ON THE AIR

Programs are listed in Atlantic Daylight Time as supplied by broadcasters. Island Time (AST) is one hour earlier in all cases.

TUESDAY PROGRAMS

CFCY-TV—CHANNEL 13

4:15 p.m.—Afternoon Musicale
4:45 p.m.—News, Weather, & Music
5:00 p.m.—World Passport
5:30 p.m.—Sky King
6:00 p.m.—Western Theatre
6:51 p.m.—CFCY TV News and Weather
7:01 p.m.—Gazette
7:30 p.m.—Jackie Gleason
8:00 p.m.—Saber of London
8:30 p.m.—Mediterranean Cruise
9:00 p.m. Dinah Shore
10:00 p.m—Front Page Challenge
10:30 p.m.—The Importance of Being Earnest
12:00 a.m.—CBC-TV News
12:14 a.m.—Local Weather
12:15 a.m.—Viewpoint

CKCW-TV—CHANNEL 2

9:45 a.m.—Sign on Record Caravan
10:00 a.m.—Romper Room
11:00 a.m.—Sign Off
3:30 p.m.—Tuesday Playbill News, Weather, Sports Movie - After the Ball
5:00 p.m.—World Passport
5:30 p.m.—Sky King
6:00 p.m.—Supper Club
6:15 p.m.—News
6:30 p.m.—Supper Club
6:35 p.m.—Weather
6:40 p.m.—Supper Club
6:50 p.m.—Sports
7:00 p.m.—Donna Reed Show
7:30 p.m.—Summerizing Sports
8:00 p.m.—San Francisco Beat
8:30 p.m.— Peoples Choice
9:00 p.m.—Chevy Show
10:00 p.m.—Front Page Challenge
10:30 p.m.—Importance of Being Ernest
12:00 a.m.—CBC News
12:15 a.m.—CKCW News
12:20 a.m.—Sign Off

CFCY — RADIO
(STANDARD TIME)

TUESDAY

5.58 Sign On
6.00 Hebrew Christian Hour
6.15 Country & Western Roundup
6.30 News
6.35 Weather
6.40 Country & Western Roundup
7.00 News
7.10 Weather
7.15 Country and Western Roundup
7.30 News and Weather
7.35 Country and Western Roundup (cont)
8.00 News
8.10 Weather
8.16 Country & Western Roundup
8.45 Weather
8.50 News
9.00 Morning Devotions
9.10 Morning Moods
9.30 Top Tune Time
9.45 Morning Moods
10.00 News
10.05 Magazine of the Air
10.30 Melody Parade
11.00 News Headlines and Weather
11.02 Magic of Music
11.30 News
11.40 Weather
11.40 Magic of Music
12.00 Weather
12.05 Rhythm Roundup
12.30 News and Weather
12.45 Mostly Music
1.00 News headlines and weather
1.02 Mostly Music.
2.00 Mostly Music (Cont.)
2.30 Back to the Bible
3.00 News Headlines and Weather
3.02 Best on Request
4.00 News and Weather
4.05 The Outports
5.00 News Headlines and Weather.
5.10 The Outports (Cont.)
6.00 News & Weather
6.05 Music for You
7.00 Sports Roundup
7.05 Music for you
7.30 News and Weather
7.45 Lone Guide Talk
8.00 Assignment
9.00 News & Weather
9.10 Starlight Serenade
9.30 Toronto Symphony Orch.
10.30 Fighting Words
11.00 Dominion News
11.10 Maritime Weather
11.15 Night Beat
12.00 News & Weather
12.05 Sign Off

