C. N. R. colours and bear the C. N. R. insignia.

Farm Income Report For 1950 Shows Increase In PEI

OTTAWA, Jan. 17 — (CP)—The cash Canadian farmers received for their products in 1950 slipped the levels reached in 1949 and 1948, the Bureau of Statistics reported today. Sharpest declines were felt in the Prairies.

In a preliminary report, the Bureau estimated 1950 cash income from the sale of farm products at \$2,170,000,000, down 12 per cent from \$2,457,000,000 in 1949 and \$2,459,000,000 in 1948. However, it was higher than the \$1,967,000,000 in 1947.

Most of the 1950 drop, said the Bureau, resulted from a "substantial decline in returns realized from the sale of grains."

"In this connection, Canadian wheat board payments in 1950 were below those of 1949. In addition, the initial price of wheat in the Prairie Provinces was lowered at Aug. 1, 1950, from \$1.75 to \$1.40 per bushel.

"Severe August frosts in the Prairie Provinces caused considerable damage to grain crops and

sharply reduced average grades." Cash income in 1950 by Province with 1949 and 1948 totals in brackets:

Manitoba, \$192,086,000 (\$236,117,000; \$247,297,000); Saskatchewan, \$404,830,000 (\$556,350,000; \$434,002,000); Alberta, \$362,996,000 (\$460,218,000; \$425,510,000); Ontario, \$650,594,000 (\$653,512,000; \$662,032,000); Quebec, \$354,331,000 (\$348,714,000; \$355,935,000); British Columbia, \$95,146,000 (\$96,041,000; \$102,214,000); Prince Edward Island, \$22,524,000 (\$21,247,000; \$22,345,000); Nova Scotia, \$39,029,000 (\$37,989,000; \$37,526,000); New Brunswick, \$45,695,000 (\$44,703,000; \$46,342,000). Farm income for Newfoundland was not included.



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APPLICATIONS for the term commencing September, 1951, are now being received... Candidates must have passed examinations generally acceptable for entry to science faculties of Canadian Universities; have reached their sixteenth but not their twentieth birthday on the first of January preceding entrance. Naval applicants, except in the case of candidates from French classical colleges, must not have reached their nineteenth birthday on the first of January.

For full details apply to:

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