CBA - RADIO

TUESDAY

7:15—Marine Weather and Fill
7:35—A.M. Chronicle
8:00—News.
8:15—Maritime Sportscast.
8:20—A. M. Chronicle.
8:45—Morning Devotions
9:00—News
9:05—A. M. Chronicle
9:55—News
10.00—A.M. Chronicle.
10:45—Morning Commentary.
10:55—For Consumers.
11:00—News.
11:03—Mr. Homme's House.
11:15—Kindergarten of the Air.
11:30—Matinee Quiz.
12:00—Jamboree Junction.
12:30—Maritime Farm Broadcast
1:00—News, Weather
1:15—Archers.
1:30—Name the Composer
2:00—Holiday
2:15—Tommy Hunter Show.
2:45—Music in Black and White
3:00—News
3:03—Trans-Canada Matinee
4:00—Four's Company.
5:00—News
5:04—Maritime Fish Broadcast
5:30—Tempo
6:00—News, weather
6:15—Reg. Commentary Mar. Sportscast, Mus. Interlude
6:30—Tempo.
7:00—News.
7:10—Commentary.
7:15—Music.
7:30—Rawnide and Music.
8:00—Teen Tempo and Music.
8:25—Tempo.
8:30—At the Opera.
9:00—Business Barometer.
10:00—Jazz Workshop
10:30—George LaFleche.
11:00—News Roundup and Talk
11:30—Voices from the past.
12:00—Here's the Weather and Sign Off

RIPLEY'S BELIEVE IT OR NOT

CONTRACT BRIDGE

BY B. JAY BECKER

South dealer
Neither side vulnerable.

NORTH
♠ 9 3 2
♥ Q 6 5 2
♦ A K 7 6 4
♣ 2

WEST
♠ J 6
♥ A J 10 9
♦ Q J 5 3
♣ 8 4 3

EAST
♠ Q 7 5 4
♥ 7 4 3
♦ 10 8 2
♣ Q 9 5

SOUTH
♠ A K 10 8
♥ K 8
♦ 9
♣ A K J 10 7 6

The bidding:

South	West	North	East
2 ♣	Pass	3 ♦	Pass
4 ♣	Pass	4 ♥	Pass
4 NT	Pass	5 ♦	Pass
6 ♣			

Opening lead—jack of spades.

It is well known that where there is better than a 50 per cent chance to make twelve tricks a small slam should be bid.

The total loss sustained by undertaking a small slam that goes down one trick coincides almost exactly with the bonus received for bidding and making a slam. Therefore, a slam contract that depends solely on a successful finesse is an acceptable risk when there is an even chance that the finesse will succeed.

It is not so well known, though, that many slam contracts can be undertaken when there is somewhat less than a theoretically even chance to make them. This is because, in actual practice, the defenders do not always make the best opening lead, nor in the subsequent play do they always defend to the hilt. These intangible factors are therefore worth consideration in deciding whether to contract for a slam.

The hand shown was played in a team match. The bidding is far from acceptable, and the six club contract reached was a poor one. But the defense, very much in the dark throughout, lapsed sufficently to allow the slam to be mad.

West, with no clearcut opening lead to make, chose the jack of spades. Declarer took the spade with the ace and led a low heart. West played the nine and dummy's queen won. A club to the jack held, and trumps were drawn.

The rest was easy. Declarer cashed the A-K of diamonds, discarding the king of hearts, led the nine of spades which held, and took another spade finesse to make thirteen tricks.

West could have recovered at trick two from his unfortunate lead by taking the eight of hearts with the ace and returning diamond. South would then have been unable to take the necessary finesses in spades and clubs and would have gone down.

However, once the jack of spades was led, declarer could have made the slam by leading the king of hearts at trick two. No defense could then stop South from making twelve tricks.

Low Fares Feature New U.K. Air Battle

By BERNARD GAVZER

LONDON (AP) — Britain is geared for an air battle in which there won't be any fighters or planes dropping bombs.

Three little words—cheap air fares—may cause the explosions.

While they may sound like music to the prospective traveller, these three little words are expected to produce a big blast at the forthcoming International Air Transport Association (IATA) meeting in Honolulu.

IATA, the world association of airlines which sets fares, is against the cheap-fare move. But the British airlines, strongly supported by the government and egged on by Britain's biggest plane producer, are set to cut fares anyway and walk out of IATA if necessary.

Behind the battle is a convention that all the world's airlines are basically competing for the business of the same traveller. To make profits, airlines have to go after new travellers—particularly the man who now goes by car, bus or train.

STRONG CHAMPION

This notion has its strongest champion in a man of 51 who likes to pass himself off as 'an ordinary plumber."

While his plumbing ability has not been attested to, Sir George Edwards figures that in this air fare battle he can afford to move around like the only man with a wrench in a room full of leaky faucets.

'If IATA does approve the fare reduction plan," he says, not unhappily, 'the truth is that many airlines will be in a fix."

This is because most airlines fear they can't economically cut fares with existing equipment, he says.

This does not depress Edwards, since he does not operate planes. As managing director of Vickers-Armstrong (Aircraft) Ltd., he makes and sells them.

'We happen to have the plane that can do the job of bringing in the new era of cheap air fares for the passenger and good profits for the operators," he says. 'It is the turbo-prop Vanguard."

DOUBLE BUBBLE

The Vanguard, powered by four Rolls Royce tyne engines and with a wing span of 118 feet and a 122 foot fuselage, has what Edwards calls double-bubble flexibility. It can carry a total payload of 29,000 pounds in freight and passengers.

Maximum number of passengers it can carry is 139. The passengers ride in a cabin—the top side of the double-bubble—separated from the freight holds below by a deck that runs the length of the plane. Nearly seven tons of cargo can be carried, depending on the passenger load. Three planes now are in test trials and commercial service is to begin in 1960.

The fare fight and the appearance of the Vanguard did not occur at the same time through coincidence. Explains Edwards:

'It was becoming obvious, at least to us, that in the United States as well as in Europe, the airlines were competing for the business of the same traveller. American figures show that only 4½ per cent of the American public travels by air, and that nearly 90 per cent of these people are either expense-account people or the reasonably well-to-do."

It also became obvious that 'to keep growing, airlines simply would have to go after the chap with the spanner in his hand—the man who has to dig into his own pocket and pay his own way and now does it by auto or by bus."

TOOK 60 DESIGNS

Vickers set about designing a plane that could do the job and assure profits. Work began in 1953 and 60 planes were designed before the Vanguard emerged.

'We concentrated on a plane that operates profitably at short or medium hauls—jobs that jet planes can't do now at economy rates—because despite all the publicity about transcontinental and trans-atlantic flights, it turns out the average length of an air trip is 570 miles."

By being able to shift its payload makeup according to needs—more freight when the number of passengers is low, such as during night flights—it is possible for an airline to use the Vanguard and charge less than bus fares, says Edwards.

'There's no argument against first - class service," says Edwards, but 'we think there should be economy fares all over."

This is essentially the attitude of the British government. It was made a matter of policy by Aviation Minister Harold Watkinson, who recently told the House of Commons that Britain would go to the IATA conference and demand approval of fare cuts.

And if it didn't give approval, he implied, Britain would go it alone.

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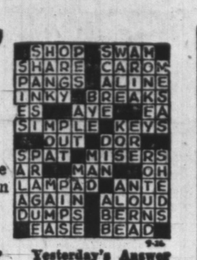
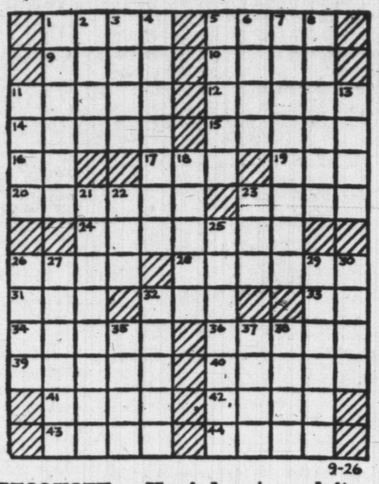
DAILY CROSSWORD

ACROSS
1. Story
5. Lake (Scot.)
9. Eve's husband
10. Genus of lily
11. A fund-raising effort
12. Tight grip (colloq.)
14. Oil of rose petals
15. Close-fitting cap
16. Masurium (abbr.)
17. The —— Canals
19. Malay yam
20. Fixed with a value
23. Endure
24. Pampers
26. Nourish
28. Spring celebration (eccl.)
31. Linen vestment
32. Snoop
33. Greek letter
34. Old German coin
36. Subsided
39. Church steeple
40. Rips
41. Cut
42. Canvas shelter
43. Pieces out
44. Units of work

DOWN
1. Deposit on teeth
2. Mine entrance
3. Volcanic rock
4. Standing out of a surface, as of water
5. Milk (comb. form)
6. Medley
7. Victory
8. Mother of Hector (Iliad)
11. Moist
13. One mentioned in a will
18. More strange
21. Horizon whiteness
22. Fish
23. God of pleasure
25. Infant's outfit
26. Butter and lard
27. Pass, as time
29. Puts forth effort
30. Frees
32. Preparatory schools
35. Great Lake
37. Malt beverage
38. Slam



Yesterday's Answer


9-26

DAILY CRYPTOQUOTE — Here's how to work it:

A X Y D L B A A X R
is L O N G F E L L O W

One letter simply stands for another. In this sample A is used for the three L's, X for the two O's, etc. Single letters, apostrophes, the length and formation of the words are all hints. each day the code letters are different.

A Cryptogram Quotation

LW ODKW EYJWN R MQKWNYAWYG QG AWY—RYJ AQNYDYM YWLF. HRHWNF—HUDOODHF.

Yesterday's Cryptoquote: GREAT IS TRUTH. FIRE CANNOT BURN NOR WATER DOWN IT — DUMAS.

(© 1959, King Features Syndicate, Inc.)

ETTA KETT

OUR BOARDING HOUSE MAJOR HOOPLE

TO UNVEIL MEMORIAL

OTTAWA (CP) — Governor-General Vanier Monday will unveil a memorial to men of the Royal Regiment of Canadian artillery who died in the service of Canada. The ceremony in Major's Hill Park here will be attended by Lieutenant-Governor J. Keiller Mackay of Ontario and Lieutenant-Governor E. C. Plow of Nova Scotia, both former artilleryman.

BRITISH HOUSING

About 3,000,000 new permanent houses were built in the United Kingdom between 1945 and 1958.

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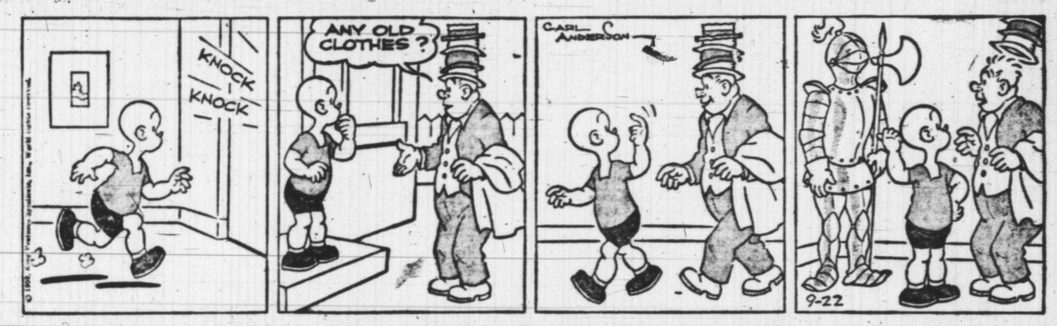
SECRET AGENT X-9 — THE LONE RANGER



MUGGS & SKEETER — JOE PALOOKA

LI'L ABNER